Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue

Final Environmental Impact Statement and Record of Decision

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

Interstate 290 (I-290) Eisenhower Expressway
Cook County, Illinois

FINAL ENVIRONMENTAL IMPACT STATEMENT
AND
RECORD OF DECISION

Submitted Pursuant to 42 USC 4332 (2)(c) and 49 USC 303 by the

US Department of Transportation
Federal Highway Administration
and
Illinois Department of Transportation

Cooperating Agencies
Federal Railroad Administration
Federal Transit Administration

6/29/2017
Date of Approval of FEIS[1]

For Illinois Department of Transportation

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ABSTRACT

The Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA) propose a transportation solution to improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and improve facility deficiencies on Interstate 290 from west of Mannheim Road on the west to Racine Avenue on the east, located in Cook County, Illinois. This Final Environmental Impact Statement (FEIS) considers four build alternatives, along with a No Build Alternative. The alternatives are identical in length at approximately 13 miles. There are no impacts to wetlands, High Quality Aquatic Resources, or federal- or state-listed species for any of the build alternatives. No displacement of residential or commercial structures would result with any of the build alternatives. There would be 0.40 acre of incremental permanent impacts to Waters of the United States, located at the Addison Creek and Des Plaines River crossings, for all build alternatives. A Section 4(f) *de minimis* finding at three public parks and a Section 4(f) exception at one public park were approved with receipt of written concurrence from the Officials with Jurisdiction.

Based on the analysis and evaluation contained in the FEIS and after careful consideration of all the social, economic, and environmental factors contained in the FEIS with input received from other agencies, organizations, and the public, it is the decision of the FHWA to approve HOT 3+ & EXP & HCT (also referred to as HOT 3+), which is one High Occupancy Toll Lane and three General Purpose lanes in each direction, with provisions for Express Bus service and High Capacity Transit (Blue Line Rapid Transit or Bus Rapid Transit extension) as the Selected Alternative.

June 30 2017
Date of Approval of FEIS and ROD

For Federal Highway Administration

[1] IDOT's signature commits it to implement the project as described in the FEIS, including all mitigation measures contained therein, and serves to recommend to FHWA to approve the FEIS and ROD.

Table of Contents

SIGNATURE PAGE

LIST OF ACRONYMS XVII

S.0 SUMMARY S-1

S.1 Project Description S-1

S.2 Purpose of and Need for Action S-3

S.3 Context Sensitive Solutions and Public Outreach S-5

S.4 Alternatives Considered S-6

S.5 Environmental Resources, Impacts, and Mitigation S-17

S.6 Comparison of Alternatives S-22

S.7 Other Proposed Actions S-25

S.8 Major Unresolved Issues with Other Agencies S-25

S.9 Other Federal Actions Required for the Proposed Action S-25

1.0 PURPOSE AND NEED FOR ACTION 1-1

1.1 Project Background 1-1

1.2 Project Purpose 1-2

1.3 Study Area 1-3

1.4 Project Need 1-4

1.4.1 Regional and Local Travel 1-4

1.4.2 Access to Employment 1-7

1.4.3 Safety for All Users 1-9

1.4.4 Modal Connections and Opportunities 1-13

1.4.5 Transportation Facility Deficiencies 1-15

2.0 ALTERNATIVES 2-1

2.1 Introduction 2-1

2.2 Initial Alternatives Identification 2-2

2.2.1 Initial Range of Stakeholder Suggestions 2-3

2.2.2 Single Mode Alternatives Identification 2-3

2.3 Round 1 Single Mode Alternatives Evaluation 2-8

2.3.1 Single Mode Alternatives Definition 2-8

2.3.2 Footprint and Fatal Flaw Screening Results 2-9

2.3.3 Round 1 Evaluation Results 2-10

2.3.4 Initial Combination Mode Alternatives 2-16

2.4 Round 2 Combination Mode Alternatives Evaluation 2-19
2.4.1 Combination Mode Alternatives Definition 2-19
2.4.2 Round 2 Evaluation Results 2-23
2.4.3 Round 3 DEIS Alternatives 2-32

2.5 Round 3 DEIS Alternatives 2-32
2.5.1 Study Area Extension 2-32
2.5.2 Interchange Type Selection and Refinement Summary 2-34
2.5.3 Round 3 Travel Performance 2-46
2.5.4 Other Round 3 Refinements and Considerations 2-50

2.6 Conclusion – Alternatives Carried Forward for Further Analysis 2-59

3.0 ENVIRONMENTAL RESOURCES, IMPACTS, AND MITIGATION 3-1

3.1 Social/Economic Characteristics 3-4
3.1.1 Population Characteristics 3-4
3.1.2 Corridor Economic Characteristics 3-10
3.1.3 Project Corridor Neighborhoods 3-19
3.1.4 Public Facilities and Services 3-28
3.1.5 Local Planning 3-33
3.1.6 Community Cohesion and Community Changes 3-37
3.1.7 Relocations and Right-of-Way 3-40
3.1.8 Transportation Network 3-46
3.1.9 Environmental Justice 3-81

3.2 Cultural Resources 3-107
3.2.1 Consultation 3-108
3.2.2 Affected Environment 3-110
3.2.3 Environmental Consequences 3-120

3.3 Air Quality 3-122
3.3.1 Affected Environment 3-123
3.3.2 Environmental Consequences 3-132
3.3.3 Measures to Minimize Harm and Mitigation 3-141

3.4 Traffic Noise 3-143
3.4.1 Affected Environment 3-143
3.4.2 Environmental Consequences 3-156
3.4.3 Mitigation 3-158

3.5 Energy 3-160

3.6 Natural Resources 3-162
3.6.1 Affected Environment 3-162
3.6.2 Environmental Consequences 3-167
3.6.3 Measures to Minimize Harm and Mitigation 3-171

3.7 Water Resources and Aquatic Habitats 3-173
3.7.1 Affected Environment 3-173
3.7.2 Environmental Consequences 3-185
3.7.3 Measures to Minimize Harm and Mitigation 3-192

3.8 Groundwater 3-195
3.8.1 Affected Environment 3-195
3.8.2 Environmental Consequences 3-196
3.8.3 Measures to Minimize Harm and Mitigation 3-197

3.9 Floodplains 3-198
3.9.1 Affected Environment 3-198
3.9.2 Environmental Consequences 3-200
3.9.3 Measures to Minimize Harm and Mitigation 3-206

3.10 Wetlands 3-207
3.10.1 Affected Environment 3-207
3.10.2 Environmental Consequences 3-207

3.11 Special Waste 3-208
3.11.1 Affected Environment 3-209
3.11.2 Environmental Consequences 3-215
3.11.3 Measures to Minimize Harm and Mitigation 3-216

3.12 Special Lands 3-218
3.12.1 Affected Environment 3-218
3.12.2 Environmental Consequences 3-227
3.12.3 De minimis Determination for Parks within the Village of Forest Park 3-236
3.12.4 Determination of Section 4(f) Exception at Columbus Park 3-237
3.12.5 Measures to Minimize Harm and Mitigation 3-238

3.13 Visual Resources 3-239
3.13.1 Existing Conditions Visual Analysis as viewed from the Mainline 3-239
3.13.2 Viewsheds of the Project Corridor from Adjacent Land Uses 3-249
3.13.3 Columbus Park 3-260
3.13.4 Environmental Consequences 3-264
3.13.5 Mitigation 3-280

3.14 Construction Impacts 3-288
3.14.1 Transportation 3-288
3.14.2 Water Resources 3-293
3.14.3 Air Quality 3-294
3.14.4 Construction Noise and Vibration 3-295
3.14.5 Solid Waste 3-296
3.14.6 Utility Services 3-297

3.14.7 Energy 3-297
3.14.8 Parks and Recreational Facilities 3-297

3.15 Indirect and Cumulative Impacts 3-298
3.15.1 Approach 3-298
3.15.2 Indirect Impacts 3-298
3.15.3 Cumulative Impacts 3-308

3.16 Short-Term Use and Long-Term Productivity 3-311

3.17 Irreversible and Irretrievable Commitment of Resources 3-312

3.18 Permits and Approvals 3-314

3.19 Summary of Environmental Commitments and Mitigation 3-315

4.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT 4-1

4.1 Outreach Requirements 4-1
4.1.1 Federal and State Requirements 4-1
4.1.2 Stakeholder Involvement Plan 4-2
4.1.3 Project Study Group 4-2

4.2 Corridor Advisory Group/Task Force (CAG/TF) Meetings 4-3

4.3 Stakeholder, Community, and Agency Coordination 4-10
4.3.1 Stakeholder Outreach 4-10
4.3.2 Community Coordination 4-13
4.3.3 Agency Coordination 4-15

4.4 Public Hearing 4-18

4.5 Summary of Comments and Responses on the DEIS 4-19
4.5.1 Federal Resource Agency Comments 4-20
4.5.2 Local Governments 4-22
4.5.3 Public Organizations 4-23

4.6 Conclusion 4-23

5.0 COMPARISON OF ALTERNATIVES SUMMARY 5-1

5.1 Alternatives Carried Forward 5-1
5.1.1 Accommodation for High Capacity Transit 5-5
5.1.2 Comparison Matrix of Alternatives 5-6

5.2 Performance Comparison 5-12

5.3 Social/Economic and Environmental Impacts Comparison 5-14
5.3.1 Social/Economic Impacts (including Environmental Justice) 5-14
5.3.2 Section 4(f) Resources 5-17
5.3.3 Visual Resources 5-19
5.3.4 Air Quality 5-20
5.3.5 Special Waste 5-21

5.3.6 Natural Environment 5-22
5.3.7 Traffic Noise 5-22

5.4 Other Considerations 5-24
5.4.1 Tolling Revenues 5-24
5.4.2 Tolling and Pricing Policy and Strategies 5-24
5.4.3 Construction Staging 5-26
5.4.4 Construction Cost 5-26

5.5 Preferred Alternative 5-27
5.5.1 Achievement of Stakeholder Goals and Objectives 5-27
5.5.2 Quantitative Comparison of Alternatives 5-32
5.5.3 Implementation Flexibility 5-35
5.5.4 Refinements to HOT 3+ Included in the Preferred Alternative 5-36
5.5.5 Conclusion 5-37

6.0 LIST OF PREPARERS 6-1

Federal Highway Administration (FHWA) 6-1

Illinois Department of Transportation (IDOT) 6-1

Consultant Team 6-2

7.0 LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS RECEIVING FINAL ENVIRONMENTAL IMPACT STATEMENT 7-1

7.1 Federal Agencies 7-1

7.2 State Agencies 7-2

7.3 Local Agencies 7-3

7.4 Other Stakeholder Groups 7-4

7.5 Public Review Locations 7-5

8.0 REFERENCES 8-1

9.0 INDEX 9-1

List of Appendices

The following appendices are included in electronic format only on the disc provided with this document.

APPENDIX A	**CRASH ANALYSIS OVERVIEW 2011 – 2013 (WITH 2013 - 2015 UPDATE)**
APPENDIX B	**FORECASTING METHODOLOGY REPORTS**
APPENDIX C	**ALTERNATIVES IDENTIFICATION AND EVALUATION**
APPENDIX D	**ENVIRONMENTAL JUSTICE METHODOLOGY TECHNICAL MEMORANDUM**
APPENDIX E	**SECTION 106 MATERIALS AND CORRESPONDENCE**
APPENDIX F	**TRAFFIC NOISE ABATEMENT ANALYSIS VOLUME 1 AND VOLUME 2**
APPENDIX G	**NATURAL RESOURCE REVIEW**
APPENDIX H	**WATER QUALITY DATA**
APPENDIX I	**SECTION 4(F) CORRESPONDENCE**
APPENDIX J	**NOISE BARRIER VISUALIZATIONS**
APPENDIX K	**NEPA/404 MATERIALS AND CORRESPONDENCE**
APPENDIX L	**I-290 COST ESTIMATING PROCEDURES**
APPENDIX M	**INVEST EVALUATION**
APPENDIX N	**COMMENTS RECEIVED ON THE DEIS**
APPENDIX O	**RESPONSE TO DEIS COMMENTS**

List of Figures

Figure S-1. I-290 Study Area S-2
Figure S-2. I-290 Existing Configuration S-2
Figure S-3. I-290 Capacity Deficiencies S-3
Figure S-4. Existing I-290 Congestion S-3
Figure S-5. Comparison of Expressway Crash Rates S-4
Figure S-6. Existing CTA Access, I-290 at Harlem Avenue S-4
Figure S-7. I-290 Flooding East of DesPlaines Avenue S-5
Figure S-8. Alternatives Development and Evaluation Process S-6
Figure S-9. I-290 Project Corridor Sections S-9
Figure S-10. Four Build Alternatives Advanced to DEIS S-10
Figure S-11. Build Alternatives Rank and Ratio Score Comparison Bar Chart S-24
Figure S-12. HOT 3+ Alternative Typical Section and Travel Time Improvements S-24
Figure 1-1. I-290 Existing Configuration 1-2
Figure 1-2. I-290 Study Area 1-3
Figure 1-3. Existing I-290 Capacity 1-5
Figure 1-4. 2010 Existing Arterial Peak Period Volume to Capacity Ratios 1-7
Figure 1-5. Comparison of Chicago Freeway Mainline Crash Rates 1-10
Figure 1-6. Crash Comparison of I-290 Mainline Sections (2006-2008, 2011-2013) 1-11
Figure 1-7. Lane Drop/No Lane Drop and Left-Hand/Right-Hand Ramp Crash Comparison (2006-2008, 2011-2013) 1-12
Figure 1-8. Overall Crash Type (2006-2008, 2011-2013) 1-13
Figure 1-9. Rear-End Crash – Time of Day (2006-2008, 2011-2013) 1-13
Figure 1-10. Narrow Sidewalks with Obstructions at Harlem and Oak Park Avenues 1-14
Figure 1-11. Flooding on I-290 in the Study Area 1-16
Figure 2-1. Alternatives Development and Evaluation Process 2-1
Figure 2-2. Transit Bus Network Assumptions 2-9
Figure 2-3. Traditional Commute Travel Origins 2-12
Figure 2-4. Reverse Commute Travel Origins 2-13
Figure 2-5. Trip Diversions within Transit Modes 2-14
Figure 2-6. Initial 10 Combination Mode Alternatives 2-18
Figure 2-7. Additional Round 2 Combination Mode Alternatives 2-20
Figure 2-8. Alternative Ranking Example 2-24
Figure 2-9. Alternative Ranking Example (Ratio Scoring) 2-25
Figure 2-10. Round 2 Overall Alternatives Ranking 2-26
Figure 2-11. Comparison of Rank (Ordinal) and Ratio Scoring 2-28
Figure 2-12. Four Combination Mode Alternatives to be Evaluated in Round 3 2-29
Figure 2-13. I-290 Phase I Study Area 2-33
Figure 2-14. I-290 Study Area Sections 2-34

Figure 2-15. Interchanges Evaluated 2-35
Figure 2-16. 25th Avenue Proposed Interchange Concept 2-37
Figure 2-17. 17th Avenue Proposed Interchange Concept 2-38
Figure 2-18. 9th Avenue Proposed Interchange Concept 2-39
Figure 2-19. 1st Avenue (IL 171) Proposed Interchange Concept 2-39
Figure 2-20. DesPlaines Avenue Proposed Interchange Concept 2-41
Figure 2-21. Harlem Avenue (IL 43) Proposed Interchange Concept 2-42
Figure 2-22. Austin Boulevard Proposed Interchange Concept 2-43
Figure 2-23. Austin Boulevard and Central Avenue Braided Ramp Configuration 2-44
Figure 2-24. Central Avenue Proposed Interchange Concept 2-45
Figure 2-25. Laramie Avenue and Cicero Avenue (IL 50) Proposed Interchange Concept 2-46
Figure 2-26. Round 3 Transit Network 2-47
Figure 2-27. Existing Expressway and Parallel CSX and CTA Constrained Section 2-50
Figure 2-28. Existing CTA Right-of-Way Configuration 2-51
Figure 2-29. 10-Foot Right-of-Way and CTA Right-of-Way Configuration 2-52
Figure 2-30. I-290 Expressway Improvement Configuration without 10-Foot CTA Right-of-Way 2-53
Figure 2-31. I-290 Expressway Improvement Configuration with 10-Foot CTA Right-of-Way 2-53
Figure 2-32. I-290 Expressway and CTA ROW Safety Evaluation 2-54
Figure 2-33. I-290 Expressway and CTA Right-of-way Proposed Configuration 2-54
Figure 2-34. Convertible Expressway Concept – Initial and Ultimate Configuration 2-56
Figure 2-35. Key ITS System Elements 2-58
Figure 2-36. Active Traffic Management Messages 2-58
Figure 2-37. Four Build Alternatives Advanced to the DEIS 2-60
Figure 3-1. I-290 Study Area and Project Corridor 3-3
Figure 3-2. I-290 Median Household Income for Project Corridor Communities (2011) 3-10
Figure 3-3. Poverty Levels for Project Corridor Communities (2011) 3-11
Figure 3-4. Existing Land Use – I-290 Study Area (Subarea 1) 3-20
Figure 3-5. Existing Land Use – I-290 Study Area (Subarea 2) 3-21
Figure 3-6. Existing Land Use – I-290 Study Area (Subarea 3) 3-22
Figure 3-7. Existing Land Use – I-290 Study Area (Subarea 4) 3-23
Figure 3-8. New and Additional Green Space Typical Section 3-39
Figure 3-9. 25th Avenue Additional Right-of-Way Required 3-41
Figure 3-10. 1st Avenue Additional Right-of-Way Required 3-42
Figure 3-11. DesPlaines Avenue Additional Right-of-Way Required 3-43
Figure 3-12. Circle Avenue Additional Right-of-Way Required 3-44
Figure 3-13. Harlem Avenue Additional Right-of-Way Required 3-45

Figure 3-14. CTA Additional Right-of-Way Required 3-46
Figure 3-15. I-290 Bicycle Crossings – Reconstruction Section 3-51
Figure 3-16. Projected 2040 East-West Arterial Volume Change for Alternatives versus No Build Alternative 3-56
Figure 3-17. 1st Avenue Proposed Access Modifications 3-57
Figure 3-18. 25th Avenue Proposed Access Modifications 3-57
Figure 3-19. Local Cross-Street Bridge Typical Sidewalk Widths 3-61
Figure 3-20. 25th Avenue Pedestrian and Bicycle Facility Improvements 3-62
Figure 3-21. 17th Avenue Pedestrian Improvements 3-63
Figure 3-22. 9th Avenue Pedestrian Improvements 3-64
Figure 3-23. 5th Avenue Pedestrian Improvements 3-65
Figure 3-24. 1st Avenue Interchange Pedestrian Improvements 3-66
Figure 3-25. 1st Avenue and Van Buren Street Pedestrian Improvements 3-67
Figure 3-26. 1st Avenue and Maybrook Drive Bicycle and Pedestrian Improvements 3-68
Figure 3-27. DesPlaines Avenue Pedestrian and Bicycle Facility Improvements 3-69
Figure 3-28. Circle Avenue Pedestrian and Bicycle Facility Improvements 3-70
Figure 3-29. Harlem Avenue Pedestrian and Bicycle Facility Improvements 3-71
Figure 3-30. Oak Park Avenue Pedestrian and Bicycle Facility Improvements 3-72
Figure 3-31. East Avenue Pedestrian and Bicycle Facility Improvements 3-73
Figure 3-32. Ridgeland Avenue Pedestrian and Bicycle Facility Improvements 3-73
Figure 3-33. Lombard Avenue Pedestrian and Bicycle Facility Improvements 3-74
Figure 3-34. Austin Boulevard Pedestrian and Bicycle Facility Improvements 3-75
Figure 3-35. Central Avenue Pedestrian and Bicycle Facility Improvements 3-76
Figure 3-36. Laramie Avenue Pedestrian and Bicycle Facility Improvements 3-77
Figure 3-37. Cicero Avenue Pedestrian and Bicycle Facility Improvements 3-78
Figure 3-38. Home Avenue Pedestrian Bridge 3-79
Figure 3-39. Lavergne Avenue Pedestrian Bridge 3-80
Figure 3-40. New Shared-Use Path 3-81
Figure 3-41. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 1) 3-85
Figure 3-42. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 2) 3-86
Figure 3-43. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 3) 3-87
Figure 3-44. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 4) 3-88
Figure 3-45. Origins and Job Destinations for EJ and non-EJ Communities 3-91
Figure 3-46. GP Lane Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities 3-96

Figure 3-47. HOV 2+ Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities 3-97
Figure 3-48. HOT 3+ Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities 3-98
Figure 3-49. HOT 3+ & TOLL Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities 3-99
Figure 3-50. Free General Purpose Lanes and HOT 3+ Lanes in HOT 3+ Alternative 3-101
Figure 3-51. Tolled General Purpose Lanes and HOT 3+ Lanes in HOT 3+ & TOLL Alternative 3-101
Figure 3-52. Off-System Improvements 3-104
Figure 3-53. MSAT Analysis Area 3-137
Figure 3-54. Potential Solar Garden Areas – Village of Oak Park 3-161
Figure 3-55. Addison Creek, north of I-290 3-170
Figure 3-56. Des Plaines River, north of I-290 3-170
Figure 3-57. Watersheds in the Project Corridor 3-174
Figure 3-58. Proposed Frontage Road Storm Sewer Location 3-205
Figure 3-59. Proposed Frontage Road and Local Drainage Detail 3-206
Figure 3-60. Existing Parks and Recreation Facilities 3-219
Figure 3-61. Veterans Park and the Dog Park – Proposed Access Improvements at Circle Avenue and I-290 3-230
Figure 3-62. Park District of Forest Park – Roos Property 3-233
Figure 3-63. Columbus Park – West Side Trail Connection and Enhancements 3-235
Figure 3-64. Columbus Park – East Side Enhancements 3-235
Figure 3-65. I-88 Terminus of Study Area 3-239
Figure 3-66. Western Portion of Study Area 3-240
Figure 3-67. Mainline Roadway Views 3-240
Figure 3-68. Mainline Roadway View – Retaining and Noise Barriers 3-241
Figure 3-69. View at Mannheim Road/I-290 Interchange 3-241
Figure 3-70. View at 25th Avenue/I-290 Interchange 3-242
Figure 3-71. View Proximate to South 21st Avenue 3-242
Figure 3-72. Roadway View at 17th Avenue 3-243
Figure 3-73. View Northeast of 1st Avenue 3-243
Figure 3-74. Mainline View near I-290/1st Avenue Interchange 3-244
Figure 3-75. CTA Facilities near Circle Avenue 3-245
Figure 3-76. I-290 View at Harlem Avenue 3-245
Figure 3-77. Eastbound I-290 View East of South Oak Park Avenue 3-245

Figure 3-78. I-290 Eastbound East of South Central Avenue 3-246
Figure 3-79. Viewshed with CTA Trains 3-247
Figure 3-80. I-290 Eastbound near South Damen Avenue 3-248
Figure 3-81. I-290 Mainline View East of South Central Park Boulevard 3-248
Figure 3-82. I-290 Eastbound West of South Pulaski Road 3-248
Figure 3-83. Eastbound Mainline View West of South Paulina Street 3-249
Figure 3-84. Eastbound I-290 Mainline View 3-249
Figure 3-85. View at Hillside Avenue/Jackson Boulevard 3-250
Figure 3-86. View from Frontage Road east of Hillside Drive 3-250
Figure 3-87. Southwest View Proximate to Hillside Drive 3-250
Figure 3-88. View Looking East near Harrison Street 3-251
Figure 3-89. I-290 Mainline near Cernan Drive 3-252
Figure 3-90. View along Harrison Street 3-252
Figure 3-91. View of Bataan Drive near 23rd Avenue 3-253
Figure 3-92. North Frontage Road along Harrison Street 3-253
Figure 3-93. View Looking East near 1st Avenue 3-254
Figure 3-94. View to I-290 from Garfield Street 3-255
Figure 3-95. Northeast View to I-290 from Garfield Street 3-255
Figure 3-96. I-290 at Lehmer Street and Ferdinand Avenue 3-256
Figure 3-97. View along Harrison Street near Kenilworth Avenue 3-256
Figure 3-98. View Proximate to Home Avenue at Harrison Street 3-257
Figure 3-99. Views along Harrison Street 3-257
Figure 3-100. View along Flournoy Street 3-257
Figure 3-101. View along West Lexington Street 3-258
Figure 3-102. I-290 View Proximate to South Kenneth Avenue 3-259
Figure 3-103. View of Westbound I-290 from West Flournoy Street 3-259
Figure 3-104. View of West Harrison Street 3-259
Figure 3-105. View along West Flournoy Street 3-260
Figure 3-106. View from West Flournoy Street at Kilpatrick Avenue 3-260
Figure 3-107. View at I-290 Off-Ramps at Austin Boulevard 3-261
Figure 3-108. View at Columbus Park Trail 3-262
Figure 3-109. Columbus Park Trail on South Edge of Columbus Park 3-262
Figure 3-110. Southeast Edge of Columbus Park with Trail 3-263
Figure 3-111. Southeast Edge of Columbus Park 3-263
Figure 3-112. View from Ballfields at Southeast Edge of Columbus Park 3-264
Figure 3-113. Simulation of Cross-Street Overpass from I-290 Mainline 3-266
Figure 3-114. Simulation of Cross-Street Overpass from I-290 Mainline with Noise Barriers 3-266
Figure 3-115. Close-up Simulation of Cross-Street Overpass from I-290 Mainline 3-267
Figure 3-116. Close-up Simulation of Cross-Street Overpass Detail from I-290 Mainline 3-267
Figure 3-117. Frontage Road Community-Level Space 3-269
Figure 3-118. 25th Avenue 3-270

Figure 3-119. Harlem Avenue Interchange 3-272
Figure 3-120. Austin Avenue Interchange 3-272
Figure 3-121. Home Avenue Pedestrian Bridge 3-273
Figure 3-122. Oak Park Signature Bridge Concept 3-274
Figure 3-123. Noise Barrier Visualization – Village of Westchester 3-276
Figure 3-124. Noise Barrier Visualization – Village of Oak Park 3-277
Figure 3-125. Noise Barrier Visualization – City of Chicago 3-278
Figure 3-126. Typical Cross-Street Section View with CTA Station 3-279
Figure 3-127. Typical Cross-Street Section View without CTA Station 3-279
Figure 3-128. CTA Blue Line Head Station Concept 3-280
Figure 3-129. Home Avenue Pedestrian Crossing 3-282
Figure 3-130. Home Avenue Pedestrian Bridge Concept 3-283
Figure 3-131. Ridgeland Avenue Schematic Landscape Plan 3-283
Figure 3-132. Concept Design – Ridgeland Avenue Overpass 3-284
Figure 3-133. Overpass Planter Boxes 3-285
Figure 3-134. Noise Barrier Visualization Base Design Character 3-286
Figure 3-135. Columbus Park Trail Connection 3-287
Figure 3-136. Primary Off-System Improvements 3-289
Figure 3-137. Construction Staging 3-291
Figure 3-138. Change in Population – Build vs. No Build Due to Highway Improvements 3-301
Figure 3-139. Change in Employment – Build vs. No Build Due to Highway Improvements 3-302
Figure 3-140. Change in Population – Build vs. No Build Due to Transit Improvements 3-303
Figure 3-141. Change in Employment – Build vs. No Build Due to Transit Improvements 3-304
Figure 4-1. Project Working Group Structure 4-2
Figure 4-2. DEIS Public Comments by Category 4-20
Figure 5-1. Four Build Alternatives Evaluated in Round 3 5-3
Figure 5-2. Convertible Expressway Section – Initial and Ultimate Configuration 5-5

List of Tables

Table S-1. Comparison Matrix of Alternatives S-12
Table S-2. Build Alternatives Rank and Ratio Scoring Comparison Matrix S-23
Table 1-1. Regional 2040 Jobs Accessible by Auto from Study Area 1-8
Table 1-2. Regional 2040 Jobs Accessible by Transit from Study Area 1-9
Table 2-1. Summary of Prescreening Findings 2-4
Table 2-2. Transit Modes Evaluated in Round 1 2-6
Table 2-3. Expressway Modes Evaluated in Round 1 2-7
Table 2-4. Arterial Improvements Evaluated in Round 1 2-7
Table 2-5. Round 1 Evaluation Summary 2-11
Table 2-6. Performance Comparison of Blue Line Extensions 2-15
Table 2-7. Single Mode Performance Ratings 2-16
Table 2-8. Combination Mode Alternatives Descriptions 2-21
Table 2-9. Round 3 Travel Performance Comparison (Showing Change from 2040 No Build) 2-48
Table 3-1. Population Changes in Project Corridor Communities 1950-2012 3-5
Table 3-2. Project Corridor Population, 2010 3-5
Table 3-3. Project Corridor Race and Ethnicity Characteristics, 2010 3-6
Table 3-4. Population by Race and Ethnicity for Project Corridor Communities 3-7
Table 3-5. Age Characteristics of Project Corridor Communities 3-9
Table 3-6. Project Corridor Community Unemployment Percentages 2000 – 2014 3-12
Table 3-7. Housing Characteristics of Project Corridor Communities 3-13
Table 3-8. Auto Ownership Characteristics of Project Corridor Communities 3-14
Table 3-9. Travel Time to Work Characteristics of Project Corridor Communities 3-15
Table 3-10. Employment by Major Industries for Project Corridor Communities 3-17
Table 3-11. Alternatives Daily Vehicle Hours of Travel Savings and Annual Productivity Benefits Change vs. No Build Alternative 3-18
Table 3-12. Public Facilities/Services in the Project Corridor 3-28
Table 3-13. School Districts Serving Project Corridor Communities 3-29
Table 3-14. Major Hospitals / Medical Centers in the Project Corridor 3-30
Table 3-15. New Right-of-Way Required for Reconstruction of the I-290 Expressway 3-40
Table 3-16. Project Corridor Lane Miles by Functional Class and Direction 3-47
Table 3-17. Class I and Class II Truck Routes in Project Corridor 3-48
Table 3-18. Projected 2040 I-290 Average Daily Traffic (ADT) 3-53
Table 3-19. Daily 2040 Study Area Arterial Travel Performance 3-54
Table 3-20. Projected Daily 2040 I-290 Study Area Truck Performance 3-58

Table 3-21. Job Accessibility Travel Time Comparison between No Build and Build Alternatives (Average of Six Job Destinations) 3-92
Table 3-22. Estimated Toll Cost per Build Alternative (Wolf Road to Ashland Avenue) 3-100
Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE 3-111
Table 3-24. NRHP-Eligible Historic Properties in the APE 3-116
Table 3-25. National Ambient Air Quality Standards 3-124
Table 3-26. Summary of Air Quality Monitored near Study Area 3-126
Table 3-27. Project Area Attainment Status 3-128
Table 3-28. 2040 Regional Emission Burdens (Annual) 3-133
Table 3-29. 2040 GHG Emission Burdens (Annual) 3-134
Table 3-30. Construction GHG Emissions (Annual) 3-135
Table 3-31. 2040 MSAT Emission Burdens (Annual) 3-138
Table 3-32. Noise Abatement Criteria 3-144
Table 3-33. Noise Level Summary 3-148
Table 3-34. Traffic Noise Impacts Summary by Build Alternative 3-157
Table 3-35. Land Cover within the Project Corridor 3-162
Table 3-36. Tree Data by Municipality 3-164
Table 3-37. Federally Listed Threatened and Endangered Species within Cook County 3-166
Table 3-38. State Listed Threatened and Endangered Species within Cook County 3-167
Table 3-39. Potentially Impacted Trees by Origin and Municipality 3-168
Table 3-40. Use Support and Impairment Summary for Project Corridor Water Bodies 3-183
Table 3-41. Streams Crossed by the Proposed Project in the Existing and Build Condition 3-186
Table 3-42. Watersheds Receiving Project Corridor Stormwater 3-188
Table 3-43. Incremental Chloride Contribution Analysis 3-191
Table 3-44. Designated 100-Year Floodplains within the Project Corridor 3-199
Table 3-45. Proposed 100-Year Floodplain Fringe Impact Summary 3-201
Table 3-46. Proposed 100-Year Floodplain and Regulatory Floodway Encroachment Summary 3-202
Table 3-47. Proposed 100-Year Floodway Impact Summary 3-204
Table 3-48. Summary of PESA Project Sites in Environmental Regulatory Databases 3-215
Table 3-49. Existing Parks in the I-290 Project Corridor 3-220
Table 3-50. Summary of Parkland Use – Village of Forest Park 3-232
Table 3-51. Impacts to Visual Resources within and from outside the Project Corridor 3-265
Table 3-52. Comparison of I-290 Study Area 2040 No Build and Build Forecasts 3-305
Table 3-53. Summary of Environmental Commitments 3-316

Table 4-1. Corridor Advisory Group/Task Force Meetings 4-3
Table 4-2. Summary of Outreach Methods (as of April 2017) 4-10
Table 4-3. Public Meetings 4-11
Table 4-4. Public Hearings 4-19
Table 5-1. Comparison Matrix of Alternatives 5-6
Table 5-2. Transportation Performance Comparison 5-13
Table 5-3. Social/Economic Impact Comparison 5-14
Table 5-4. Section 4(f) Resources Impact Comparison 5-18
Table 5-5. Visual Resources Impact Comparison 5-19
Table 5-6. Air Quality Impact Comparison 5-21
Table 5-7. Special Waste Impact Comparison 5-21
Table 5-8. Natural Environment Impact Comparison 5-23
Table 5-9. Traffic Noise Impact Summary Table 5-24
Table 5-10. Estimate of Implementation Cost Summary for Build Alternatives 5-26
Table 5-11. Rank and Ratio Scoring Comparison of Build Alternatives 5-35

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List of Acronyms

°F	degrees Fahrenheit
AADT	annual average daily traffic
AAI	All Appropriate Inquiries
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing materials
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	average daily traffic
AIS	Accident Investigation Site
APE	Area of Potential Effects
AQI	Air Quality Index
ATM	Active Traffic Management
AUID	Assessment Unit Identifications
AUL	Activity and Use Limitations
AWG	Advisory Working Group
BDE	Bureau of Design and Environment
BMP	Best Management Practices
BOL	Bureau of Land
BRC	Belt Railway Company of Chicago
BRT	bus rapid transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAG	Corridor Advisory Group
CAWS	Chicago Area Waterway System
CBD	Central Business District
CBOD	carbonaceous biochemical oxygen demand
CCDD	Clean Construction and Demolition Debris
CDOT	Chicago Department of Transportation
CER	Cost Estimate Review
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System (superseded by the Superfund Enterprise Management System (SEMS)
CFR	Code of Federal Regulations
CH_4	methane
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National Railway
CNE	Common Noise Environments
CO	carbon monoxide

CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
COSIM	Carbon Monoxide Screen for Intersection Modeling
CSO	combined sewer overflow
CSS	Context-Sensitive Solutions
CSX	CSX Transportation, Inc.
CTA	Chicago Transit Authority
CWA	Clean Water Act
CWS	community water supply
dB(A)	Decibel (A-weighted)
dbh	diameter at breast height
DEIS	Draft Environmental Impact Statement
DMS	dynamic message signs
DRSCW	DuPage River Salt Creek Workgroup
EcoCAT	Ecological Compliance Assessment Tool
EDP	existing drainage plan
EIS	Environmental Impact Statement
EJ	environmental justice
ERNS	Emergency Response Notification System
EPA	US Environmental Protection Agency
EPT	Ephemeroptera (mayflies), Plecoptera (stoneflies), and Trichoptera (caddisflies)
ESA	Endangered Species Act
ETL	Express Toll Lanes
EXP	Express Bus Service
FAST	Fixing America's Surface Transportation Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMGP	Former Manufactured Gas Plant
FPDDC	Forest Preserve District of DuPage County
FR	Final Rule
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	greenhouse gas
GIS	Geographic information system
GP	general purpose
GWP	Global Warming Potential
HAA	Highway Authority Agreement
HC	hydrocarbons
HCT	high-capacity transit
HEI	Health Effects Institute

HHS	US Department of Health and Human Services
HOT	high-occupancy toll
HOV	high-occupancy vehicle
HRT	heavy rail transit
HSM	Highway Safety Manual
HUC	Hydrologic Unit Code
I-15	Interstate 15
I-25	Interstate 25
I-290	Interstate 290
I-294	Interstate 294
I-88	Interstate 88
I-90/94	Interstate 90/94
ICE	Infrastructure Carbon Estimator
IDNR	Illinois Department of Natural Resources
IDOA	Illinois Department of Agriculture
IDOT	Illinois Department of Transportation
IEMA	Illinois Emergency Management Agency
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IHPA	Illinois Historic Preservation Agency
ILCS	Illinois Compiled Statutes
INHS	Illinois Natural History Survey
INVEST	Infrastructure Voluntary Evaluation Sustainability Tool
IMD	Illinois Medical District
IRTBA	Illinois Road and Transportation Builders Association
ISAS	Illinois State Archaeological Survey
ISATe	Interchange Safety Analysis Tool - Enhanced
ISGS	Illinois State Geological Survey
ISP	Illinois State Police
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ISTHA	Illinois State Toll Highway Authority
ISWS	Illinois State Water Survey
ITS	Intelligent Transportation System
LBP	Lead-based paint
LDPEP	Lower Des Plaines Ecosystem Partnership
LOS	Level of Service
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund Act of 1965
MABAS	Mutual Aid Box Alarm System
mg/L	milligrams per liter
µg/m^3	micrograms per cubic meter
mph	miles per hour
MPO	Metropolitan Planning Organization

MPSD	municipal point source discharges
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
MWRDGC	Metropolitan Water Reclamation District of Greater Chicago
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NFR	No Further Remediation
NFRAP	No Further Remedial Action Planned
NH_3	ammonia
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	Ozone
O/D	origin and destination
OPWG	Oak Park Working Group
ORC	Office of Resource Conservation
OSFM	Office of the Illinois State Fire Marshall
OSLAD	Open Space Land Acquisition and Development
OWJ	Official with Jurisdiction
P3	public private partnership
PAH	polycyclic aromatic hydrocarbon
Pb	lead
PCB	polychlorinated biphenyl
PDO	Property Damage Only
PESA	Preliminary Environmental Site Assessment
PIN	Property Identification Numbers
PM	Particulate Matter
POTW	publicly owned treatment works
ppb	parts per billion
ppm	parts per million
PSG	Project Study Group
PSI	preliminary site investigation

RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
REC	Recognized Environmental Condition
ROD	Record of Decision
RTA	Regional Transportation Authority
SCWN	Salt Creek Watershed Network
SELDM	Stochastic Empirical Loading and Dilution Model
SEMS	Superfund Enterprise Management System
SEOC	State Emergency Operations Center
SHAP	Stream Habitat Assessment Procedure
SHPO	State Historic Preservation Officer
SIP	Stakeholder Involvement Plan
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SO_X	sulfur oxides
SOV	single-occupancy vehicle
SPUI	Single-Point Urban Interchange
SR	State Route
SRP	Site Remediation Program
STAA	Surface Transportation Assistance Act
STIP	Statewide Transportation Improvement Program
SWPPP	Stormwater Pollution Prevention Plan
TF	Task Force
TIP	Transportation Improvement Program
TMDL	total maximum daily loads
TNM	Traffic Noise Model
TRI	Toxic Release Inventory
TSS	total suspended solids
TTI	Texas Transportation Institute
TWG	Transit Working Group
UIC	University of Illinois – Chicago
UPDREP	Upper Des Plaines River Ecosystem Partnership
USACE	US Army Corps of Engineers
USC	United States Code
USCG	US Coast Guard
USDA	US Department of Agriculture
USDOT	United States Department of Transportation
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UST	underground storage tank
v/c	volume to capacity ratio
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled

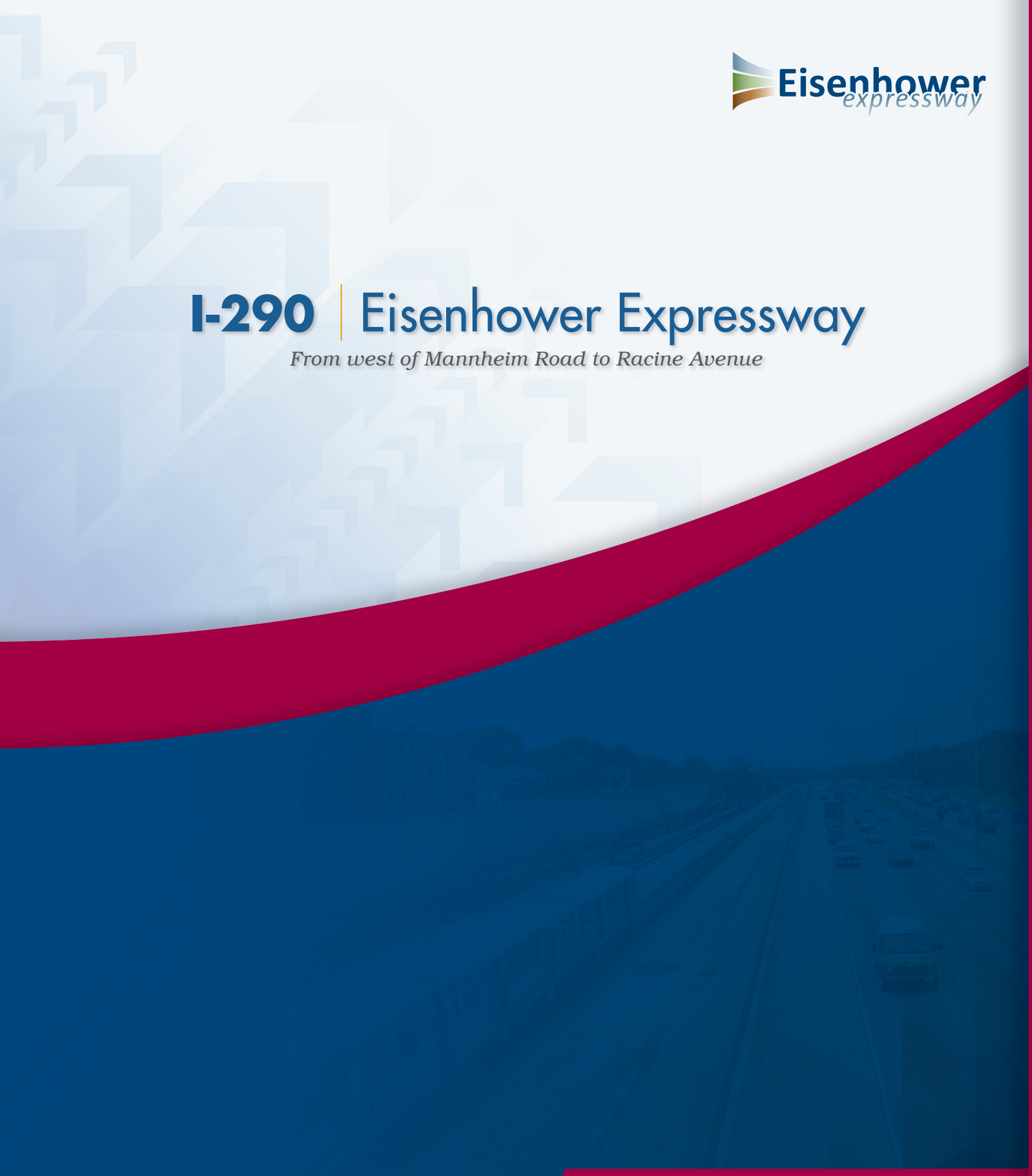
VOC	volatile organic compound
Vpd	vehicles per day
VPPP	Value Pricing Pilot Program
WMO	Watershed Management Ordinance
WOUS	Waters of the United States
WSDOT	Washington State Department of Transportation
WSEL	water surface elevation
WWTP	wastewater treatment plant
YOE	Year of Expenditure

Eisenhower expressway

RECORD OF DECISION

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



Record of Decision

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

Record of Decision on the Interstate 290 (I-290) Eisenhower Expressway Project in Cook County, Illinois by the Federal Highway Administration

Table of Contents

1.0 BACKGROUND 1

2.0 DECISION 2

3.0 DESCRIPTION OF THE SELECTED ALTERNATIVE 3

4.0 PURPOSE AND NEED 5

5.0 ALTERNATIVES CONSIDERED 6

5.1 Development and Evaluation of Alternatives 6

5.2 Alternatives Considered in Detail 8

6.0 BASIS FOR SELECTING ALTERNATIVE HOT 3+ & EXP & HCT 11

6.1 Summary of Selected Alternative Evaluation 11

6.1.1 Social/Economic Impacts 12

6.1.2 Special Lands 14

6.1.3 Historic Properties 15

6.1.4 Visual Resources 15

6.1.5 Air Quality 16

6.1.6 Special Waste/Hazardous Waste Impacts 17

6.1.7 Natural Resources Impacts 17

6.1.8 Traffic Noise Impacts 17

6.1.9 Stakeholder and Agency Input 17

6.2 Conclusion 19

7.0 MEASURES TO MINIMIZE HARM 20

8.0 APPROVAL 20

List of Figures

Figure 1. Selected Alternative 3
Figure 2. Convertible Expressway Section – Initial and Ultimate Configuration 4
Figure 3. Alternatives Carried Forward in the FEIS 10
Figure 4. Selected Alternative Travel Time Improvement 19

List of Tables

Table 1. Distinguishing Socioeconomic Impacts 13
Table 2. Traffic Noise and Air Quality Impacts 16

Record of Decision on the Interstate 290 (I-290) Eisenhower Expressway Project in Cook County, Illinois by the Federal Highway Administration

1.0 Background

The Eisenhower Expressway (I-290), originally constructed as the Congress Expressway, was one of the first multimodal facilities in the United States. Opened to traffic in sections beginning in the mid to late 1950s, this facility was designed and constructed according to early standards that were newly created for the interstate highway system.

During the original construction of the Eisenhower Expressway, the Chicago Transit Authority (CTA) Garfield Park rapid transit branch was removed and replaced with what is now known as the Blue Line Forest Park Branch. This heavy rail transit line was constructed parallel to the Eisenhower Expressway, running along the south side of the roadway or in the median. As part of the construction of the Eisenhower Expressway, the freight railroad owned by Baltimore & Ohio Chicago Terminal Railroad, which ran at-grade along the current alignment of the Expressway, was grade-separated and relocated adjacent to the south side of the CTA tracks, sharing the same "cut" with the CTA and the expressway from east of DesPlaines Avenue to Central Avenue. This freight rail line is now owned and operated by CSX Transportation. This section of rail is part of CSX's Altenheim Subdivision and includes the right-of-way for three tracks, including two continuous tracks and a third intermittent track. A portion of the former Chicago, Aurora and Elgin electric interurban railway was also relocated at Forest Park as part of the original expressway construction, but passenger service on that line was discontinued in 1957.

West of Mannheim Road and east of Austin Boulevard, I-290 has four lanes in each direction. Between Mannheim Road and Austin Boulevard, I-290 has three lanes in each direction. This reduction in lanes and reduced capacity has been a long-standing source of safety, operational, and capacity concerns.

Since its original construction, I-290 has undergone periodic resurfacing and maintenance throughout the corridor. In 2001, the Hillside Interchange Reconstruction Project, located on the west end of the Study Area, was completed. This project was a spot improvement that addressed weaving and access to the Mannheim Road Interchange, and in doing so, addressed safety and operations at I-88's connection with I-290 and improved connections with Mannheim Road. While weaving conflicts on eastbound I-290 were removed by the addition of the eastbound collector-distributor roadway, the project did not address capacity needs along the I-290 mainline. In 2010, 27 miles of I-290 from Thorndale Avenue to I-90/I-94 were resurfaced and 37 bridges were repaired.

In 2012, the Illinois Department of Transportation (IDOT) initiated a Phase I preliminary engineering study for the I-90/I-94 and I-290 Jane Byrne Interchange, whose western study limits extend to Racine Avenue on I-290. This improvement project includes widening of the northbound-to-westbound ramp from I-90/94 to I-290 and the eastbound-to-northbound ramp from I-290 to I-90/I-94 from one to two lanes, as well as multimodal transportation system improvements, including wider sidewalks and improved access to public transit.

The I-290 Eisenhower Expressway is identified as a fiscally constrained major capital project in the region's metropolitan transportation plan adopted by the Metropolitan Planning Organization (MPO) Policy Committee, which is the designated MPO for the northeast Illinois region.

2.0 Decision

This Record of Decision (ROD) is the official decision document that concludes the National Environmental Policy Act (NEPA) process. Through this ROD, FHWA grants the state of Illinois approval to proceed with final design, completion of acquisition of needed right-of-way, and construction of the I-290 Project. This ROD is executed in conformance with the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Part 1500) as well as Federal Highway Administration's (FHWA's) own regulations (23 CFR Parts 771 and 774). This ROD documents FHWA's compliance with NEPA and identifies additional requirements that must be met to proceed with the project. The decision is based on analyses contained in the Draft Environmental Impact Statement, issued December 30, 2016, and the comments of federal agencies, members of the public, and elected officials.

This ROD approves HOT 3+ & EXP & HCT, as described in Section 3.0 of this ROD and Section 5.0 of the Final Environmental Impact Statement (FEIS), as the Selected Alternative. It was selected following the evaluation of four mainline build alternatives in addition to the No Build Alternative and was identified as the Preferred Alternative in the DEIS, located generally within the existing I-290 right-of-way. Several key factors were taken into consideration for the alternatives evaluation, including socioeconomic and environmental impacts, travel performance, and stakeholder and agency input.

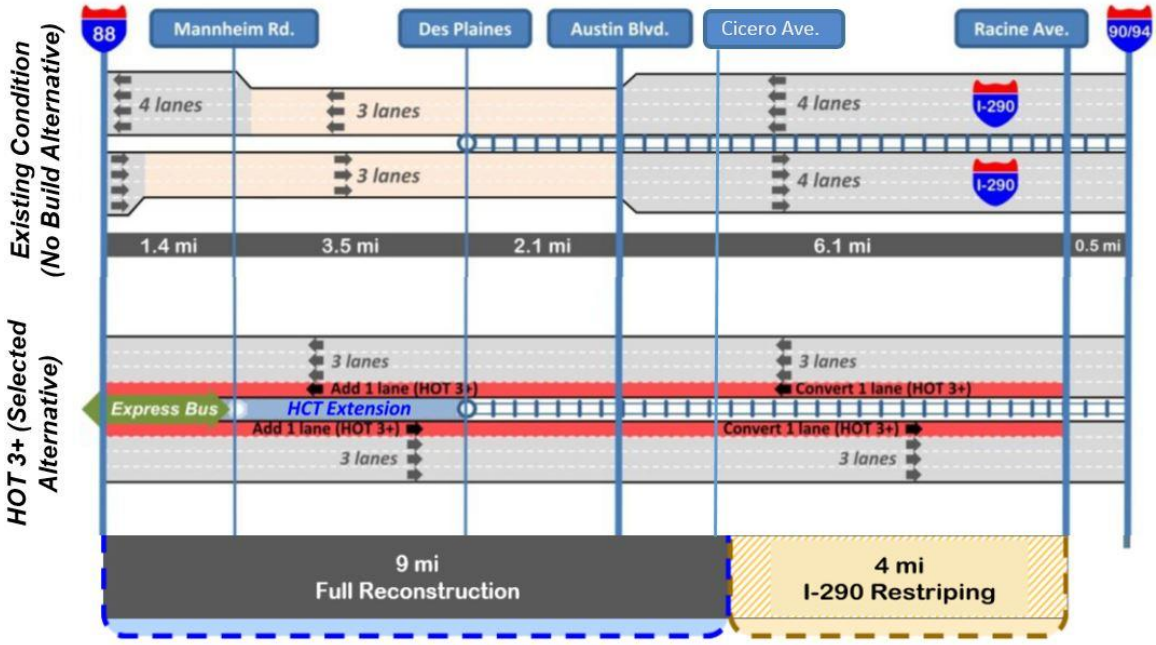
The Selected Alternative is an approximately 13-mile long, east-west oriented, eight-lane divided limited-access roadway with a western terminus west of Mannheim Road in Hillside, and an eastern terminus at Racine Avenue in Chicago. FHWA, in cooperation with IDOT, determined that the Selected Alternative accomplishes the project Purpose and Need as identified in Section 1.0 of the FEIS, has lower overall socioeconomic and environmental impacts as compared to the other three build alternatives evaluated, and incorporates stakeholder input.

In the event of any differences in wording, the ROD takes precedence over the FEIS.

3.0 Description of the Selected Alternative

The Selected Alternative is **HOT 3+ & EXP & HCT.** This alternative consists of adding one High Occupancy Toll (HOT) 3+ (three or more occupants per vehicle or transit vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction to I-290 between 25th Avenue and Austin Boulevard. The Selected Alternative also includes conversion of one existing general purpose lane in each direction from Austin Boulevard to west of Racine Avenue to HOT 3+ use, and provisions for express bus service (EXP) and high capacity transit (HCT), which includes a heavy rail or bus rapid transit extension. Figure 1 shows the configuration of the Selected Alternative as compared to the No Build Alternative.

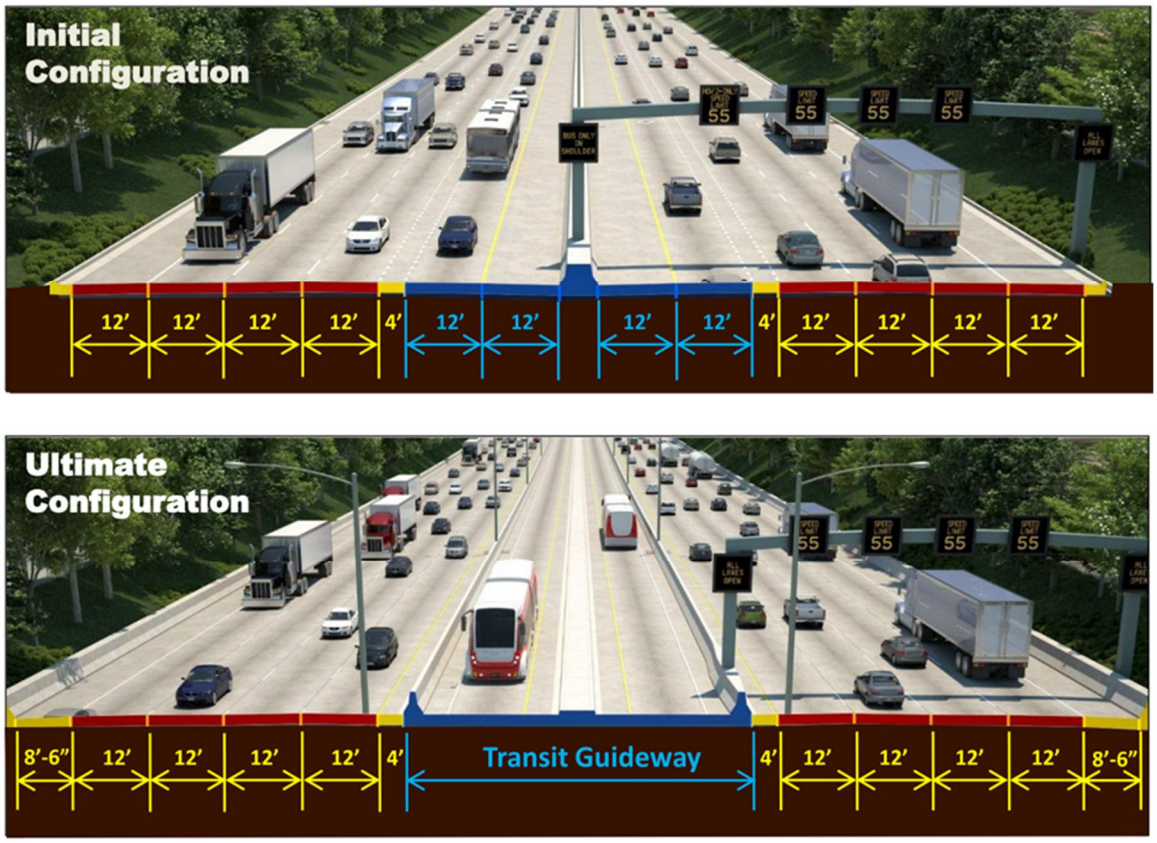
Figure 1. Selected Alternative



The 9-mile section from west of Mannheim Road to east of Cicero Avenue will require full reconstruction of the existing I-290 mainline pavement to address the purpose and need and to accommodate additional lanes. All existing interchanges and overhead highway and railroad bridges would be reconstructed, with the exception of the Mannheim Road interchange and Westchester Boulevard bridge which would remain in their current configuration. Existing bridges over Addison Creek and the Des Plaines River would be reconstructed, and an additional HOT 3+ travel lane in each direction would be constructed between east of Mannheim Road and Austin Boulevard. A new east-west shared-use path running parallel to I-290 is proposed from DesPlaines Avenue to Austin Boulevard, and improved pedestrian and bicycle accommodations are included in the reconstructed overhead highway bridges as well as reconstructed bicycle and pedestrian crossings at Home and Lavergne avenues.

Provisions are included in the I-290 median for initial accommodation of express bus service in the inside HOT 3+ lanes, and future conversion of the median space to accommodate a high capacity transit extension from DesPlaines Avenue to Mannheim Road (Figure 2). Improved connections to public transit, including station access and bus connections to the CTA Blue Line are included. Cross-road bridge clearances over the CSX Railroad between Circle Avenue and Austin Boulevard shall be improved to a minimum 21-feet 9-inches. A total of 5.972 acres of new right-of-way (ownership) and permanent easement is required for the improvements, comprised of acquisitions of property near 25th, 1st, DesPlaines, Circle, and Harlem avenues, as well as obtaining a 10-foot-wide strip of right-of-way from the CTA from west of Circle Avenue to east of Austin Boulevard; otherwise, the proposed improvements are contained within existing public highway rights-of–way.

Figure 2. Convertible Expressway Section – Initial and Ultimate Configuration



In the 4-mile section from Austin Boulevard to Racine Avenue, one lane in each direction would be converted from general purpose use to HOT 3+ use. Reconstruction of the 8-lane section is required from Austin Boulevard to east of Cicero Avenue. From east of Cicero Avenue to Racine Avenue, no physical alteration of the expressway is proposed other than the pavement marking and signage needed to accommodate the HOT 3+ use. Separate projects, independent of the I-290 Selected Alternative, will

address the overhead highway bridges from east of Cicero Avenue to Racine Avenue, and are not included in this ROD.

In the 13-mile Project Corridor, 46 out of 63 eligible noise barriers are likely to be built. These 46 barriers were found to be reasonable, feasible and were approved by a majority of benefitted receptor stakeholders in the viewpoints solicitation process for noise abatement. See Section 7.0, Measures to Minimize Harm, for further information on consideration of noise barriers.

4.0 Purpose and Need

Five principal needs or need points were identified through technical analysis and through stakeholder and public input.

Regional and Local Travel: This need point addresses the identified need to improve mobility, or the movement of people and goods, within the region and the Study Area. Current daily traffic volumes far exceed the existing ideal capacity in the corridor, which negatively affect local and regional travel.

Access to Employment: Traffic congestion on I-290 and the major arterial roads in the Study Area, and the inability to adequately accommodate additional traffic, limit the effectiveness of these transportation facilities to serve local and regional employment areas. These conditions affect the traditional commute (i.e., travelers heading inbound to Chicago during the morning peak period and outbound from Chicago in the evening) and the reverse commute (travelers heading outbound in the morning peak period and inbound in the evening peak), along with other commuter travel markets that utilize this corridor. Traffic congestion on I-290 and parallel routes also negatively impacts bus transit travel times and reliability, the ability to make modal connections, and access to transit by automobile.

Safety for All Users: Within the western part of the Study Area from I-294 to Kostner Avenue (including the six-lane section between 25th Avenue and Austin Boulevard), I-290 experiences crash rates that are 24 to 70 percent higher than comparable Chicago area freeways. Crashes in the eight-lane section from Kostner Avenue to Racine Avenue in the eastern part of the Study Area were also higher than other comparable freeways, but 21 percent lower than the western section of I-290. High crash rate locations were primarily associated with the mainline capacity bottleneck loations and the left-hand ramps at Austin Boulevard and Harlem Avenue.

Modal Connections and Opportunities: Use of the existing transit facilities within the Study Area is higher than for the region as a whole; however, these transit facilities do not operate at full capacity, and facility deficiencies in the corridor inhibit access to transit facilities and hamper optimum provision of transit services. Pedestrian and bicycle access is also constrained within the Study Area. Several opportunities for improving transit facilities and services in the Study Area were identified, and the I-290

Study has been coordinated with the transit agencies for the purpose of accommodating future transit improvements within the footprint of this proposed project.

Transportation Facility Deficiencies: The existing facility was designed and constructed in the 1950s according to the design standards at the time. Since then, design standards have evolved to provide optimal safety and operational configurations. The existing pavement and bridges are now more than 50 years old, exceeding their typical service life (i.e., approximately 30 years for pavement and 50 years for bridges) and is in need of modernization. Several facility deficiencies have been identified related to: 1) pavement and structure conditions; 2) design features; 3) pedestrian, bicycle, and transit facilities; and 4) the existing drainage system and pavement flooding.

5.0 Alternatives Considered

5.1 Development and Evaluation of Alternatives

The development and evaluation of the alternatives was an iterative process guided by extensive stakeholder involvement as described in Section 4.0 of the FEIS, combined with technical analysis and environmental impact avoidance/minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process in Section 2.0 of the FEIS concluded with the identification of a range of alternatives to be considered (including a No Build Alternative). The process leading up to the selection of the FEIS alternatives consisted of three rounds of identification, evaluation, and refinement that initially considered a wide range of suggested alternatives, evaluated single mode alternatives, and then assembled and evaluated combination mode alternatives that resulted in the selection of four build alternatives carried forward for further refinement and analysis in Section 3.0 of the FEIS. These steps are summarized here:

Initial Range of Stakeholder Suggestions: Suggestions for alternatives for the I-290 Study were actively solicited from project stakeholders and the public through public meetings, Corridor Advisory Group/Task Force (CAG/TF) meetings, stakeholder meetings, and public comments. A total of 570 suggestions were submitted regarding alternatives.

Round 1 – Single Mode Alternatives Identification and Evaluation: After condensing the 570 alternatives into 33 concept categories, they were prescreened to identify "single mode" alternative concepts to be evaluated independently in Round 1. 21 single mode transit, highway, and arterial alternatives were developed and evaluated in Round 1: eleven I-290 expressway alternatives, nine transit alternatives, and one arterial highway widening alternative. The arterial highway widening alternative was fatally flawed due to limited available right-of-way and potential impacts. The remaining 20 alternatives were evaluated with respect to a range of transportation performance criteria. It was determined that the expressway alternatives provide the best overall performance and stand-alone transit alternatives did not improve I-290 performance, but have other

benefits. The Round 1 results were used to inform the next round of alternatives development.

Round 2 – Combination Mode Alternatives Identification and Evaluation: Based on the results of the Round 1 single mode alternative evaluation, ten combination mode alternatives were assembled for evaluation in Round 2. The approach was to test the overall performance of the expressway modes in combination with additional benefits of transit modes. The Round 2 alternatives tested included two transit modes, Express Bus service (EXP) or a combination EXP and High Capacity Transit (HCT) extension to Mannheim Road, in combination with the following expressway modes: General Purpose (GP) Lanes (all lanes non-tolled GP lanes); High Occupancy Vehicle (HOV) 2+ (one HOV lane and three GP lanes in each direction); Toll (all lanes tolled); High Occupancy Toll (HOT) 3+ (one HOT lane and three GP lanes in each direction); and an expressway alternative that paired Toll Lanes and HOT 3+. During the evaluation of the initial ten combination mode alternatives, the CAG identified two additional combination mode alternatives that combined transit and expressway management strategies, but without a lane addition in the existing six-lane section of I-290, for a total of 12 combination mode alternatives evaluated in Round 2.

The alternatives were scored against the project purpose and need two ways, using "rank" scoring (where each need point category contributes equally to the overall score) and "ratio" scoring (weighting for each measure based on the relative performance differences between the alternatives). Based on the results of the Round 2 evaluation, the top four performing alternatives were further developed and refined in Round 3, and were considered in detail in the FEIS (Section 5.2).

Round 3 – Further Definition and Refinement of Build Alternatives: Based on the results of the Round 2 evaluation, the Study Area was formally extended in Round 3 to include an additional 4 miles east to Racine Avenue (Section 2.5.1 of the FEIS) to connect to the improvements being constructed at the Jane Byrne Interchange. Interchange type and expressway access studies were layered in with the further design refinement and detailed performance and environmental evaluation of alternatives in Round 3. The Round 3 evaluation introduced environmental and cost factors, and included both rank and ratio scoring.

Full reconstruction of the expressway from west of Mannheim Road to east of Cicero Avenue is required to accommodate mainline capacity and interchange improvements. Based on condition assessment and operational analysis of the build alternatives, no new expressway reconstruction or capacity improvements were identified for the eight-lane section between east of Cicero Avenue and Racine Avenue; at most, only a restriping and appropriate signage of the eight-lane section is required to implement a build alternative. As such, reconstruction of the eight-lane section east of Cicero Avenue is not proposed; however, the condition of the overhead bridges in this section is being addressed as part of a separate study.

Other Refinements and Considerations: Based on the safety and right-of-way, and in consideration of CTA's Blue Line Forest Park Branch Feasibility/Vision Study findings, the proposed expressway design was configured to utilize a 10-foot strip of available CTA Blue Line right-of-way (between Circle Avenue and Austin Boulevard) to provide wider shoulders for improved expressway safety performance in this area. Improved freight railroad clearance over the CSX Railroad, to a minimum of 21-feet 9-inches, was achieved via reduced cross-road bridge depths and minor track lowering. Intelligent Transportation System components were recommended to facilitate lane management and to further improve safety.

CTA Blue Line Vision Study: The CTA Blue Line Forest Park Branch Feasibility/Vision Study was initiated in 2013 by the CTA, and was performed in parallel with the I-290 EIS Study. Results of the Blue Line Vision Study were incorporated into the I-290 EIS. It is noted that the Vision Study is not an Environmental Impact Statement, nor is it part of a federal project development process. The findings of the Vision Study include the need for reconstruction of the entire Forest Park Branch. Other key recommendations include:

- Maintain existing entrance locations;
- Remove stations closed in 1970s;
- Improve infrastructure to a state of good repair;
- No third track or express service;
- Improve the terminal site at Forest Park;
- Maintain existing service; and
- Work with IDOT on Project Corridor improvements through design, construction, and funding.

In the short term, CTA would continue to perform interim work to address slow zones and other maintenance items.

5.2 Alternatives Considered in Detail

Four build alternatives evaluated in the FEIS included:

- **GP & EXP & HCT** (also referred to herein as GP Lane), consisting of adding one general purpose lane[1] in each direction between 25th Avenue and Austin Boulevard, and includes provisions for Express Bus (EXP) and High Capacity Transit (HCT);
- **HOV 2+ & EXP & HCT** (also referred to herein as HOV 2+), consisting of adding one High Occupancy Vehicle (HOV) 2+ (two or more occupants required for use) lane in

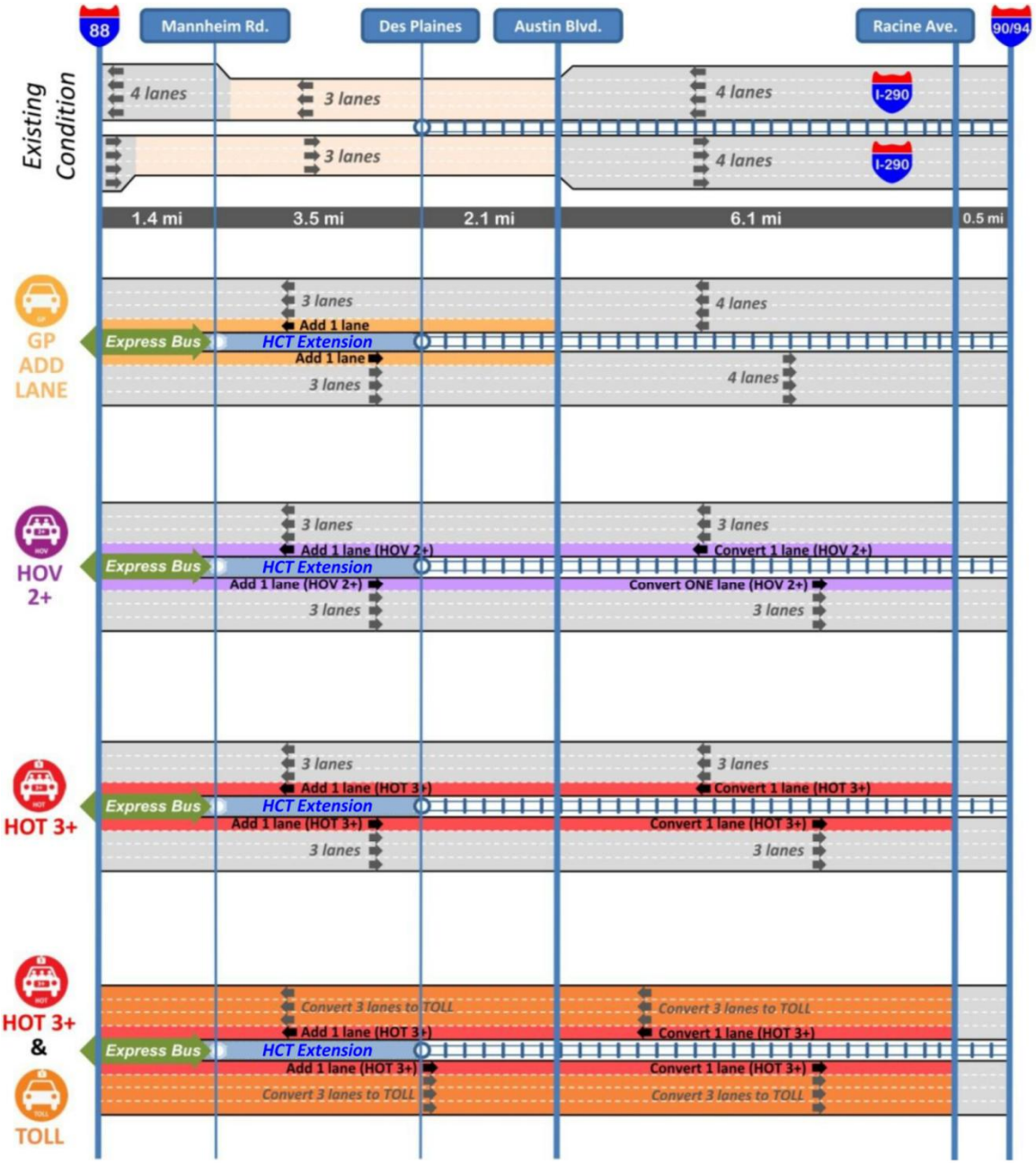
[1] "General purpose lanes (also referred to as "mixed-use" or "mixed-flow" lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited-access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose.

each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOV use, and provisions for EXP and HCT;

- **HOT 3+ & EXP & HCT** (also referred to herein as HOT 3+), consisting of adding one High Occupancy Toll lane (HOT) 3+ (free for vehicle with three or more occupants, or one/two occupants per vehicle paying a toll) in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, and provisions for EXP and HCT;
- **HOT 3+ & TOLL & EXP & HCT** (also referred to herein as HOT 3+ & TOLL), consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction and east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (users of these lanes paying a toll), and provisions for EXP and HCT; and
- The **No Build Alternative** was also carried forward to provide a baseline of comparison of travel benefits, as well as environmental impacts. This alternative consisted of planned improvements to existing roadway and transit facilities in the Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements to I-290 or the CTA Forest Park Branch. The transportation conditions assumed to exist under the No Build Alternative included the existing transportation network plus major capital projects (excluding major capital projects in the Study Area) currently in the metropolitan planning organization's 2040 fiscally constrained metropolitan transportation plan referenced in Section 1.1 of the FEIS. The environmental conditions that would exist under the No Build Alternative were generally consistent with the existing conditions as described in Section 3.0 of the FEIS, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or development projects) as described in Section 3.15 of the FEIS. The No Build Alternative would not satisfy the project's Purpose and Need.

Figure 3 shows a concept for each of the four build alternatives, along with the existing condition (No Build Alternative).

Figure 3. Alternatives Carried Forward in the FEIS



6.0 Basis for Selecting Alternative HOT 3+ & EXP & HCT

6.1 Summary of Selected Alternative Evaluation

The four build alternatives have identical footprints. Therefore, they are very similar to one another; the differences between the alternatives are related to travel performance and social and economic and environmental impacts due to the manner in which traffic would be managed, and the differences in traffic volumes and patterns resulting from this management. Given that the project is located in a developed urban setting, the proposed improvements are almost entirely contained within existing I-290 right-of-way. The only exceptions are 3.322 acres of additional right-of-way (ownership) and permanent easement required at five interchanges or cross-roads proposed for reconstruction and 2.650 acres of right-of-way (ownership) for a 10-foot-wide strip of right-of-way from the CTA Blue Line. The build alternatives result in no residential or commercial displacements. In addition, the Austin Boulevard and Harlem Avenue interchange ramps would retain their current cross-road connection locations centered over the expressway (although converted to right hand on- and off-ramps) in response to community concerns.

All four build alternative improve safety for motorists and pedestrians. Primary safety improvements include elimination of the expressway lane drops (westbound at Austin Boulevard and eastbound at 25th Avenue), which will help reduce congestion related rear-end and side-swipe crashes that are prevalent with lane drops. As stated previously, the left-hand ramps at the Austin Boulevard and Harlem Avenue interchanges are proposed to be converted to conventional right-hand ramp exits and entrances, which are consistent with driver expectations and with all other ramps in the corridor. The interchanges and cross roads would also be designed to modern standards, including improved truck turning radii, improved vehicle storage, wider sidewalks, additional crosswalks, Americans with Disabilities Act (ADA) accommodations, pedestrian plaza areas, modern pedestrian countdown signals, and pedestrian refuge islands in between the ramps at the Austin Boulevard and Harlem Avenue interchanges.

All four build alternatives improve access to transit and non-motorized travel. This includes wider sidewalks on all cross bridges in the Reconstruction Section, including additional width for sidewalks serving CTA Blue Line stations. Increased pedestrian plaza space at CTA Blue Line station entrances to provide space for bicycle parking, bus passengers, and bus passenger shelters. Relocation of some bus stops will provide shorter and more convenient connections, and access to CTA Blue Line stations in the nine-mile reconstructed section of I-290 would be entirely ADA accessible, which is currently not the case in much of the corridor.

With regard to environmental resources, the four build alternatives have no impacts to wetlands, wildlife, and agricultural resources. The four build alternatives each result in the same 12.94 acre-feet net decrease in floodplain fill volume, and water quality standards would continue to be met. There would be no direct use of adjacent Section 4(f) resources required by the build alternatives except for a *de minimis* impact to 0.031 acre of public parkland in the Village of Forest Park and a temporary use of 0.137 acre of parkland in the Village of Forest Park. There is a Section 4(f) exception under 23 CFR 774.13(g) of 2.74 acres for enhancements at Columbus Park. There are no distinguishing differences between the build alternatives with respect to potential uses of Section 4(f) resources.

Environmentally Preferred Alternative: In an overall evaluation of build alternatives to determine which causes the least damage to the biological and physical environment, the HOT 3+ Alternative is identified as the environmentally preferred alternative. Since the biological and physical impacts are identical among the four build alternatives in most areas of interest examined in the FEIS, there is little distinction on which to base preference of one build alternative over another for environmental reasons. However, identification of HOT 3+ as the environmentally preferred alternative is based on the following factors as compared to the other three build alternatives:

- The HOT 3+ Alternative provides the best overall improvements in air quality; and
- The HOT 3+ Alternative provides the best overall travel performance with respect to environmental justice (EJ) communities. The HOT 3+ lane provides additional travel choices (car-pooling), diverts traffic off arterials within EJ communities, and provides a reliable travel option for transit users.

Each of the four build alternatives would satisfy the Project Purpose and Need. However, the level of overall travel performance and the economic benefits vary between each of these alternatives. Since the physical footprint on the land by each of the build alternatives is primarily confined within the existing I-290 right-of-way and is the same for the four build alternatives, environmental mitigation would be identical for each of the alternatives.

6.1.1 Social/Economic Impacts

The Project Corridor traverses highly developed areas of the Chicago metropolitan region and is almost fully built-out with little unused, underdeveloped urban land. The predominant racial groups in the Project Corridor are Black at 58.1 percent of the total population, Whites at 29.8 percent, and 9.7 percent of the population that consider themselves Hispanic or Latino. Median household incomes for all core communities are higher than the poverty guidelines. Westchester and Elmhurst had the lowest percentages of persons living below the poverty line, while communities with the highest percentages below poverty were generally found on the eastern portion of the corridor. Chicago has the highest percentage of persons below the poverty line at 21.4 percent.

Year 2040 No Build and Build socio-economic forecasts were prepared as part of the I-290 Study based on the change in highway and transit accessibility. The I-290 Study

Area population and employment forecasts for the No Build versus Build Scenario indicate a less than one percent change due to the existing built-out urban conditions in the Study Area and that the proposed project reflects improvements to an existing facility that already provides accessibility to the Study Area. As shown in Table 1, all of the build alternatives would result in long-term benefits from improved access to and from I-290 and annual productivity savings in 2040 that would range from $86 to $152 Million.[2] The build alternatives would not change land use patterns and comply with local and regional comprehensive plans. All existing access points to I-290 would be maintained. 5.972 acres of right-of-way (ownership) and permanent easement would be required, although there would be no resulting displacements of residences or businesses.

Table 1. Distinguishing Socioeconomic Impacts

Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Traffic diversion to local roads (VMT)	Quantitative	--	-24,560	+6,944	-8,853	+147,834
Average change in travel time to job destinations from the 2040 No Build Alternative, EJ Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-1 to -10 minutes	-1 to -9 minutes
Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
Construction-related jobs created[1]	Quantitative	--	18,904	18,904	18,980	18,980
Productivity (based on travel time savings)	Quantitative	--	+$1.6 B	+$1.6 B	+$2.7 B	+$2.9 B

[1] NCHRP 08-36, Task 103 - Mining Recovery Act Data for Opportunities to Improve the State of Practice for Overall Economic Impact Analysis of Transportation Investments, Cambridge Systematics & Economic Development Research Group, 2012. 10.55 jobs/$1M construction cost in 2010 adjusted to 9.82 jobs/$1M construction cost for 2015 using CPI. 2015 cost estimates used as basis for estimating direct construction jobs.

[2] Productivity savings is travel time savings multiplied by the time value of money. Assumes $24 per hour value of time per the NCHRP Report 456 Guidebook for Assessing the Social and Economic Effects of Transportation Projects.

Environmental Justice: No substantial differences in transportation access were found with any of the build alternatives with respect to EJ communities, as compared to non-EJ communities, and all build alternatives had benefits in job accessibility and non-motorized and transit access for EJ communities that were similar to non-EJ communities. Of the build alternatives, the HOT 3+ & TOLL Alternative impacted the 2040 arterial traffic more than the No Build Alternative, while the other three build alternatives showed more positive effects. Environmental effects, such as those related to air, noise, and social and economic resources (including construction impacts), were similar for EJ and non-EJ communities, and no residences or businesses in either EJ or non-EJ communities are proposed to be displaced by any of the build alternatives. Public involvement was encouraged by the participation of representatives of EJ communities in the project's Corridor Advisory Group (CAG) study group, as well as traditional and nontraditional means of engaging the public in participation at public and community meetings. Though there would be impacts (i.e., noise and construction impacts in particular) to EJ and non-EJ communities along the Study Area, upon implementation of the planned mitigation, as described in Section 7.0 and the FEIS, and coordinated with each community, the impacts would not be disproportionately high and adverse to EJ communities.

6.1.2 Special Lands

The proposed project would require small areas of new right-of-way from two parks in the Village of Forest Park to accommodate pedestrian and bicycle access improvements requested by the Village and the temporary use of a third park during construction. The proposed improvements would occur as follows:

- Veterans Park (at 631 Circle Avenue): 0.027 acre (temporary)/0.018 acre (permanent) to provide for a wider, 12-foot wide sidewalk and a new on-street 6-foot wide bicycle lane along Circle Avenue, and a new sidewalk on the park's western boundary to connect the park with the proposed shared-use path (requested by the Village).
- The Dog Park (at 632 Circle Avenue): 0.020 acre (temporary)/0.013 acre (permanent) to provide for a wider, 10-foot wide sidewalk along Circle Avenue and a new on-street 6-foot wide bicycle lane (requested by the Village).
- Park District of Forest Park (Recreational Center-Roos property): 0.091 acre (temporary) to provide work space for installing a 5-foot wide sidewalk on the west side of Circle Avenue south of I-290.

As stated in Section 3.12.3 of the FEIS, FHWA has issued a *de minimis* impact finding for Veterans Park, the Dog Park, and the Roos Property based on the minimization measures proposed and written concurrence from the Officials with Jurisdiction (OWJs) that there is not an adverse effect to the features, attributes, and activities that make the properties eligible for 4(f) protection. The project would not adversely impact the long-term use, function, or development of these parks.

At Columbus Park, the project proposes to improve bicycle and pedestrian access at the southwest corner of Columbus Park near Austin Boulevard by completing a trail

connection between the proposed east-west shared-use path extending from west of Austin Boulevard to the existing Columbus Park trail situated along its southern edge. This access improvement would involve a Section 4(f) exception of approximately 1.03 acres in the southwestern corner of the park to allow construction of a 450-foot long shared-use path. Ultimately, this connection would effectively extend direct access to the Illinois Prairie Path into the City of Chicago, and in combination with the proposed shared-use trail, would provide an additional 2.5 miles of continuous nonmotorized access between DesPlaines Avenue and Central Avenue. Landscape enhancements would also be undertaken along the eastern half of the park's southern boundary involving a Section 4(f) exception of 1.71 acres. The Chicago Park District and SHPO concurred that these improvements meet the requirements for Section 4(f) exception under 23 CFR 774.13(g).

6.1.3 Historic Properties

FHWA's Section 106 effect finding considered that the Preferred Alternative would have no effect to six historic properties and no adverse effect to 17 historic properties in the Area of Potential Effects (APE). No direct physical impacts to 22 of the 23 historic properties would occur as a result of the Preferred Alternative because the proposed improvements generally fit within existing right-of-way, outside of National Register of Historic Places (NRHP) boundaries. As described above, project activity at the request of the Chicago Park District is proposed within the National Historic Landmark (NHL) boundary of Columbus Park, but the Section 4(f) exception and proposed improvements would have no adverse effect to the property. Additionally, no indirect effects to historic properties would occur because traffic noise and visual project components would not adversely diminish their integrity or alter the characteristics qualifying these properties for the NRHP. SHPO concurred with the Section 106 finding of no adverse effect on May 25, 2017. Therefore, FHWA made an overall project finding of no adverse effect.

6.1.4 Visual Resources

In those sections to be reconstructed along the Project Corridor, an effort will be made to create a consistent corridor aesthetic. While the final design is yet to be completed, the general appearance of walls, noise barriers, bridge piers, and fencing is anticipated to include the textures and forms illustrated in FEIS Section 3.13.4.

The quality and character of the existing viewsheds of the Project Corridor as viewed from the adjacent land uses is a result of the original I-290 construction. Since that time, the density and quality of existing vegetation affects the ability to view one side of the corridor from the other where the right-of-way is wider and the vegetation is densest. The primary visual consequence of the build scenarios as viewed from outside the corridor would be the loss of this vegetation and the potential placement of noise barriers. To mitigate for this loss, the retaining walls and other structures would be located such that the maximum amount of green space is created between the new retaining walls and the adjacent off-corridor land uses. Where space permits, landscape plantings would be installed to restore the lost vegetation and to soften the appearance of the noise barriers, as described in FEIS Section 3.13.5.2.

6.1.5 Air Quality

Air quality analysis of the four build alternatives included pollutant burden analysis, Mobile Source Air Toxics (MSATs), and greenhouse gas (GHG) emissions. Overall, the build alternatives are expected to show minor changes (generally less than one percent better or worse) in regional pollutants, GHG emissions, and MSATs compared to the No Build Alternative, and no local impacts are currently identified. Of the four build alternatives, the HOT 3+ Alternative provided the best overall air quality benefits, with reductions in all of the air quality measures evaluated. It is noted that the differences in air quality effects of the build alternatives, while having slight differences, were not sufficiently distinguishable to be used in the scoring used to evaluate these alternatives in the FEIS.

Table 2 includes a summarization of the differing air quality impacts of the build alternatives.

Table 2. Traffic Noise and Air Quality Impacts

Resource	Unit of Measure	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Traffic Noise						
Receptors approaching, meeting or exceeding noise abatement criteria	Each	227	230	228	229	220
Pollutant Burden (annual burden – tons)[1]						
VOC (Hydrocarbon)	Tons	1,270	+0.10%	-0.01%	-0.14%	-0.02%
NO_X	Quantitative	2,776	+0.21%	-0.12%	-0.07%	-0.60%
CO	Quantitative	23,708	+0.73%	-0.51%	-0.34%	-0.35%
PM_{10}	Quantitative	1,813	-0.06%	-0.03%	-0.31%	-0.43%
$PM_{2.5}$	Quantitative	326	+0.09%	-0.13%	-0.30%	-0.50%
Greenhouse Gas Emissions (annual burden – million tons)[1]						
CO_2e	Quantitative	10.517	+0.24%	+0.03%	-0.01%	-0.10%
MSAT (annual tons)[1]						
Acrolein	Quantitative	1.17	-0.08%	-0.07%	-0.17%	-0.62%
Benzene	Quantitative	16.55	+0.30%	-0.04%	-0.08%	+0.05%
1,3 Butadiene	Quantitative	0.07	-0.20%	-0.08%	-0.20%	-0.83%
Diesel PM	Quantitative	50.24	+0.10%	-0.13%	-0.16%	-1.11%
Formaldehyde	Quantitative	25.90	-0.07%	-0.07%	-0.17%	-0.60%
Naphthalene	Quantitative	2.19	-0.02%	-0.06%	-0.16%	-0.53%

[1] Provided as sensitivity test for informational purposes; not intended for Selected Alternative selection. Figures in green represent decreased impacts and figures in red represent increased impacts, as compared to the No Build Alternative.

6.1.6 Special Waste/Hazardous Waste Impacts

The Illinois State Geological Survey (ISGS) Preliminary Environmental Site Assessment (PESA) reports identified numerous recognized environmental condition (REC) sites, all of which have the potential for soil or groundwater contamination and could potentially pose a risk to construction activities. Thirteen (13) REC sites were identified as being within or directly adjacent to the proposed right-of-way acquisitions. These REC sites may require further evaluation including testing (preliminary site investigation [PSI]). The determination whether further assessment is necessary will be evaluated as the proposed project progresses and detailed design becomes available. The decision generally depends on the nature of the REC, its proximity to the planned construction activities, and its potential impact to the proposed project. There is no differentiation in special waste/hazardous waste impacts between the build alternatives.

6.1.7 Natural Resources Impacts

The build alternatives are located predominantly in developed areas associated with existing roadways. No impacts to forest preserves or state-designated lands are proposed, and all of the four build alternatives would result in the same impacts to habitat. Overall, project-related impacts to wildlife associated with the build alternatives would be minimal, and would be identical among these alternatives.

6.1.8 Traffic Noise Impacts

Under existing conditions, 220 of the 288 noise receptors identified currently approach or exceed the Noise Abatement Criteria (NAC).[3]

For 2040 conditions, the slight difference in traffic noise impacts among the build alternatives correlates to their traffic volume differences. The GP Lane Alternative had the greatest amount of traffic noise impacts among the four build alternatives (230 receptors above the NAC), followed by the HOT 3+ Alternative (229) the HOV 2+ Alternative (228), and the No Build Alternative (227). The HOT 3+ & TOLL Alternative was found to have the least amount of traffic noise impacts among the build alternatives (220), and this alternative also has the lowest projected traffic volumes of the four build alternatives. It is noted that the differences in noise impacts of the build alternatives were used in the scoring used to evaluate these alternatives in the FEIS. Table 2 includes a summarization of the differing noise impacts of the build alternatives.

6.1.9 Stakeholder and Agency Input

IDOT's Context Sensitive Solutions (CSS) process was implemented as part of the Environmental Impact Statement (EIS) study beginning with project scoping and development of the project and was effective in guiding the project toward consensus on a preferred alternative. The CSS process for the EIS was initiated in October 2009 with the initial assembly of the project CAG. The CAG consisted of representatives from each

[3] Per IDOT policy, traffic noise impacts are identified only for the future build condition, not for the existing or future No Build condition. Comparisons of the existing and future No Build noise levels to the NAC are for comparison purposes only.

corridor community, transportation agencies, and interest groups and was open to the general public. Twenty-two (22) meetings were held with this group during the NEPA process and at study milestones. The CAG participants played a key role in the identification, development, and refinement of build alternatives, including recommendation of a preferred alternative.

Parallel to the CAG process, individual community, agency, and other stakeholder meetings were held to present information, listen to stakeholder concerns and needs, and discuss and refine ideas. The stakeholders for this project can be categorized broadly as federal and state regulatory agencies; state, county, and municipal officials; interest groups and organizations; other entities, such as utilities, public transit agencies, railroads, and businesses; and private citizens. Stakeholder identification and communication is described in more detail in Section 4.0 of the FEIS and the Stakeholder Involvement Plan.[4]

Six NEPA/404 Merger meetings were held, and more than 150 meetings were held individually with project stakeholders. A series of 10 Transit Working Group meetings were conducted to guide the overall corridor-level development of the alternatives, which included representatives from IDOT, CTA, Illinois Tollway, Pace, Metra, and RTA.

A series of three public meetings and four town hall meetings were also held throughout the project development process. These meetings were supplemented with various other speaking engagements at the request of stakeholders. Two public hearings on the I-290 DEIS were held at different locations on consecutive days (Chicago on January 25 and Maywood on January 26, 2017) to present the DEIS, to answer questions, and to receive public comments. There were 281 attendees at the two hearing locations combined, 17 attendees who participated in the question-and-answer sessions at the hearings, and a total of approximately 332 unique comments within 124 overall comments received during the DEIS comment period.

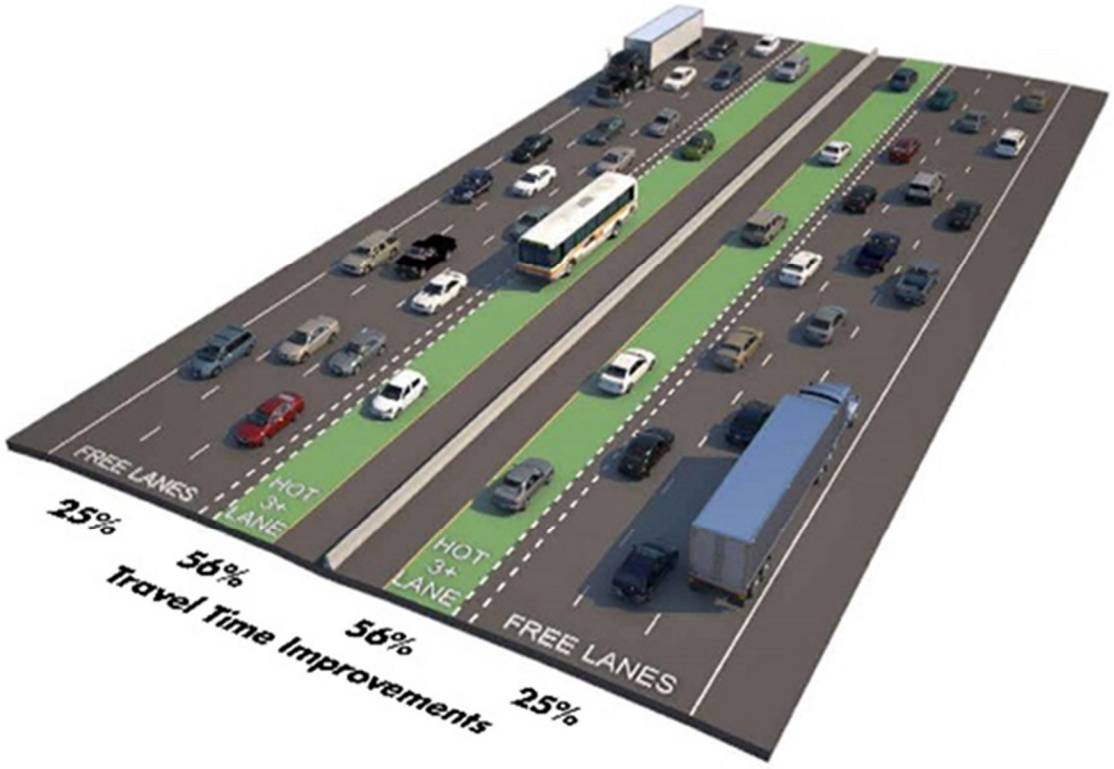
A suite of outreach tools was used to reach all stakeholders, with an emphasis on EJ communities. These tools included a project website (www.eisenhowerexpressway.com), newsletters, e-mail blasts to a 3,000-count stakeholder mailing list, billboards, content prepared for village websites, and media releases. As a result of this collective outreach and community involvement, more than 1,700 public comments were received and considered from October 2009 to April 2017. The culmination of this robust stakeholder outreach program has resulted in a project that broadly reflects community and stakeholder values in the Project Corridor.

[4] Stakeholder Involvement Plan, Version 5 (2016) http://www.eisenhowerexpressway.com/pdfs/i290_stakeholderinvolvementplan_v5.pdf.

6.2 Conclusion

In considering the key factors identified with respect to meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits, avoids social/economic and environmental impacts, and provides travel benefits to EJ communities. The HOT 3+ Alternative results in a 25 percent travel time savings in the GP lanes and a 56 percent travel time saving for users of the managed lane (Figure 4).

Figure 4. Selected Alternative Travel Time Improvement



7.0 Measures to Minimize Harm

Mitigation and abatement measures would be completed in accordance with the policies and procedures of FHWA and IDOT and the requirements of the appropriate federal and state resource agencies. Section 3.19 of the FEIS provides a detailed summary of mitigation commitments. Due to the limited amount of right-of-way required and that there are no displacements for any of the build alternatives, few mitigation measures are required. The primary mitigation measures identified are:

- Traffic Noise. Forty-six (46) noise walls, which would benefit 4,027 receptors, were determined reasonable and feasible after completing the viewpoints solicitation. Future coordination in the design phase may result in reopening the viewpoints solicitation process where warranted by changes in the number/location of benefited stakeholders, the benefited stakeholders' opinions, or noise wall technology. The noise barriers likely to be constructed are shown in the Section 3.0 Map Set of the FEIS.
- Tree Mitigation. Impacts to trees would be minimized with installation of construction fencing and exclusion zones to reduce compaction of roots and soil. Mitigation for trees removed would be guided by IDOT's Preservation and Replacement of Trees (IDOT, 2002) policy and Chapter 59 ("Landscape Design") of the Bureau of Design and Environment (BDE) Manual (IDOT, 2014).

  A landscaping plan would be developed during the design phase that would identify areas where trees, shrubs, and grasses would be planted on highway side slopes, on back slopes, and in the median, except where clear vision needs to be maintained at highway entrances and exits, intersections, and median openings.
- Visual Resources. Mitigation for visual impacts may include implementation of context sensitive design, which involves public input, and landscape improvements for the replacement of existing landscaping, creation of new landscape areas, public input in the use of alternative materials and design of noise barriers, and installation of containerized plantings located on the cross-road overpass bridges.

8.0 Approval

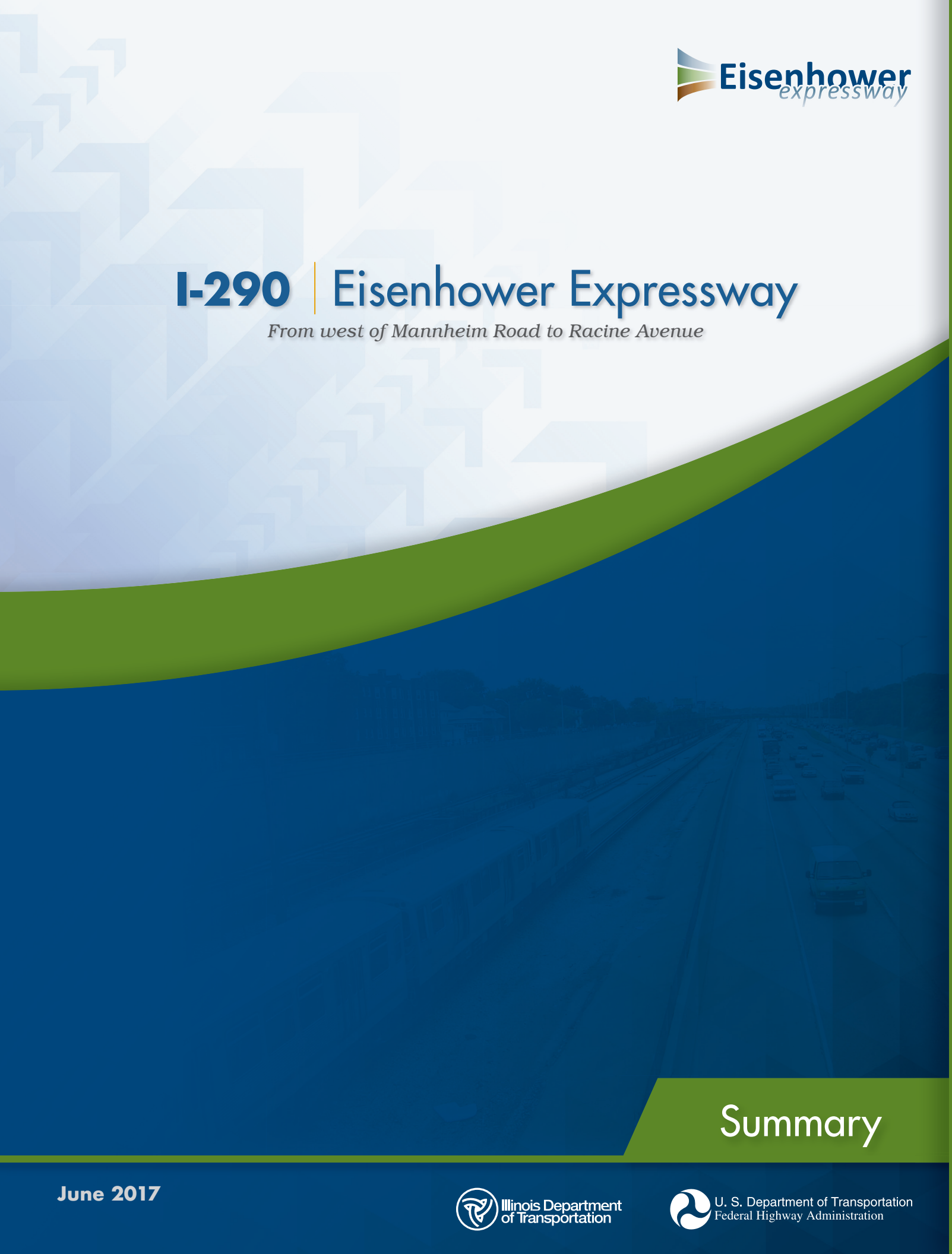
Based on the analysis and evaluation contained in the FEIS and after careful consideration of all the social, economic, and environmental factors described in the FEIS with input received from other agencies, organizations, and the public, it is the decision of the FHWA to approve HOT 3+ & EXP & HCT as the Selected Alternative.

Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue

SUMMARY



Summary

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

S.0 Summary

Since publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Updated Section S.4 with a more detailed description of Round 2 alternatives advanced into Round 3;
- Updated Sections S.5 and S.6 to describe the results of the Section 106 effects findings for historic properties within the Area of Potential Effects (APE); and
- Updated Sections S.5 and S.6 to confirm receipt of Officials with Jurisdiction (OWJ) concurrence to *de minimis* impact and Section 4(f) exception findings within Village of Forest Park parklands and Columbus Park.

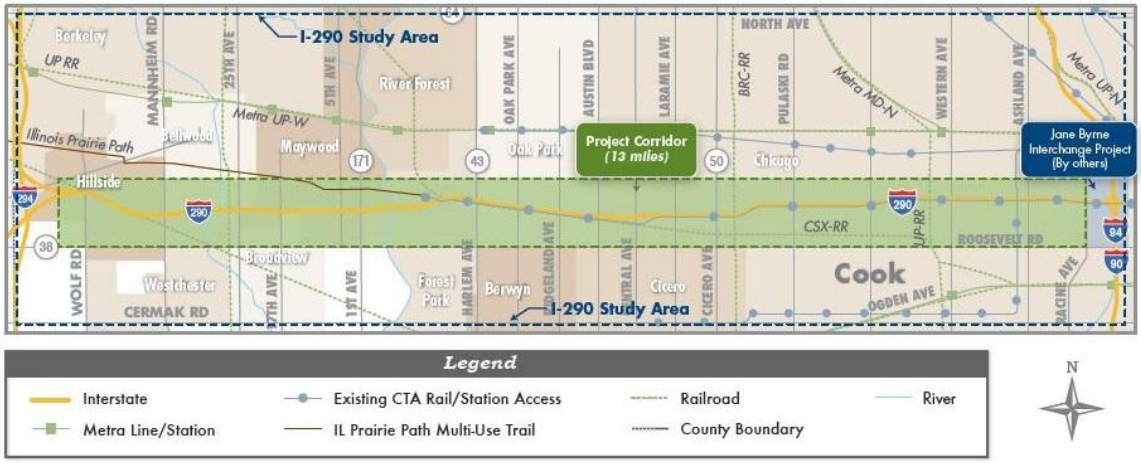
S.1 Project Description

The purpose of this proposed project is to provide an improved transportation facility along the Interstate 290 (I-290) Eisenhower Expressway multimodal corridor. Five purpose and need points were identified for improving transportation along this facility: 1) mobility for regional and local travel; 2) access to employment; 3) safety; 4) modal connections and opportunities; and 5) transportation facility deficiencies. The lead agencies developing the project are Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA). Cooperating agencies include Federal Railroad Administration and Federal Transit Administration.

Project Background and Study Area: The Eisenhower Expressway (I-290), originally constructed as the Congress Expressway, was one of the first multimodal facilities in the United States. Opened to traffic in sections beginning in the mid to late 1950s, this facility was designed and constructed according to early standards that were newly created for the interstate highway system. A Chicago Transit Authority (CTA) rapid transit line, the Forest Park Branch (Blue Line), and a freight railroad (CSX) run parallel and adjacent to I-290 for a portion of its length from Forest Park to Chicago.

The Study Area is centered along I-290 in Cook County, extending from west of Mannheim Road to Racine Avenue. The northern boundary of the Study Area is North Avenue, and the southern boundary is Cermak Road, an area of approximately 55 square miles. The Study Area, shown in Figure S-1, includes adjacent transit and freight railroads, interchanges, cross streets, and other parallel and crossing features that are within or in close proximity to I-290.

Figure S-1. I-290 Study Area

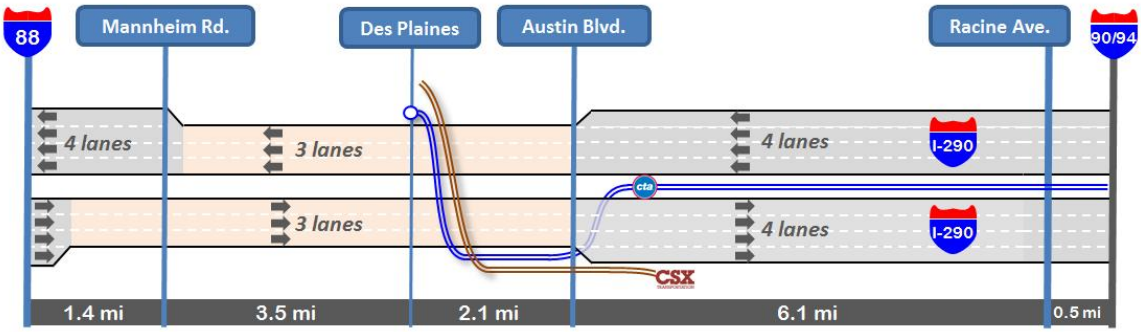


Source: WSP Parsons Brinckerhoff, 2016

The logical termini for the I-290 Study are identified as I-290 west of Mannheim Road (where there are currently four lanes in each direction) to Racine Avenue (adjacent to the Jane Byrne Interchange project which began construction in 2013).

In the sections west of Mannheim Road and east of Austin Boulevard, I-290 has four lanes in each direction; and between Mannheim Road and Austin Boulevard, I-290 has three lanes in each direction, as shown in Figure S-2. This reduction in lanes and lane imbalance has been a long-standing source of safety, operational, and capacity concerns.

Figure S-2. I-290 Existing Configuration



Source: WSP Parsons Brinckerhoff, 2016.

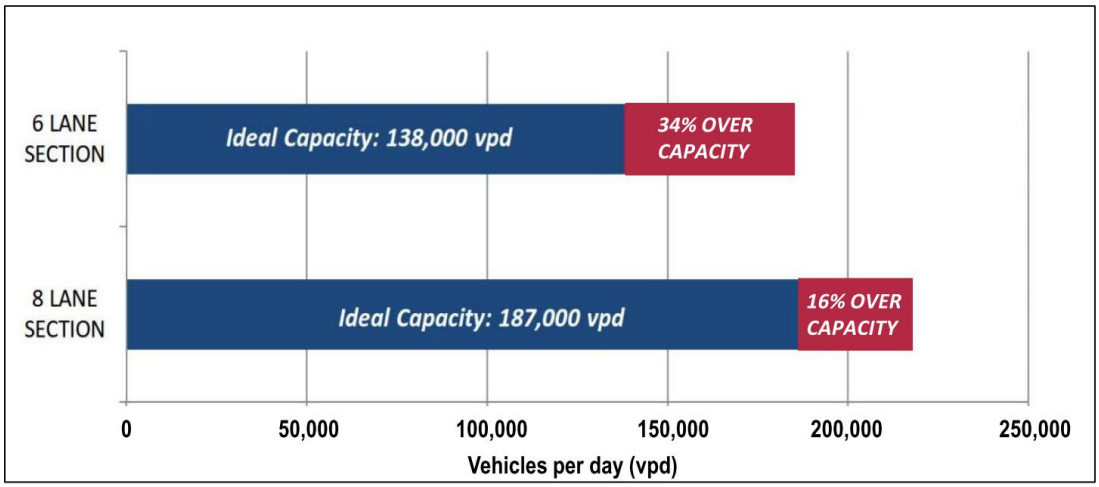
The I-290 Eisenhower Expressway is identified as a fiscally constrained major capital project in the region's metropolitan transportation plan adopted by the Metropolitan Planning Organization (MPO) Policy Committee, which is the designated MPO for the northeast Illinois region.

S.2 Purpose of and Need for Action

Five principal needs or need points were identified through technical analysis and through stakeholder and public input.

Regional and Local Travel: This need point addresses the identified need to improve mobility, or the movement of people and goods, within the region and the Study Area. Existing mainline bottlenecks and daily traffic volumes far exceed the existing ideal capacity in the corridor, which negatively affect local and regional travel. Figure S-3 shows the capacity deficiencies in the six-lane and eight-lane sections of I-290.

Figure S-3. I-290 Capacity Deficiencies[1]



Source: WSP Parsons Brinckerhoff, 2016.

Figure S-4. Existing I-290 Congestion

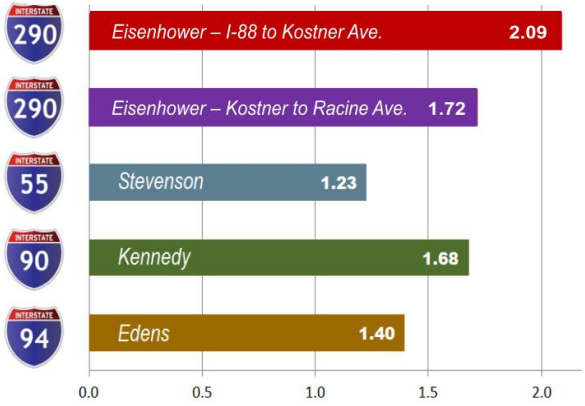


Access to Employment: Traffic congestion on I-290 and the major arterial roads in the Study Area and the inability to adequately accommodate additional traffic limit the effectiveness of these transportation facilities to serve local and regional employment areas (Figure S-4). These conditions affect the traditional commute (i.e., travelers heading inbound to Chicago during the morning peak period and outbound from Chicago in the evening) and the reverse commute (travelers heading outbound in the morning peak period and inbound in the evening peak), along with other commuter travel markets. Traffic congestion on I-290 and parallel routes also negatively impacts bus transit travel times and reliability, the ability to make modal connections, and access to transit by automobile.

1 "Ideal Capacity" represents maximum orderly traffic flow in vehicles per day; from 2000 Highway Capacity Manual, Exhibit 13-6, using volume at 10 percent of Average Daily Traffic at Level of Service E.

Safety for All Users: Within the western part of the Study Area from I-294/I-88 to Kostner Avenue (including the six-lane section between 25th Avenue and Austin Boulevard), I-290 experiences crash rates that are 24 to 70 percent higher than comparable Chicago area freeways. Crashes in the eight-lane section from Kostner Avenue to Racine Avenue in the eastern part of the Study Area were also higher than other comparable freeways, but 21 percent lower than the western section of I-290. High crash rate locations were primarily associated with the mainline capacity bottleneck loations and the left-hand ramps at Austin Bouelvard and Harlem Avenue. Figure S-5 provides a comparison of expressway crash rates in crashes per million vehicles per mile.

Figure S-5. Comparison of Expressway Crash Rates



Source: WSP Parsons Brinckerhoff, 2016.

Modal Connections and Opportunities: Usage of the existing transit facilities within the Study Area is higher than for the region as a whole; however, these transit facilities do not operate at full capacity, and facility deficiencies in the corridor inhibit access to transit facilities and hamper optimum provision of transit services. Pedestrian and bicycle access is also constrained within the Study Area (Figure S-6). Several opportunities for improving transit facilities and services in the Study Area have been identified, and the I-290 Study has been coordinated with the transit agencies for the purpose of accommodating future transit improvements within the footprint of this proposed project.

Figure S-6. Existing CTA Access, I-290 at Harlem Avenue



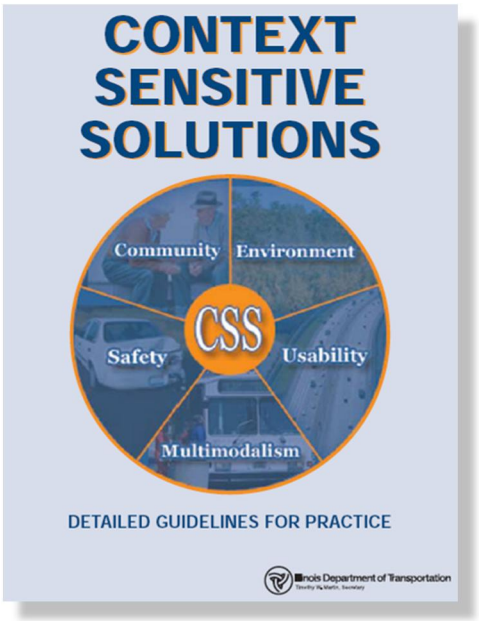
Transportation Facility Deficiencies: The existing facility was designed and constructed in the 1950s according to the design standards at the time. Since then, design standards have evolved to provide optimal safety and operational configurations. The existing pavement and bridges are now more than 50 years old, exceeding their typical service life (i.e., approximately 30 years for pavement and 50 years for bridges) and is in need of modernization. Several facility deficiencies have been identified related to: 1) pavement and structure conditions; 2) design features; 3) pedestrian, bicycle, and transit facilities; and 4) the existing drainage system and pavement flooding (Figure S-7).

Figure S-7. I-290 Flooding East of DesPlaines Avenue



S.3 Context Sensitive Solutions and Public Outreach

IDOT's Context Sensitive Solutions (CSS) process was implemented as part of the Environmental Impact Statement (EIS) study process beginning with project scoping and development of the project and was effective in guiding the project toward consensus on a preferred alternative. The CSS process for the EIS was initiated in October 2009 with the initial assembly of the project Corridor Advisory Group (CAG). The CAG consisted of representatives from each corridor community, transportation agencies, and interest groups and was open to the general public. Twenty-two (22) meetings were held with this group along the National Environmental Policy Act (NEPA) process and at study milestones. The CAG participants played a key role in the identification, development, and refinement of build alternatives, including recommendation of a preferred alternative.



Parallel to the CAG process, individual community, agency, and other stakeholder meetings were held to present information, listen to stakeholder concerns and needs, and discuss and refine ideas. The stakeholders for this project can be categorized broadly as federal and state regulatory agencies; state, county, and municipal officials; interest groups and organizations; other entities, such as utilities, public transit agencies, railroads, and businesses; and private citizens. Stakeholder identification and

communication is described in more detail in Section 4.0 of the Final Environmental Impact Statement (FEIS) and the Stakeholder Involvement Plan.[2]

Six NEPA/404 Merger team coordination meetings were held, and more than 150 meetings were held individually with project stakeholders. A series of 10 Transit Working Group (TWG) meetings were conducted to guide the overall corridor-level development of the alternatives, which included representatives from IDOT, CTA, Illinois Tollway, Pace, Metra, and RTA.

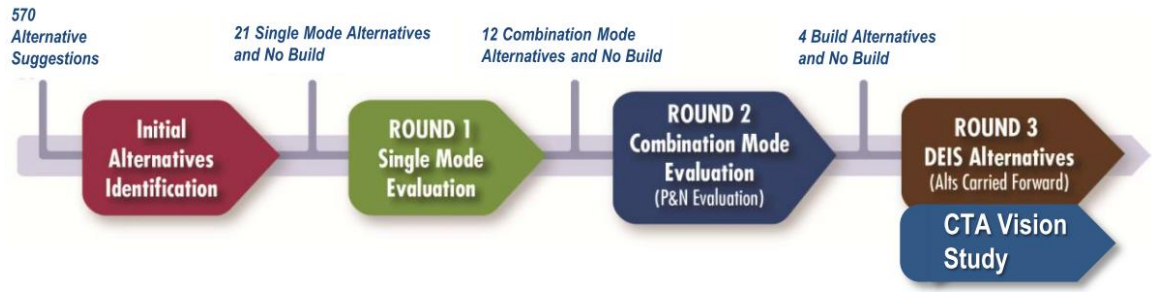
A series of three public meetings and four town hall meetings were also held throughout the project development process. These meetings were supplemented with various other speaking engagements at the request of stakeholders. Two public hearings on the I-290 DEIS were held at two different locations on January 25 and 26, 2017 following the Notice of Availability of the DEIS on December 30, 2016. Approximately 332 unique comments on the DEIS were received and were addressed in the FEIS.

A suite of outreach tools was used to reach all stakeholders, with an emphasis on environmental justice (EJ) communities. These tools included a project website (www.eisenhowerexpressway.com), newsletters, e-mail blasts to a 3,000-count stakeholder mailing list, billboards, content prepared for village websites, and media releases. As a result of this collective outreach and community involvement, more than 1,700 public comments were received and considered from October 2009 to April 2017. The culmination of this robust stakeholder outreach program has resulted in a project that broadly reflects community and stakeholder values in the Project Corridor.

S.4 Alternatives Considered

The process for developing and evaluating alternatives for the I-290 Eisenhower Expressway multimodal corridor consisted of four sequential steps, as shown in Figure S-8.

Figure S-8. Alternatives Development and Evaluation Process



Source: WSP Parsons Brinckerhoff, 2016.

[2] Stakeholder Involvement Plan, Version 6 (2017) http://www.eisenhowerexpressway.com/pdfs/i290_stakeholderinvolvementplan_v5.pdf

Through these four consecutive evaluation steps, a wide range of alternatives was systematically identified, evaluated, and screened down to the identification of four build alternatives and the No Build Alternative to be carried forward for detailed evaluation in the Draft Environmental Impact Statement (DEIS). A range of factors was considered in the evaluation process, including how well the alternatives addressed the Purpose and Need (i.e., regional and local travel performance, access to employment, safety, modal connections and opportunities, and facility deficiencies), environmental constraints, displacements, and stakeholder input.

The process included a close examination of all transit modes within the Study Area, the results of which can provide input into the planning of other area transportation agencies. In partnership with IDOT and the I-290 Study, CTA conducted a concurrent Blue Line Forest Park Branch Feasibility/Vision Study[3] to assess current conditions and identify modernization needs for rail infrastructure and customer amenities for the near and long term in this Project Corridor.

The regional travel demand model from the MPO was adapted for this corridor and used as an evaluation tool for travel performance testing of the alternatives in Rounds 1, 2, and 3. For Rounds 1 and 2, a 2040 baseline or No Build population and employment forecast was used as input in the travel demand model. A total of 33 alternatives (21 in Round 1 and 12 in Round 2) were evaluated with this forecast methodology. For Round 3, a 2040 Build population and employment forecast was developed assuming I-290 corridor capacity and transit improvements, including an additional lane on I-290 in each direction between Mannheim Road and Austin Boulevard, a CTA Blue Line extension to Mannheim Road, and supporting transit feeder services.

No Build Alternative: The No Build Alternative assumes no major capital improvements to I-290 or the CTA Blue Line Forest Park Branch in the Study Area, but includes other major capital projects outside the Study Area included in the Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained plan. The No Build Alternative is "alternative neutral" and is the baseline condition against which the transportation performance of alternatives is evaluated.

Initial Range of Stakeholder Suggestions: Alternatives suggestions for the I-290 Study were actively solicited from project stakeholders and the public through public meetings, CAG/Task Force (TF) meetings, stakeholder meetings, and public comments. A total of 570 suggestions were submitted regarding alternatives.

Round 1 – Single Mode Alternatives Identification and Evaluation: After condensing the 570 alternatives into 33 concept categories, they were prescreened to identify "single mode" alternative concepts to be carried forward for evaluation in Round 1. From these 33 concept categories, 21 single mode transit, highway, and arterial alternatives were developed by the project team and CAG/TF for evaluation in Round 1: eleven I-290

[3] Blue Line Forest Park Branch Feasibility/Vision Study Website: http://www.transitchicago.com/blueweststudy/

expressway alternatives, nine transit alternatives, and one arterial highway widening alternative. The arterial highway widening alternative was fatally flawed due to limited available right-of-way and potential impacts. The remaining 20 alternatives were evaluated with respect to transportation performance criteria, and the results were used to inform the next round of alternatives development. It was determined that the expressway alterantives provide the best overall performance and stand alone transit alternatives did not improve I-290 performance, but have other benefits. The results of Round 1 were used to inform the next round of alternatives development.

Round 2 – Combination Mode Alternatives Identification and Evaluation: Based on the findings of the Round 1 single mode alternative evaluation, combination mode alternatives were assembled for evaluation in Round 2. The approach was to test the overall performance of the expressway modes in combination with additional benefits of transit modes. The Round 2 alternatives tested included two transit modes, Express Bus service (EXP) or a combination EXP and High Capacity Transit (HCT) extension to Mannheim Road, in combination with the following expressway modes: General Purpose (GP) Lanes (all lanes non-tolled GP lanes); High Occupancy Vehicle (HOV) 2+ (one HOV lane and three GP lanes in each direction); Toll (all lanes tolled); High Occupancy Toll (HOT) 3+ (one HOT lane and three GP lanes in each direction); and an expressway alternative that paired Toll Lanes and HOT 3+.

Each of these ten combination alternatives featured a highway lane addition in each direction within the existing six-lane section of I-290. During the evaluation of the initial 10 combination mode alternatives, the CAG identified two additional combination mode alternatives that combined transit and expressway management strategies, but without a lane addition in the existing six-lane section of I-290.

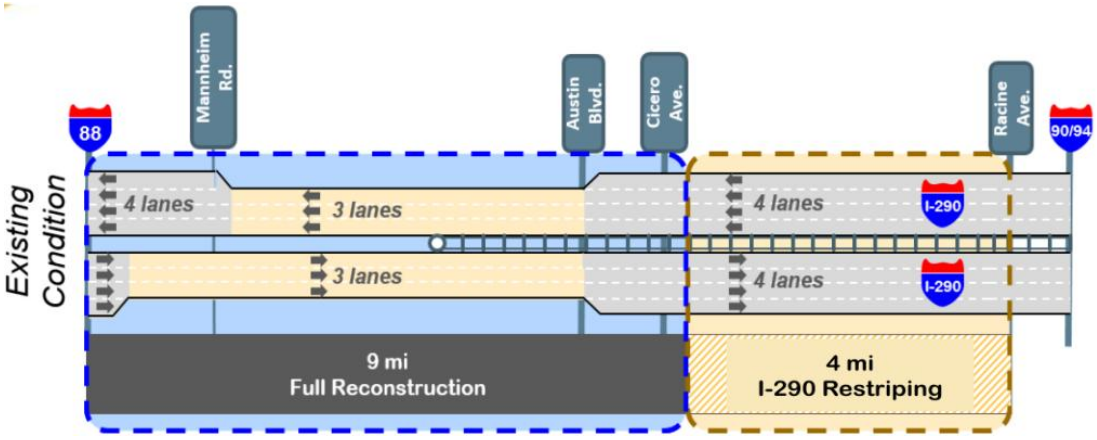
The alternatives were scored against the project purpose and need two ways, using "rank" scoring (where each need point category contributes equally to the overall score) and "ratio" scoring (weighting for each measure based on the relative performance differences between the alternatives). Based on the results of the Round 2 evaluation, the top four performing alternatives were advanced for further evaluation in Round 3.

Round 3 – Further Definition and Refinement of Build Alternatives: In Round 3, the Study Area was formally extended an additional 4 miles east to Racine Avenue (Section 2.5.1) to connect to the improvements being constructed at the Jane Byrne interchange. Interchange type and expressway access studies were layered in with the further design refinement and detailed performance and environmental evaluation of alternatives in Round 3.

Full reconstruction of the expressway from west of Mannheim Road to east of Cicero Avenue is required to accommodate mainline capacity and interchange improvements. Based on condition assessment and operational analysis of the build alternatives, no new expressway reconstruction or capacity improvements were identified for the eight-lane section; at most, only a restriping and appropriate signage of the eight-lane section is required to implement a build alternative. As such, reconstruction of the eight-lane section east of Cicero Avenue is not proposed; however, the condition of the overhead

bridges in this section is being addressed as part of a separate study. Figure S-9 shows the Project Corridor sections.

Figure S-9. I-290 Project Corridor Sections



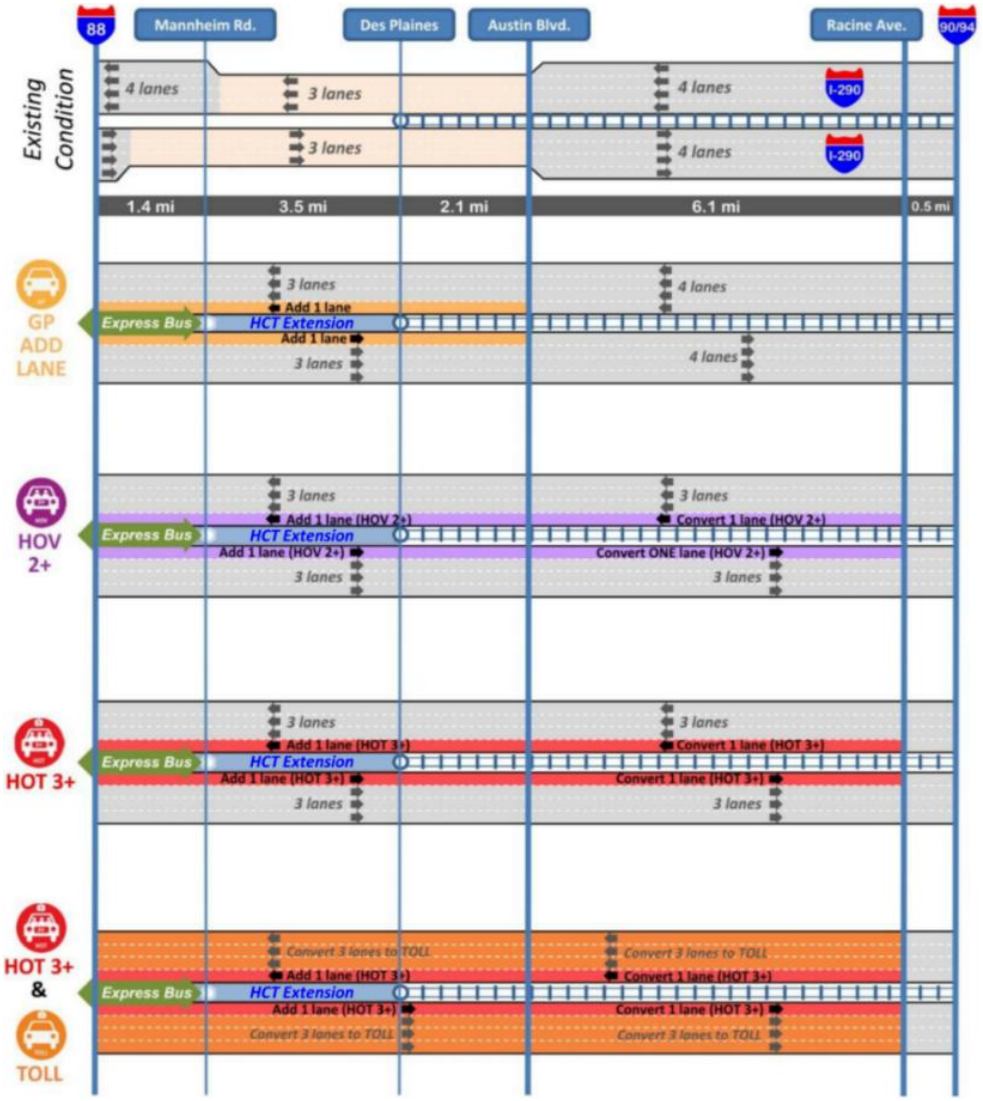
Source: WSP Parsons Brinckerhoff, 2016.

The top four alternatives identified in Round 2 for further development and refinement in Round 3 are described as follows. Figure S-10 shows a graphic description of the four build alternatives.

- **GP & EXP & HCT** (also referred to herein as GP Lane), consisting of adding one GP lane[4] in each direction between 25th Avenue and Austin Boulevard and includes provisions for EXP and HCT;
- **HOV 2+ & EXP & HCT** (also referred to herein as HOV 2+), consisting of adding one HOV 2+ (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing GP lane in each direction west of 25th Avenue and east of Austin Boulevard to HOV use, and provisions for EXP and HCT;
- **HOT 3+ & EXP & HCT** (also referred to herein as HOT 3+), consisting of adding one HOT 3+ (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing GP lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, and provisions for EXP and HCT; and

[4] "General purpose lanes (also referred to as "mixed-use" or "mixed-flow" lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited-access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently GP.

Figure S-10. Four Build Alternatives Advanced to DEIS



Source: WSP Parsons Brinckerhoff, 2016.

- **HOT 3+ & TOLL & EXP & HCT** (also referred to herein as HOT 3+ & TOLL), consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing GP lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, conversion of the remaining GP lanes to toll lanes (all users of these lanes paying a toll), and provisions for EXP and HCT.

The proposed footprint and interchange concepts are the same for each build alternative. Notable interchange concepts include: 1) reconstruction of 25th and 1st Avenue interchanges as Single-Point Urban Interchanges (SPUI), 2) reconstruction of Harlem Avenue and Austin Boulevard interchanges, which currently have left-hand ramps, to a modified SPUI design with right-hand ramps that retain a center intersection where the ramps converge with the cross road, 3) a braided ramp design between Austin

Boulevard and Central Avenue interchanges, and 4) reconfiguring ramps between Cicero Avenue and Laramie Avenue to remove a substandard mainline weaving condition and adding in frontage road U-turns to improve local circulation.

The travel performance of the four Round 3 build alternatives was evaluated using 2040 Build population and employment forecasts and compared to the No Build Alternative. A detailed comparison of the travel performance of the alternatives is shown in Table S-1. For clarity, table values in red in the Transportation Performance (2040), Social / Economic, Air Quality, Traffic Noise, and Natural Resources-Floodplains sections represent reduced performance or greater impacts as compared to the No Build Alternative, and table values in green in these sections represent better performance or lesser impacts as compared to the No Build Alternative.

Other Round 3 Refinements and Considerations: Based on the findings for the right-of-way and profile evaluations and in consideration of CTA's Blue Line Forest Park Branch Feasibility/Vision Study findings, the proposed expressway design is configured to accommodate a future HCT guideway along the median of I-290 from 1st Avenue to east of Mannheim Road, uses 10 feet of CTA right-of-way from west of Circle Avenue to east of Austin Boulevard to provide improved expressway safety performance, and improves clearances over the CSX Railroad to a minimum of 21-feet 9-inches via reduced cross-road bridge depths and minor track lowering. Intelligent Transportation System (ITS) components are recommended to facilitate lane management and to further improve safety. A diagram of the four build alternatives carried forward for detailed evaluation in the DEIS (and the FEIS) is shown in Figure S-10.

CTA Blue Line Forest Park Branch Feasibility/Vision Study findings: The CTA's findings include the need for reconstruction of the entire Forest Park Branch. Other key recommendations include:

- Maintain existing entrance locations;
- Remove stations closed in 1970s;
- Improve infrastructure to a state of good repair;
- No third track or express service;
- Improve the terminal site at Forest Park;
- Maintain existing service; and
- Work with IDOT on Project Corridor improvements through design, construction, and funding.

In the short term, CTA would continue to perform interim work to address slow zones and other maintenance items.

Table S-1. Comparison Matrix of Alternatives

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
1.0	**Transportation Performance (2040)**						
1.1	Regional vehicle miles traveled (VMT) (miles)	Quantitative	201,187,710	+151,380	+72,492	+52,211	+33,774
1.2	Regional vehicle hours traveled (VHT) (hours)	Quantitative	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 Travel Time (Min) (GP/ML)	Quantitative	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 / 13.5	14.8 / 12.6
1.4	Study Area Arterial VMT (miles)	Quantitative	4,294,011	-24,560	+6,944	-8,853	+147,834
1.5	Study Area Arterial VHT (Hours)	Quantitative	255,282	-1,996	-967	-1,643	+6,778
1.6	Person Throughput	Quantitative	459,122	+25,247	+31,871	+28,604	+25,294
1.7	Job Accessibility	Quantitative	5,151,539	+105,053	+364,948	+397,660	+326,499
1.8	Overall Safety (crashes per million person miles per year)	Quantitative	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-West Transit Trips	Quantitative	76,950	+4,375	+2,150	+4,425	+8,425
2.0	**Social/Economic (including Environmental Justice)**						
2.01	Traffic diversion to local roads (VMT)	Quantitative	--	-24,560	+6,944	-8,853	+147,834
2.02	Average change in travel time to job destinations from the 2040 No Build Alternative, Environmental Justice (EJ) Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-1 to -10 minutes	-1 to -9 minutes
2.03	Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
2.04	Bicycle and Pedestrian accommodations	Qualitative	No change in existing condition	Provision of a new east-west separated shared path from DesPlaines Avenue to Austin Boulevard (approximately 2 miles); improved pedestrian crossings; new pedestrian refuge islands; improved pedestrian/bicycle safety with new/wider sidewalks; improved shared-use path connectivity; improved pedestrian/bicycle accommodations at I-290 cross roads.			
2.05	Housing units displaced	Quantitative	0	0			

Table S-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
2.06	Public services displaced	Quantitative	0	0			
2.07	Businesses displaced	Quantitative	0	0			
2.08	Construction-related jobs created	Quantitative	--	18,904	18,904	18,980	18,980
2.09	Productivity (based on travel time savings)	Quantitative	--	+$1.6 B	+$1.6 B	+$2.7 B	+$2.9 B
2.10	Consistency with local and regional plans	Qualitative	No Effect	CMAP includes capacity improvements in the Project Corridor in its Go To 2040 Plan and classifies improvements to the I-290 Eisenhower Expressway as one of the region's 'priority projects'. The local comprehensive plans for Oak Park, Maywood, Broadview, Hillside, and Bellwood all express a desire to improve access to I-290.			
2.11	Community cohesion	Qualitative	No Effect	Improvements to roadways crossing the highway would improve community cohesion.			
2.12	Land use changes	Quantitative	No Effect	No major land use changes are expected as a result of the project, which mostly stays within existing right-of-way.			
2.13	Right-of-way acquisition	Quantitative	0	5.972 acres of right-of-way (ownership) and permanent easement			
3.0	Historic Resources						
3.1	Historic properties impacted	Qualitative	No Adverse Effect to Historic Properties	No effect to 6 historic properties and no adverse effect to 17 historic properties in the APE. No direct physical impacts to 22 of the 23 historic properties would occur; a temporary easement and proposed improvements would be located in the NHL boundary of Columbus Park, but they would have no adverse effect to the property. No indirect effects to historic properties would occur. FHWA made a no adverse effect finding to built historic properties and the SHPO concurred on May 25, 2017.			

Table S-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
3.2	Parks, Recreational Areas, Wildlife/Waterfowl Refuges						
3.3	Parkland impacts	Quantitative & Qualitative	No Effect	Improved access to the 51 parks and recreation areas along the Project Corridor by new or improved pedestrian and bicycle routes. Pedestrian access improvements requested by the Village of Forest Park require the permanent use of 0.031 acre and the temporary use of 0.137 acre from Veterans Park, the Dog Park, and Park District of Forest Park Recreational Center (Roos Property) within the Village of Forest Park. Section 4(f) exception of 2.74 acres at Columbus Park.			
3.4	Section 4(f)	Quantitative & Qualitative	*de minimis*	*De minimis* impact including 0.031 acre of permanent use and 0.137 acre of temporary use to parks within the Village of Forest Park to accommodate widened and new sidewalks. No other direct or constructive use of publicly owned parks and recreational areas is required by the four build alternatives. The enhancement of 2.74 acres at Columbus Park is an exception to Section 4(f) under 23 CFR 774.13(g).			
4.0	**Visual Resources**						
4.1	Visual impacts/benefits	Qualitative	No Effect	Proposed transportation improvements with respect to the visual environment are the same for all build alternatives. Aesthetic treatments would be evaluated for the Preferred Alternative. 46 of 63 eligible noise barriers were favored by "benefited receptor" stakeholders and are likely to be built, pending future project coordination.			

Table S-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
5.0	**Air Quality –** *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
	Pollutant Burden (annual burden – tons) – *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
5.1	VOC (Hydrocarbon)	Quantitative	1,270	+0.10%	-0.01%	-0.14%	-0.02%
5.2	NO_X (Nitrogen Oxide)	Quantitative	2,776	+0.21%	-0.12%	-0.07%	-0.60%
5.3	CO (Carbon Monoxide)	Quantitative	23,708	+0.73%	-0.51%	-0.34%	-0.35%
5.4	PM_{10} (Particulate Matter)	Quantitative	1,813	-0.06%	-0.03%	-0.31%	-0.43%
5.5	$PM_{2.5}$ (Particulate Matter)	Quantitative	326	+0.09%	-0.13%	-0.30%	-0.50%
	Greenhouse Gas Emissions (annual burden – million tons) – Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.						
5.6	CO_2e (Carbon Dioxide Equivalents)	Quantitative	10.517	+0.24%	+0.03%	-0.01%	-0.10%
	Mobile Source Air Toxics (MSAT) (annual tons) – *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
5.7	Acrolein	Quantitative	1.17	-0.08%	-0.07%	-0.17%	-0.62%
5.8	Benzene	Quantitative	16.55	+0.30%	-0.04%	-0.08%	+0.05%
5.9	1,3 Butadiene	Quantitative	0.07	-0.20%	-0.08%	-0.20%	-0.83%
5.10	Diesel PM	Quantitative	50.24	+0.10%	-0.13%	-0.16%	-1.11%
5.11	Formaldehyde	Quantitative	25.90	-0.07%	-0.07%	-0.17%	-0.60%
5.12	Naphthalene	Quantitative	2.19	-0.02%	-0.06%	-0.16%	-0.53%
6.0	**Traffic Noise**						
6.1	Receptors approaching, meeting or exceeding the noise abatement criteria (NAC)	Quantitative	227	230	228	229	220
7.0	**Hazardous Waste**						
7.1	Hazardous materials REC sites affected	Quantitative	0	495 sites within Project Corridor; 13 sites within or directly adjacent to proposed right-of-way acquisition.			

Table S-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
8.0	**Natural Environment**						
8.1	Wildlife (number of species impacted)	Quantitative & Qualitative	0	0			
8.2	Wetlands (acres)	Quantitative	0	0			
8.3	Floodplains, volume change from existing (acre-feet)	Quantitative	0	-12.94 acre-feet, normal to 100-year flood elevation (overall flood storage capacity increased)			
8.4	Water quality – Are water quality standards met (chlorides, metals, and TSS)? (yes/no)**						
	Salt Creek	Quantitative & Qualitative	Yes	Yes			
	Des Plaines River	Quantitative & Qualitative	Yes	Yes			
	South Branch of Chicago River	Quantitative & Qualitative	Yes	Yes			
9.0	**Other**						
9.1	Construction cost	Quantitative	--	$2,558M	$2,558M	$2,571M	$2,571M
9.2	Toll revenue (2040 annual revenue in 2014 $)	Quantitative	--	--	--	$20M	$100M

* Per policy, noise impacts are only identified for the build condition.

** Increased concentration and loading for any build alternative would be offset with BMP and deicing practices.

S.5 Environmental Resources, Impacts, and Mitigation

The Study Area is situated in a highly developed urban environment and, as such, there are limited existing natural environmental resources. The primary environmental consideration is the communities along the corridor and the environmental impacts that affect them. All requisite environmental resources were evaluated and are documented in the FEIS. A detailed comparison of the impacts for each alternative is shown in Table S-1. For clarity, table values in red in the Transportation Performance (2040), Social/Economic, Air Quality, Traffic Noise, and Natural Resources-Floodplains sections represent reduced performance or greater impacts as compared to the No Build Alternative, and table values in green in these sections represent better performance or lesser impacts as compared to the No Build Alternative.

The primary environmental factors evaluated in the context of this corridor are summarized below.

Social/Economic Impacts: The Project Corridor traverses highly developed areas of the Chicago metropolitan region and is almost fully built-out with little unused underdeveloped urban land. The predominant racial groups in the Project Corridor are Whites at 29.8 percent of the total population, Black at 58.1 percent, and 9.7 percent of the population considers themselves Hispanic or Latino. Median household incomes for all core communities are higher than the poverty guidelines. Westchester and Elmhurst had the lowest percentages of persons living below the poverty line, while communities with the highest percentages below poverty were generally found on the eastern portion of the corridor. Chicago has the highest percentage of persons below the poverty line at 21.4 percent.

Year 2040 No Build and Build socio-economic forecasts were prepared as part of the I-290 Study based on the change in highway and transit accessibility. The I-290 Study Area population and employment forecasts for the No Build versus Build Scenario indicate a less than one percent change due to the existing built-out urban conditions in the Study Area and that the proposed project reflects improvements to an existing facility that already provides accessibility to the Study Area. All of the build alternatives would result in long-term benefits from improved access to and from I-290 and annual productivity savings in 2040 that would range from $86 to $152 Million.[5] The build alternatives would not change land use patterns and comply with local and regional comprehensive plans. All existing access points to I-290 would be maintained. There would be no residential or business displacements, and 5.972 acres of right-of-way (ownership) and permanent easement would be required.

[5] Productivity savings is travel time savings multiplied by the time value of money. Assumes $24 per hour value of time per the NCHRP Report 456 Guidebook for Assessing the Social and Economic Effects of Transportation Projects.

Environmental Justice: No substantial differences in transportation access were found with any of the build alternatives with respect to EJ communities, as compared to non-EJ communities, and all build alternatives had benefits in job accessibility and nonmotorized and transit access for EJ communities that were similar to non-EJ communities. Of the build alternatives, the HOT 3+ & TOLL Alternative impacted the 2040 arterial traffic more than the No Build Alternative, while the other three build alternatives showed positive effects. Environmental effects, such as those to air, noise, and social and economic resources (including construction impacts), were similar for EJ and non-EJ communities, and no residences or businesses in either EJ or non-EJ communities are proposed to be displaced by any of the build alternatives. Public involvement was encouraged by the participation of representatives of EJ communities in the project's CAG study group, as well as traditional and nontraditional means of engaging the public in participation at public and community meetings. Though there would be impacts (i.e., noise and construction impacts in particular) to EJ and non-EJ communities along the Study Area, upon implementation of the planned mitigation, as described in this EIS, and coordinated with each community, the impacts would not be disproportionately high and adverse to EJ communities.

Cultural Resources Impacts: Within the Area of Potential Effects (APE), existing resources include one National Historic Landmark (NHL) property, Columbus Park, five National Register of Historic Properties (NRHP)-listed properties, and one historic district pending NRHP designation. Two historic properties, including one district, were previously determined eligible for inclusion in the NRHP for a total of the nine NRHP-listed and previously determined NRHP-eligible properties within the APE. Based on an intensive-level survey of the cultural resources 50 years of age or older, 14 additional historic properties within the APE were determined eligible for inclusion in the NRHP.

A comprehensive assessment of the project's potential effects to historic properties was completed and submitted in a report to the State Historic Preservation Officer (SHPO) and the Section 106 consulting parties for review and comment. Based on FHWA's Section 106 effect finding, the Preferred Alternative would have no effect to six historic properties and no adverse effect to 17 historic properties in the APE. A consulting parties meeting was also held to discuss the effects findings and provide an opportunity for the consulting parties to comment. These effects findings and additional consultation have been summarized and included in this combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD).

No direct physical impacts to 22 of the 23 historic properties would occur as a result of the Preferred Alternative because the proposed improvements generally fit within existing right-of-way, outside of NRHP boundaries. Project activity is proposed within the NHL boundary of Columbus Park, but the proposed enhancements would have no adverse effect to the property, and qualify for a Section 4(f) exception under 23 CFR 774.13 (g). Additionally, no indirect effects to historic properties would occur because traffic noise and visual project components would not adversely diminish their integrity or alter the characteristics qualifying these properties for the NRHP. Therefore, FHWA made an overall project finding of no adverse effect.

Traffic Noise Impacts: Under existing conditions, 220 of the 288 noise receptors identified currently approach or exceed the Noise Abatement Criteria (NAC).[6] Of the four build alternatives, the HOT 3+ & TOLL Alternative resulted in the fewest receptors that approach, meet, or exceed the NAC (220 receptors), while the GP Lane Alternative has the greatest number (230 receptors). The No Build Alternative, HOV 2+, and HOT 3+ alternatives also had similar effects (227, 228, and 229 receptors respectively). The slight difference in traffic noise impacts among the build alternatives correlates to their traffic volume differences, with the HOT 3+ & TOLL Alternative having the lowest projected traffic volumes and affected receptors and the GP Lanes Alternative having the highest projected traffic volumes and affected receptors.

Air Quality: Air quality analysis of the four build alternatives included pollutant burden analysis, Mobile Source Air Toxics (MSATs), and greenhouse gas (GHG) emissions. Overall, the build alternatives are expected to show minor changes (generally less than one percent better or worse) in regional pollutants, GHG emissions, and MSATs compared to the No Build Alternative, and no local impacts are currently identified. Of the four build alternatives, the HOT 3+ Alternative provided the best overall air quality benefits, with reductions in all of the air quality measures evaluated.

Natural Resources Impacts: The build alternatives are located predominantly in developed areas associated with existing roadways. No impacts to forest preserves or state-designated lands are proposed, and all of the four build alternatives would result in the same impacts to habitat. Overall, project-related impacts to wildlife associated with the build alternatives would be minimal.

Water Resources/Quality: Each of the four build alternatives would cross three streams: Addison Creek, the Des Plaines River, and the South Branch of the Chicago River. For Addison Creek and the South Branch, no change in pollutant concentrations would occur. Addison Creek receives no runoff from I-290, and the I-290 drainage to the South Branch is unchanged from existing to the No Build and build condition. There would be an increase in chloride loading to the Des Plaines River associated with the build alternatives. Given the chloride impairment of the Des Plaines River, IDOT would use best management practices (BMPs) to offset the potential increase to the Des Plaines River, as discussed in Section 3.7.3.

Floodplains Impacts: There would be a small amount of proposed net fill in the Des Plaines River floodplain, while there would be a net cut in the Addison Creek floodplain; the net benefit would be 12.94 acre-feet of additional storage from the normal to the 100-year flood elevation for both floodplains within the Study Area. No floodway impacts are anticipated at Addison Creek or the Des Plaines River with the build alternatives.

[6] Per IDOT policy, traffic noise impacts are identified only for the future build condition, not for the existing or future No Build condition. Comparisons of the existing and future No Build noise levels to the NAC are for comparison purposes only.

Special Waste/Hazardous Waste Impacts: The Illinois State Geological Survey (ISGS) Preliminary Environmental Site Assessment (PESA) reports identified numerous recognized environmental condition (REC) sites, all of which have the potential for soil or groundwater contamination and could potentially pose a risk to construction activities. Thirteen (13) REC sites were identified as being within or directly adjacent to the proposed right-of-way acquisitions. These REC sites may require further evaluation including testing (preliminary site investigation [PSI]). The determination whether further assessment is necessary will be evaluated as the proposed project progresses and detailed design becomes available. The decision generally depends on the nature of the REC, its proximity to the planned construction activities, and its potential impact to the proposed project. Mitigation is discussed in Section 3.11.3.

Special Lands: The proposed project would require small areas of new right-of-way from two parks in the Village of Forest Park to accommodate pedestrian and bicycle access improvements requested by the Village and the temporary use of a third park during construction. The proposed improvements would occur as follows:

- Veterans Park (at 631 Circle Avenue): 0.027 acre (temporary)/0.018 acre (permanent) to provide for a wider, 12-foot wide sidewalk and a new on-street 6-foot wide bicycle lane along Circle Avenue, and a new sidewalk on the park's western boundary to connect the park with the proposed shared-use path (requested by the Village).
- The Dog Park (at 632 Circle Avenue): 0.019 acre (temporary)/0.013 acre (permanent) to provide for a wider, 10-foot wide sidewalk along Circle Avenue and a new on-street 6-foot wide bicycle lane (requested by the Village).
- Park District of Forest Park (Recreational Center-Roos property): 0.091 acre (temporary) to provide work space for installing a 5-foot wide sidewalk on the west side of Circle Avenue south of I-290.

As stated in Section 3.12.3, FHWA issued a *de minimis* impact finding in this FEIS for Veterans Park, the Dog Park, and the Roos Property based on the minimization measures proposed and concurrence received from the Officials with Jurisdiction (OWJs) that there is not an adverse effect to the features, attributes, and activities that make the properties eligible for 4(f) protection. The project would not adversely impact the long-term use, function, or development of these parks.

At Columbus Park, the project proposes to enhance bicycle and pedestrian access along the southern boundary of Columbus Park between Austin Boulevard and Central Avenue north of I-290 where no connectivity currently exists. This access improvement would require work space of approximately 1.03 acres in the southwestern corner of the park to allow construction of a 450-foot long shared-use path. This would provide a connection from the proposed shared-use path at Austin Boulevard, connecting to the park's existing trail, thus providing continuous nonmotorized access between the Illinois Prairie Path at DesPlaines Avenue to Central Avenue. Landscape enhancements would also be undertaken along the eastern half of the park's southern boundary requiring work space of 1.71 acres. The Chicago Park District and SHPO concurred that these

improvements have no adverse effect on the park and that the requirements of 23 CFR 774.13(g) for a Section 4(f) exception have been met.

Visual Resources: In those sections to be reconstructed along the Project Corridor, an effort will be made to create a consistent corridor aesthetic. While the final design is yet to be completed, the general appearance of walls, noise barriers, bridge piers, and fencing is anticipated to include the textures and forms illustrated in Section 3.13.4.

The quality and character of the existing viewsheds of the Project Corridor as viewed from the adjacent land uses is a result of the original I-290 construction. Since that time, the density and quality of existing vegetation affects the ability to view one side of the corridor from the other where the right-of-way is wider and the vegetation is densest. The primary visual consequence of the build scenarios as viewed from outside the corridor would be the loss of this vegetation and the potential placement of noise barriers. To mitigate for this loss, the retaining walls and other structures would be located such that the maximum amount of green space is created between the new retaining walls and the adjacent off-corridor land uses. Where space permits, landscape planting would be installed to restore the lost vegetation and to soften the appearance of the noise barriers, as described in Section 3.13.5.2.

Indirect and Cumulative Impacts: Indirect impacts are those caused by an action and are later in time or further removed in distance but are still reasonably foreseeable. Cumulative impacts result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions. Analysis of indirect and cumulative impacts of the build alternatives includes effects on regional growth and development patterns, as well as air and water quality, noise, wetlands, biological and cultural resources, and other resources. The geographic extent of these analyses varies with the resource. A summary of findings is as follows:

- Indirect population and employment effects of the build alternative, as well as cumulative effects, are limited by the Study Area's urban, largely developed character.
- Air quality was evaluated in a regional context and no indirect or cumulative impacts are anticipated.
- Traffic noise impacts are anticipated to be direct; the project is not expected to have a cumulative effect on regional noise levels, but noise would be reduced in the Study Area by installation of noise barriers.
- Where there are no direct impacts to natural resources (e.g., wetlands) or adverse impacts to cultural resources, the indirect and cumulative impacts of the build alternatives are not anticipated to be different than status quo development within the Study Area.
- Increased traffic and impervious surfaces have a potential effect on water resources; maintaining water quality standards and utilizing BMPs are anticipated to minimize adverse indirect and cumulative impacts to water resources in the Study Area.

Please refer to Section 3.15 for a complete evaluation of these impacts.

Potential Mitigation: Mitigation and abatement measures would be completed in accordance with the policies and procedures of FHWA and IDOT and the requirements of the appropriate federal and state resource agencies. Section 3.19 provides a detailed summary of mitigation commitments. Due to the limited amount of right-of-way required and that there are no displacements for any of the build alternatives, few mitigation measures are required. Some of the primary mitigation measures identified are:

- Forty-six (46) noise walls, which would benefit 4,027 receptors, were determined reasonable and feasible after completing the viewpoints solicitation. Future coordination in the design phase may result in reopening the viewpoints solicitation process where warranted by changes in the number/location of benefited stakeholders, the benefited stakeholders' opinions, or noise wall technology. The noise barriers likely to be constructed are shown in the Section 3.0 Map Set.
- Mitigation for visual impacts may include implementation of context sensitive design, which involves public input, and landscape improvements for the replacement of existing landscaping, creation of new landscape areas, public input in the use of alternative materials and design of noise barriers, and installation of containerized plantings located on the cross-road overpass bridges.
- Impacts to trees would be minimized with installation of construction fencing and exclusion zones to reduce compaction of roots and soil. Mitigation for trees removed would be guided by IDOT's Preservation and Replacement of Trees (IDOT, 2002) policy and Chapter 59 ("Landscape Design") of the Bureau of Design and Environment (BDE) Manual (IDOT, 2014).
- A landscaping plan would be developed during the design phase that would identify areas where trees, shrubs, and grasses would be planted on highway side slopes, on back slopes, and in the median, except where clear vision needs to be maintained at highway entrances and exits, intersections, and median openings.

S.6 Comparison of Alternatives

Because the build alternatives have identical footprints, they are generally very similar to one another. The primary differences between the alternatives are related to travel performance and social, economic, and environmental impacts due to the manner in which traffic would be managed and the differences in traffic volumes and patterns resulting from this management.

The proposed improvements are almost entirely contained within existing I-290 right-of-way, with the exception of 5.972 acres including proposed right-of-way (ownership) and permanent easement near five interchanges and a 10-foot wide strip of right-of-way from the CTA Blue Line. As desired by the communities, no residential or commercial displacements would result from the build alternatives, and all I-290 interchange access locations would be retained. Each of the four build alternatives accommodates

improvements to the existing HCT (the CTA Blue Line) where it exists today and provides for a westward expansion of HCT to Mannheim Road.

With regard to environmental resources, the four build alternatives have no impacts to wetlands, wildlife, and agricultural resources and result in the same 12.94 acre-feet net decrease in floodplain fill volume. There would be no direct use of adjacent Section 4(f) resources required by any of the build alternatives except for a *de minimis* impact to public parkland in the Village of Forest Park, as well as a Section 4(f) exception at Columbus Park to provide new trail connections and other amenities. Effects to historic properties are undifferentiated among the alternatives, as each would have no effect to six historic properties and no adverse effect to 17 historic properties in the APE. No indirect effects to historic properties would occur because traffic noise and visual project components would not adversely diminish their integrity or alter the characteristics qualifying these properties for the NRHP.

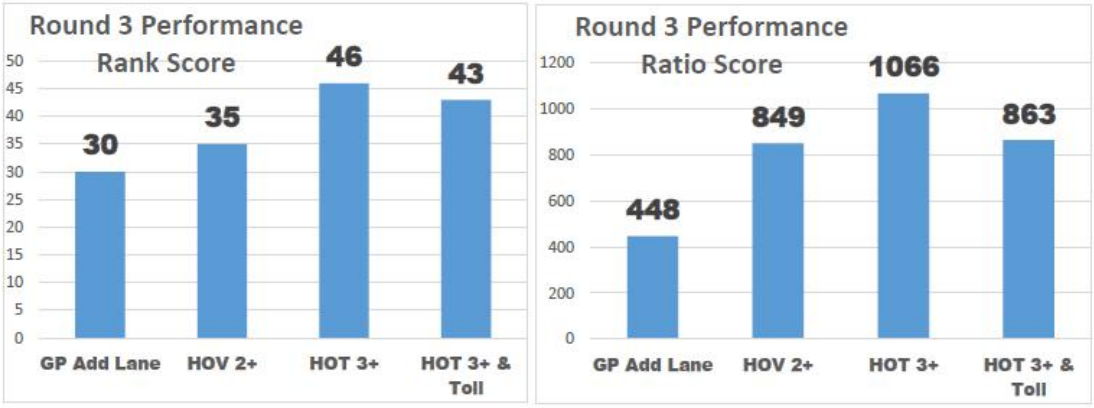
When comparing the evaluation measures of all four alternatives against the No Build Alternative, the HOT 3+ Alternative scored highest in rank and ratio scoring, with 46 out of 64 possible points by rank (ordinal) scoring and 1,066 out of 1,600 possible points by ratio scoring, as shown in Table S-2 and Figure S-11.

Table S-2. Build Alternatives Rank and Ratio Scoring Comparison Matrix

#	Round 3 DEIS Performance Measure	Unit	No-Build	GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & Toll
1.1	Regional vehicle miles traveled (VMT)	miles	201,187,710	151,380	72,492	52,211	33,774
1.2	Regional vehicle hours traveled (VHT)	hours	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 Travel Time (GP Lane / Managed Lane)		30.7/NA	21.2/NA	23.2/13.7	23/13.5	14.8/12.6
1.4	Study Area Arterial VMT	miles	4,294,011	-24,560	6,944	-8,853	147,834
1.5	Study Area Arterial VHT	hours	255,282	-1,996	-967	-1,643	6,778
1.6	Person Throughput	persons	459,122	25,247	31,871	28,604	25,294
1.7	Job Accessibility	# of jobs	5,151,539	105,053	364,948	397,660	326,499
1.8	Overall Safety (crashes per million person miles per year)	rate	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-West Transit Trips	# of trips	76,950	4,375	2,150	4,425	8,425
2.01	Traffic Diversion to Local Roads	VMT	4,294,011	-24,560	6,944	-8,853	147,834
2.02	Average Change in travel time to job destinations, EJ Communities	Min	-	-1 to -3	0 to -9	-1 to -10	-1 to -9
2.03	Average Change in travel time to job destinations, Non-EJ Communities		-	-2 to -2	-2 to -5	-2 to -5	-4 to -6
2.08	Construction related jobs created	#	-	18,904	18,904	18,980	18,980
2.09	Productivity (based on travel time savings)	$B	-	$ 1.6	$ 1.6	$ 2.7	$ 2.9
6.1	Noise Receptors approaching, meeting, or exceeding noise abatement criteria (NAC)		227	230	228	229	220
9.1	Round 3 Construction Cost Difference ($ Millions)		$ -	$ -	$ -	$ 13	$ 13
		Rank Score (1 to 4)		30	35	46	43
		Ratio Score (0 to 100)		448	849	1066	863

Source: WSP Parsons Brinckerhoff, 2016.

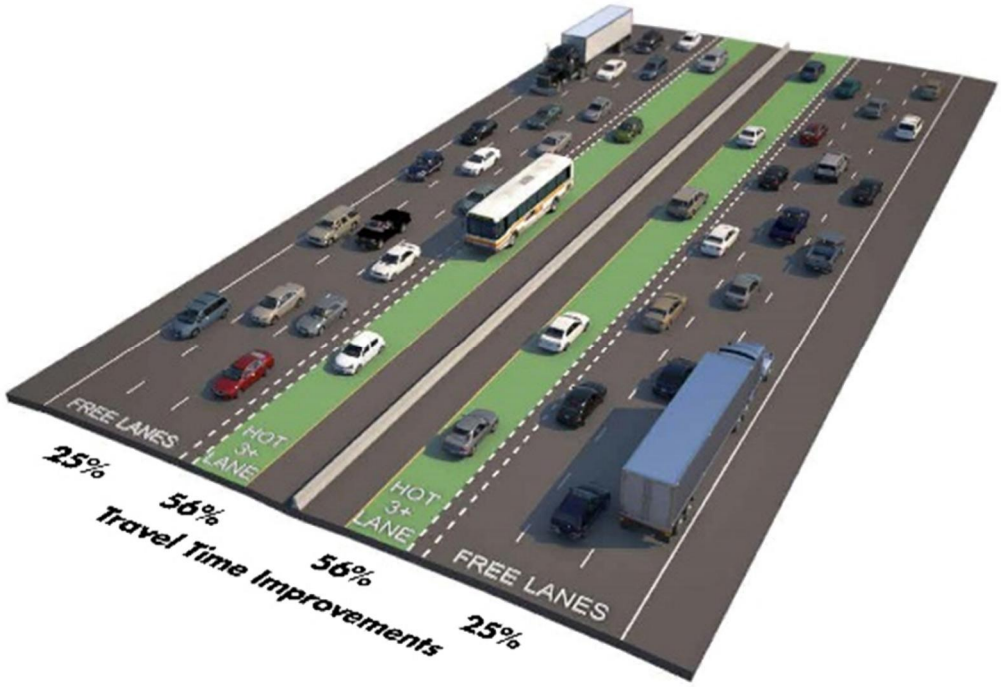
Figure S-11. Build Alternatives Rank and Ratio Score Comparison Bar Chart



Source: WSP Parsons Brinckerhoff, 2016.

In considering the key factors identified with respect to meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits, avoids social/economic and environmental impacts, and provides travel benefits to EJ communities. The HOT 3+ Alternative results in a 25 percent travel time savings in the GP lanes and a 56 percent travel time saving for users of the managed lane (Figure S-12).

Figure S-12. HOT 3+ Alternative Typical Section and Travel Time Improvements



Source: WSP Parsons Brinckerhoff, 2016.

The managed lane can be used for free by cars with three or more occupants and by transit, as shown in Figure S-12. The managed lane offers more travel choices for all users of the facility and offers a reliable trip time. With the potential contribution from anticipated toll receipts from the HOT lanes, the HOT 3+ Alternative also provides additional flexibility in funding to the initial construction cost, as well as ongoing operation and maintenance.

Based on these factors, the HOT 3+ Alternative is selected as the Preferred Alternative.

S.7 Other Proposed Actions

The major federal and state transportation projects identified as other actions are described in full in CMAP's GO TO 2040 Comprehensive Regional Plan. The largest nearby project is the I-290 Jane Byrne (formerly Circle) Interchange Reconstruction Project, which began construction in 2013, near the eastern limits of the Study Area. That project would improve circulation between I-290 and I-90/I-94.

S.8 Major Unresolved Issues with Other Agencies

There are no unresolved issues at this time.

S.9 Other Federal Actions Required for the Proposed Action

As described in Section 3.18, federal permits will be required prior to construction. There are no other federal actions needed for this FEIS in connection with the I-290 Reconstruction Project. An Access Justification Report is being prepared for FHWA approval to document operational changes of the I-290 Preferred Alternative associated with proposed interchange improvements.

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Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue

Purpose & Need

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

1.0 Purpose and Need for Action

There have been no substantive changes to this section since publication of the DEIS.

The Interstate 290 (I-290) Eisenhower Expressway provides the primary east-west roadway access to the Chicago central business district. It serves northwest Cook County and DuPage County, connecting to the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294) on the west, and I-90/I-94 (Kennedy and Dan Ryan Expressways) on the east. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park Branch is co-located in the eastern portion of the corridor along I-290, serving transit passenger travel between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the western portion of the Study Area.

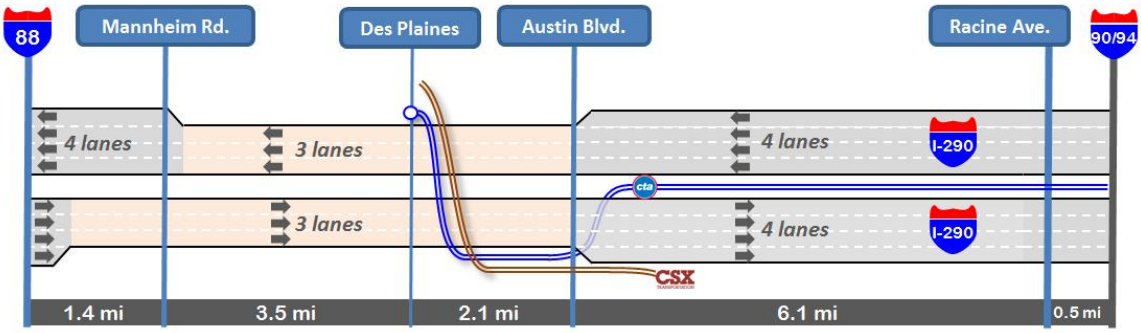
1.1 Project Background

The Eisenhower Expressway (I-290), originally constructed as the Congress Expressway, was one of the first multimodal facilities in the United States. Opened to traffic in sections beginning in the mid to late 1950's, this facility was designed and constructed according to early standards that were newly created for the interstate highway system.

During the original construction of the Eisenhower Expressway, the CTA Garfield Park rapid transit branch was removed and replaced with what is now known as the Blue Line Forest Park Branch. This heavy rail transit line was constructed parallel to the Eisenhower Expressway, running along the south side of the roadway or in the median. As part of the construction of the Eisenhower Expressway, the freight railroad owned by Baltimore & Ohio Chicago Terminal Railroad, which ran at-grade along the current alignment of the Expressway, was grade-separated and relocated adjacent to the south side of the CTA tracks, sharing the same "cut" with the CTA and the expressway from east of DesPlaines Avenue to Central Avenue. This freight rail line is now owned and operated by CSX Transportation. This section of rail is part of CSX's Altenheim Subdivision and includes the right-of-way for three tracks, including two continuous tracks and a third intermittent track. A portion of the former Chicago, Aurora and Elgin electric interurban railway was also relocated at Forest Park as part of the original expressway construction, but passenger service on that line was discontinued in 1957.

West of Mannheim Road and east of Austin Boulevard, I-290 has four lanes in each direction (Figure 1-1). Between Mannheim Road and Austin Boulevard, I-290 has three lanes in each direction. This reduction in lanes and reduced capacity has been a long standing source of safety, operational, and capacity concerns.

Figure 1-1. I-290 Existing Configuration



Source: WSP Parsons Brinckerhoff, 2015.

Since its original construction, I-290 has undergone periodic resurfacing and maintenance throughout the corridor. In 2001, the Hillside Interchange Reconstruction Project, located on the west end of the Study Area, was completed. This project was a spot improvement that addressed the Mannheim Road Interchange, and in doing so, addressed safety and operations at I-88's connection with I-290 and improved connections with Mannheim Road. While weaving conflicts on I-290 were reduced by the addition of the eastbound collector-distributor roadway, the project did not address capacity needs along the I-290 mainline. In 2010, 27 miles of I-290 from Thorndale Avenue to I-90/I-94 were resurfaced, and 37 bridges were repaired.

Jane Byrne Interchange
The Jane Byrne Interchange, formerly referred to as the Circle Interchange, is undergoing a 4-year reconstruction from 2014 to 2018.

In 2012, the Illinois Department of Transportation (IDOT) initiated a Phase I preliminary engineering study for the I-90/I-94 and I-290 Jane Byrne Interchange, whose western study limits extend to Racine Avenue on I-290. This improvement project includes widening of the northbound-to-westbound ramp from I-90/94 to I-290 and the eastbound-to-northbound ramp from I-290 to I-90/I-94 from one to two lanes, as well as multimodal transportation system improvements, including wider sidewalks and improved access to public transit.

The I-290 Eisenhower Expressway is identified as a fiscally constrained major capital project in the region's metropolitan transportation plan adopted by the Metropolitan Planning Organization (MPO) Policy Committee, which is the designated MPO for the northeast Illinois region.

1.2 Project Purpose

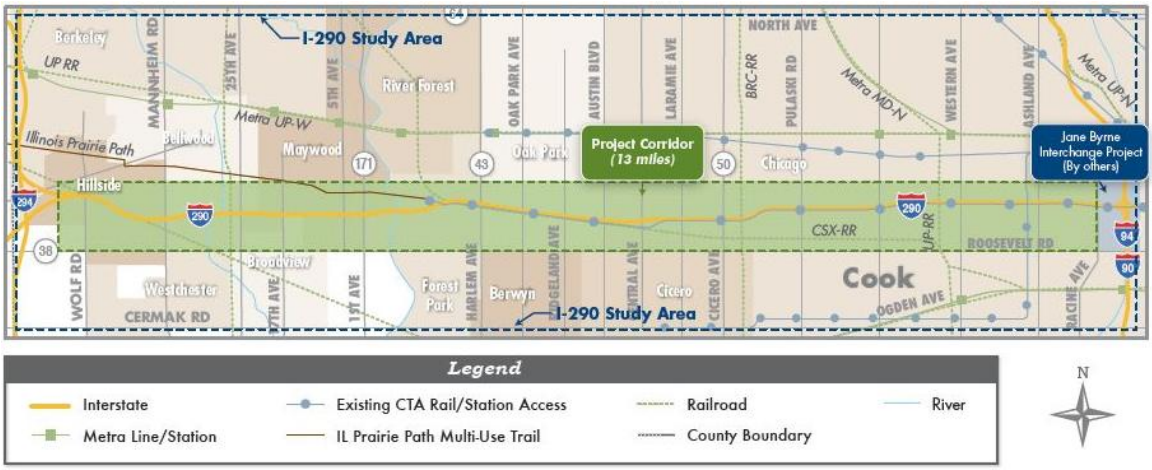
The purpose of this proposed project is to provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor. More specifically, the purpose of the project is to improve: 1) mobility for regional and local travel; 2) access to employment; 3) safety; 4) modal connections and opportunities; and 5) transportation facility deficiencies.

1.3 Study Area

The Study Area is centered along I-290 in Cook County, extending from west of Mannheim Road to Racine Avenue. The northern boundary of the Study Area is North Avenue, and the southern boundary is Cermak Road, an area of approximately 55 square miles.

The Study Area, shown in Figure 1-2, includes adjacent transit and freight railroads, interchanges, cross streets, and other parallel and crossing features that are within or in close proximity to I-290.

Figure 1-2. I-290 Study Area



Source: WSP Parsons Brinckerhoff, 2015.

The logical termini for the I-290 Study are identified as I-290 west of Mannheim Road (where there are currently four lanes in each direction) to Racine Avenue (adjacent to the Jane Byrne Interchange project). These rational end points were selected to evaluate a continuous section of the expressway corridor between two system interchanges. The scope of the I-90/I-94 at I-290 Jane Byrne Interchange project is to improve operations, safety, and capacity of that interchange. In addition, CTA, in cooperation with IDOT, is conducting a *Blue Line Forest Park Branch Feasibility/Vision Study* and associated facilities, which are currently located within the logical termini. The purpose of this parallel study is to determine CTA's near- and long-term vision for the Blue Line corridor and coordinate those objectives with the I-290 Study. Overhead crossroad bridges in the I-290 Study Area east of Kostner Avenue are being studied by IDOT separately from this I-290 Study.

1.4 Project Need

A transportation system improvement(s) is needed in the Study Area to address the following needs:

1. Regional and Local Travel;
2. Access to Employment;
3. Safety for All Users;
4. Modal Connections and Opportunities; and,
5. Transportation Facility Deficiencies.

These five principal needs or need points were identified in the technical analysis documented in the *Existing Transportation System Performance Report* (2010) and *Addenda* (2013)[1], and through stakeholder and public input.

1.4.1 Regional and Local Travel

This need point addresses the identified need to improve mobility, or the movement of people and goods, within the region and the Study Area. For this study, regional travel is considered as travel that begins and ends outside the Study Area. Local travel is travel that either begins, ends, or occurs entirely within the Study Area.

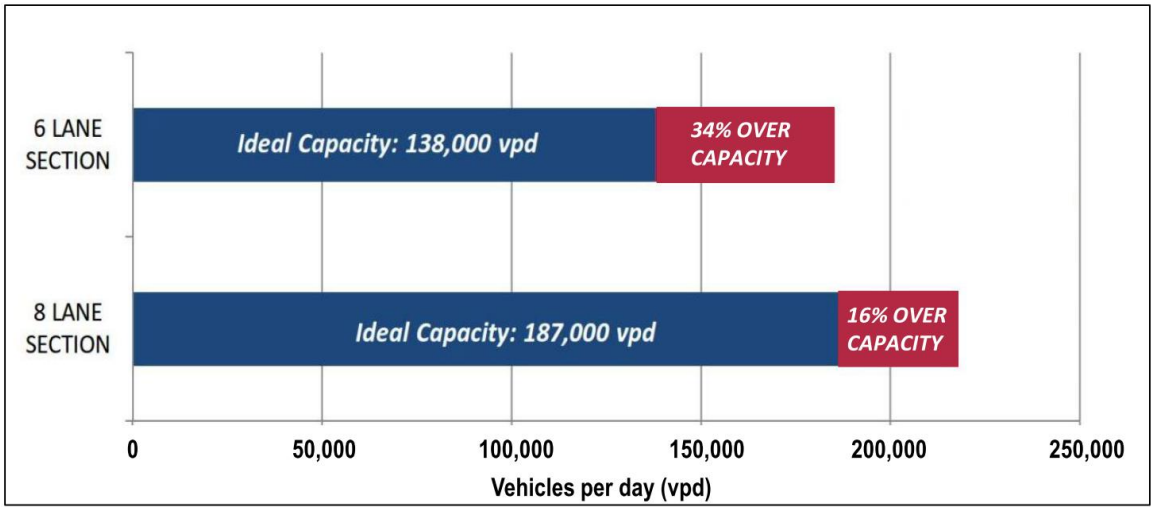
1.4.1.1 Regional Travel

No Build 2040
No Build (2040) traffic volumes represent a condition through year 2040 that includes all future planned and programmed infrastructure improvements, except this I-290 project. In other words, as if this I-290 project is not built.

There is substantial travel and congestion in the Study Area that reduces the corridor's ability to serve regional travel (Figure 1-3). One of the primary factors contributing to congestion in the corridor is that traffic demand exceeds the capacity on I-290. I-290 generally carries 185,100 to 217,700 vehicles per day (vpd), including approximately five percent trucks, on its six- and eight-lane freeway sections, respectively, according to 2012 traffic data. However, based on today's highway engineering standards, I-290 is ideally designed for 138,000 vpd for the six-lane section of the Study Area and 187,000 vpd for the eight-lane section of the Study Area for orderly traffic flow[2], and the existing mainline traffic exceeds its ideal capacity by 34 percent in the six-lane section and 16 percent in the eight-lane section (Figure 1-3). Estimated year 2040 No Build traffic on I-290 is projected to increase by an average of seven percent over the existing traffic volumes. This forecasted increase in traffic reflects the lack of available capacity on I-290 to accommodate additional traffic, the fully developed land uses and transportation network throughout the

[1] http://eisenhowerexpressway.com/info_center/reports.aspx.
[2] From *2000 Highway Capacity Manual,* Exhibit 13-6 using volume at 10 percent of average daily traffic (ADT) at LOS E.

Figure 1-3. Existing I-290 Capacity



Source: WSP Parsons Brinckerhoff, 2015.

corridor, and the additional capacity of the I-290/I-90/I-94 Jane Byrne Interchange, which is scheduled for completion in 2018.

Peak period travel speeds in the six-lane section of the Study Area are estimated to be as low as 24 miles per hour (mph) in 2010, and they are projected to slow down to as low as 12 mph for the 2040 No Build scenario. Estimated average peak period traffic speeds in the eight-lane section are projected to remain unchanged at 35 mph in 2040 for the No Build scenario.

Much of the congestion in the eight-lane section occurs in the westbound direction, from Austin Boulevard and extending approximately 5 miles back toward the east[3]. This congestion is attributed to the high vehicular demand in the corridor and to the abrupt I-290 mainline lane reduction from four to three lanes where the left I-290 through lane becomes the westbound off-ramp to Austin Boulevard. Similar congestion is experienced by eastbound traffic where mainline lanes are reduced from four to three lanes at 25th Avenue.

This severe traffic congestion on I-290 impacts regional travel for eastbound travel towards Chicago and Chicago's central business district, as well as for westbound travel heading towards the western suburbs in Cook and DuPage counties. This severe traffic congestion impacts through traffic, daily commuters, and commercial vehicles alike.

[3] Chicago Metropolitan Agency for Planning 2011 Congestion Scan http://www.cmap.illinois.gov/mobility/roads/cmp/performance-measurement/scans/i-290-eisenhower-expressway-canal-street-to-wolf-road.

1.4.1.2 Local Travel

Local travel, which is regarded as travel that either begins, ends, or occurs entirely within the Study Area, is negatively affected by mainline I-290 congestion, poor I-290 interchange operations, and congested arterial highways.

The I-290 interchange operations are negatively affected by the inability of vehicles to efficiently perform "movements" at the ramp/cross-street intersections. These movements include left turns, right turns, and through-intersection travel. When an interchange cannot adequately convey the traffic volumes at an intersection, the movements will become congested, cause backups, and begin to operate at very low levels of service (LOS). For arterial highways, IDOT policy indicates LOS D is acceptable in urban areas. Four out of five interchanges in the six-lane section of I-290 between 25th Avenue and Austin Boulevard currently have one or more movements that are failing (LOS E or F), compared to one out of the 11 interchanges in the eight-lane section of the Study Area. Factors affecting intersection operations include traffic demand exceeding design capacity, inadequate turn lane storage length, overburdened signal timing and phasing, and constrained intersection geometry.

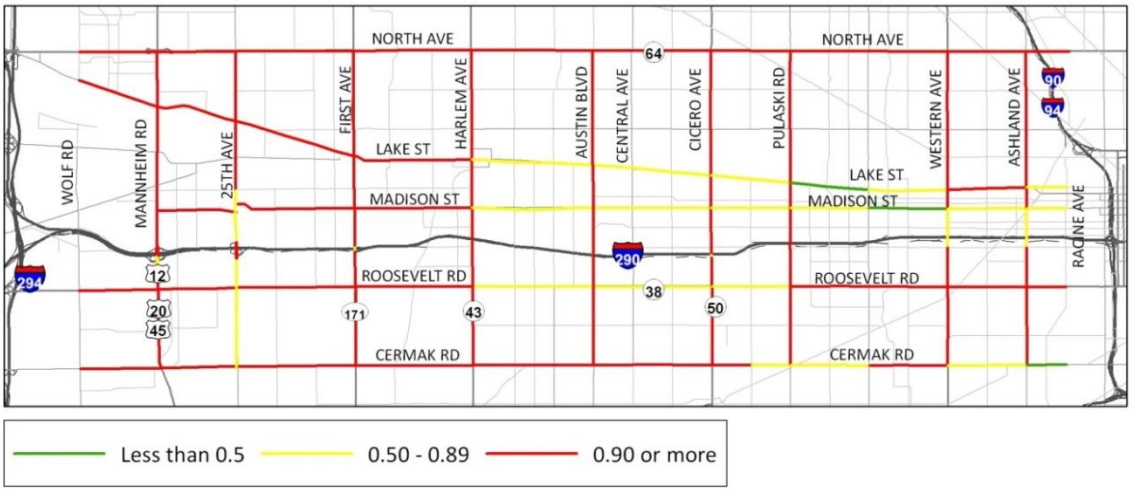
Level of Service (LOS)
A qualitative system used to measure the effectiveness of a roadway to transport vehicles by comparing traffic counts, number of lanes, and functional classifications. The LOS system uses the letters A through F, with A being best and F being worst.

A = Free flow
B = Reasonably free flow
C = Stable flow
D = Approaching unstable flow
E = Unstable flow
F = Forced or breakdown flow

The I-290 mainline traffic congestion in the six-lane section causes traffic to divert to Study Area collector and arterial streets, placing additional burden on the local road network. The existing performance of east-west and north-south arterial streets in the Study Area was evaluated based on volume to capacity (v/c) ratios. In the v/c ratio, the volume, "v," is the number of vehicles using the roadway, and the capacity, "c," is the number of vehicles the roadway can accommodate just before breakdown occurs. When the volume of vehicles (v) on a street reaches its breakdown capacity (c), the ratio is equal to one, and when v/c ratio exceeds 1 (v/c > 1), operations become very unstable with closely spaced vehicles moving at slow, variable speeds. Minor disruptions within the traffic stream cannot be dissipated and result in operations that deteriorate to LOS F. Figure 1-4 illustrates the 2010 peak period v/c analysis for arterial streets, based on the I-290 existing conditions travel model results. In 2010, 80 percent of the Study Area east-west arterials corresponding to the six-lane expressway section operated at very congested conditions with v/c ratios greater than 0.90 corresponding to LOS E and F[4], compared with 47 percent of the east-west arterials at very congested conditions corresponding to the eight-lane section of the expressway.

[4] Transportation Research Board, *Highway Capacity Manual*, Special Report 209.

Figure 1-4. 2010 Existing Arterial Peak Period Volume to Capacity Ratios



Source: WSP Parsons Brinckerhoff, 2015.
Note: At v/c less than 0.5, the local road network can handle the traffic volumes. At v/c 0.50 to 0.89, the local road network is congested but can handle the traffic volumes. At v/c 0.90 or more, there are unstable, breakdown conditions, and the local road network cannot handle the traffic volumes.

1.4.2 Access to Employment

This need point addresses mobility for workers who reside in, work within, or travel through the Study Area, as well as the needs of regional employers. Traffic congestion on I-290 and the major arterial roads in the Study Area, and the inability to adequately accommodate additional traffic, limit the effectiveness of these transportation facilities to serve additional growth in the traditional commute (travelers heading inbound to Chicago from western and northwestern Cook, DuPage, and Kane counties during the morning peak period, and outbound from Chicago in the evening). The reverse commute (travelers heading outbound in the morning peak period and inbound in the evening peak) is also adversely affected, as are other smaller commuter travel markets. Traffic congestion on I-290 and parallel routes negatively impacts bus transit travel times and reliability, and the ability to make modal connections, as well as access to transit by automobile.

The Regional Transportation Authority's (RTA) *2005 Cook-DuPage Corridor Travel Market Analysis*[5], which evaluated the current travel market within and near the Study Area from Cicero Avenue on the east to DuPage County on the west, found that there are multiple options for traditional commuters who use the existing transit network and that they have access to the central business district and other destinations within Chicago via a combination of Metra commuter rail, CTA rapid transit and CTA/Pace bus. For the Cook-DuPage travel markets within the Study Area, 33 percent of traditional commute work trips use public transit. For the reverse commute, the *Cook-DuPage Corridor Travel Market Analysis* found that there are limited transit options to jobs in western Cook and eastern DuPage counties for workers in Cook County who live east

[5] *Cook-DuPage Corridor Travel Market Analysis Final Report,* Regional Transportation Authority with Cambridge Systematics, Inc., December 2005.

of Cicero Avenue. The RTA study found that reverse commuters come from areas with less automobile ownership than the Cook-DuPage region as a whole, and more reverse and other commute transit options are needed. For the Cook-DuPage travel markets within the Study Area, 15 percent of the reverse commute work trips use public transit. These percentages of public transit usage for traditional and reverse commute work trips are relatively higher than the five percent of work trips provided by public transportation in the US, and 11 percent of work trips provided by public transportation in the Chicago-Naperville-Joliet, IL-IN-WI Metropolitan Statistical Area, indicating relatively high percentages of commuters in the Study Area already using public transit.[6]

Heavy traffic congestion on I-290 and major arterial roads in the Study Area constrains connectivity to and from the Study Area in all directions (east-west and north-south). This results in longer travel times for highway trips from or to the Study Area, especially during peak periods, with traffic congestion worsening into the future. Job accessibility from the Study Area is depicted in Table 1-1. For example, using the 2010 highway network, there are 449,000 regional 2040 jobs[7] accessible within 15 to 30 minutes by automobile for a trip that begins from within the Study Area. Only 302,000 regional jobs would be accessible within 15 to 30 minutes for the 2040 No Build network, a decrease of approximately 33 percent. This decrease in regional job accessibility between 2010 and 2040 is due to growing traffic congestion resulting from the inability of the existing transportation system and planned improvements (excluding major improvements in the Project Corridor) to serve the projected travel demand.

Table 1-1. Regional 2040 Jobs Accessible by Auto from Study Area[8]

Auto Travel Time	Number of 2010 Network Jobs	Number of 2040 No Build Network Jobs	Percentage of Jobs Inaccessible by 2040
Up to 15 Minutes	107,000	79,000	-26%
15 – 30 Minutes	449,000	302,000	-33%
30 – 45 minutes	1,601,000	1,391,000	-13%
45 – 60 Minutes	1,760,000	1,613,000	-8%

Source: WSP Parsons Brinckerhoff, 2015.

[6] *Commuting in the United States: 2009, American Community Survey Reports, ACS-15*. US Census Bureau, Washington, D.C.

[7] "Regional 2040 Jobs" are job destinations projected to be in place by 2040. Access to these job destinations is projected using both the existing 2010 network and the 2040 No Build network to demonstrate that job accessibility from the Study Area will be reduced by 2040, even with planned regional transportation improvements, excluding major transportation improvements in the Study Area.

[8] A location near the center of the Study Area was used for this analysis.

Transit travel time to jobs includes in-vehicle (travel in the rail or bus vehicle) and out-of-vehicle travel time (access time, wait times, egress times). Job accessibility from the Study Area via transit is depicted in Table 1-2. As seen in this table, there is very little change between 2010 and 2040 (less than one percent) in accessibility from the Study Area to work opportunities in the region for transit trips under 45 minutes. This can be attributed to the majority of the CTA rail and bus service in the greater I-290 corridor remaining stable between 2010 and 2040. However, for transit trips between 45 and 60 minutes, a 12 percent increase between 2010 and 2040 in the number of jobs accessible is forecasted, mainly due to the transit expansion projects identified in the Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Comprehensive Regional Plan outside the Study Area.

Table 1-2. Regional 2040 Jobs Accessible by Transit from Study Area[9]

Transit Travel Time	Number of 2010 Network Jobs	Number of 2040 No Build Network Jobs	Percentage of Jobs Inaccessible by 2040
Up to 15 Minutes	4,000	4,000	0%
15 – 30 Minutes	57,000	57,000	0%
30 – 45 minutes	796,000	786,000	-1%
45 – 60 Minutes	477,000	534,000	12%

Source: WSP Parsons Brinckerhoff, 2015.

1.4.3 Safety for All Users

This need point addresses the frequency and severity of vehicular crashes in the Study Area and the conflicts between vehicles and pedestrians/bicyclists on facilities that accommodate these modes.

A crash analysis was initially performed for the 2006-2008 reporting period and then updated for the 2011-2013 reporting period, using data compiled by IDOT based on local and state police crash reports. For the 2011-2013 period, a total of 5,365 crashes and 711 injuries were reported along I-290, for an average of 1,788 crashes and 237 injuries per year. Crashes are categorized using the KABCO reporting system[10] as fatal (Type K); incapacitating injury (Type A); apparent but non-incapacitating injury (Type B); no apparent injury but a complaint of pain (Type C); or property damage only (Type O, also referred to as PDO).

The threshold for reporting property damage in Illinois was raised from $500 to $1,500 per crash in 2009. Overall, crash trends in the 2011-2013 period were similar to those in 2006-2008, with high crash locations and predominant types of crashes being similar. Recently available crash data from 2013-2015 was also analyzed to determine if crash trends were similar to the previous two reporting periods. As compared to the 2011-2013 period, overall crashes increased 12 percent but crashes involving an injury decreased by

[9] A location near the center of the Study Area was used for this analysis.

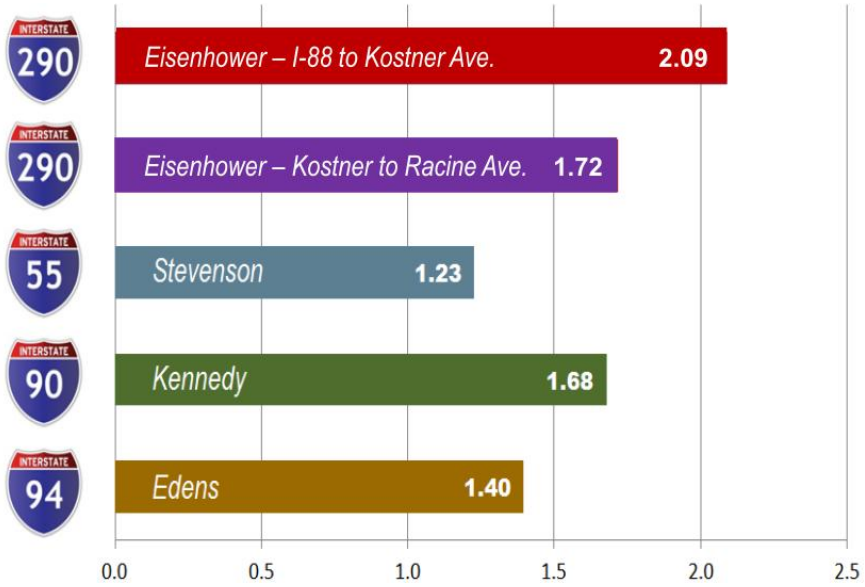
[10] *Manual on Classification of Motor Vehicle Traffic Accidents,* Seventh Edition, National Safety Council, 2007.

32 percent. These trends indicate that more crashes occurred at lower speeds in the 2013-2015 period as compared to the 2011-2013 period, with increased congestion being the primary contributing factor. A more detailed crash analysis, including the updated 2011-2013 and 2013-2015 crash information, is in Appendix A of this Final Environmental Impact Statement.

1.4.3.1 Crash Rate on I-290

Within the western part of the Study Area from I-294 to Kostner Avenue (including the six-lane section between 25th Avenue and Austin Boulevard), I-290 experiences crash rates that are 24 to 70 percent higher than comparable Chicago area freeways. Within the eight-lane section from Kostner Avenue to Racine Avenue in the eastern part of the Study Area, I-290 experienced crash rates that, while higher than other comparable freeways, were 21 percent lower than the western section. Figure 1-5 illustrates the comparison of crash rates for I-290 compared to other area expressways. As represented by Figure 1-5, I-290 in the eastern part of the Study Area does not experience the high rate of crashes of the western part of the Study Area. The overall crash rate of 1.72 crashes per million vehicle miles in the section of I-290 from Kostner Avenue to Racine Avenue is indicative of the less frequent crash occurrences within this section compared to the crash rate of 2.09 in the section of I-290 from I-294 to Kostner Avenue.

Figure 1-5. Comparison of Chicago Freeway Mainline Crash Rates (2006-2008, 2011-2013)[11]

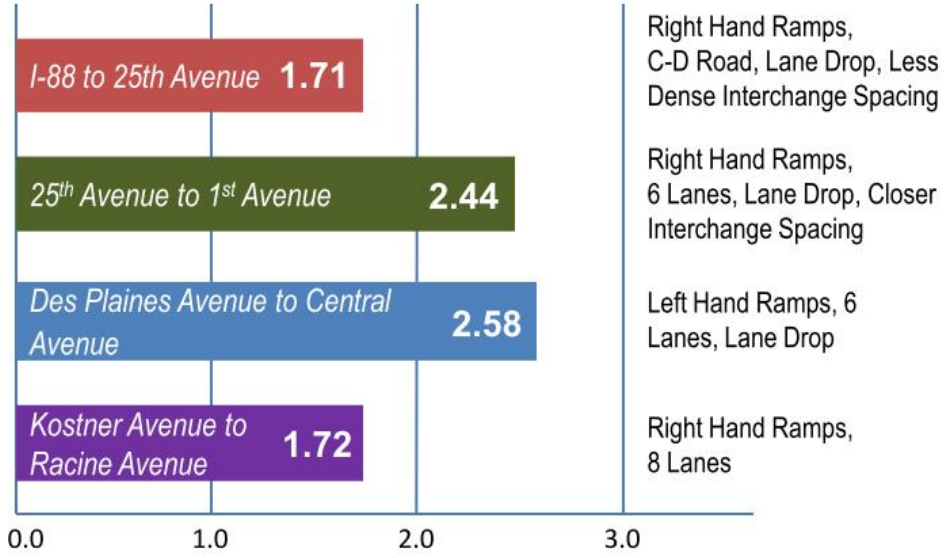


Source: WSP Parsons Brinckerhoff, 2015.
Note: Values Calculated as Crashes per Million Vehicle Miles

[11] 2009-2010 omitted. There was a major resurfacing on I-290 in 2010.

Within certain sections of I-290, there are variations in the crash experience based on the underlying characteristics of the roadway (Figure 1-6). For example, the eastern section between Kostner Avenue and Racine Avenue has eight travel lanes, conventional right-hand ramps, and less dense interchange and ramp spacing than the western section between 25th Avenue and 1st Avenue, and had a crash rate of 1.72 crashes per million vehicle miles in the combined 2006-2008 and 2011-2013 reporting periods. A higher crash section is located from 25th Avenue to 1st Avenue; this section has four interchanges in each direction located within a 1.5 mile distance, six travel lanes, and a lane drop from four to three lanes eastbound at 25th Avenue; this section has a crash rate of 2.44, which is higher than the average overall crash rate of I-290 from I-294 to Kostner Avenue. The section between DesPlaines Avenue and Central Avenue (which includes the Harlem Avenue and Austin Boulevard interchanges) has an even higher combined crash rate of 2.58; this section contains two interchanges with left-hand ramps, a lane drop from four to three lanes westbound at Austin Boulevard, and six travel lanes from DesPlaines Avenue to Austin Boulevard. The section between I-88 and 25th Avenue contains a lane drop from four to three lanes at 25th Avenue in the eastbound direction, but otherwise it is designed to modern standards; its crash rate is a relatively low 1.71 compared to other sections of I-290, but it is higher than the average rates of other area expressways.

Figure 1-6. Crash Comparison of I-290 Mainline Sections (2006-2008, 2011-2013)

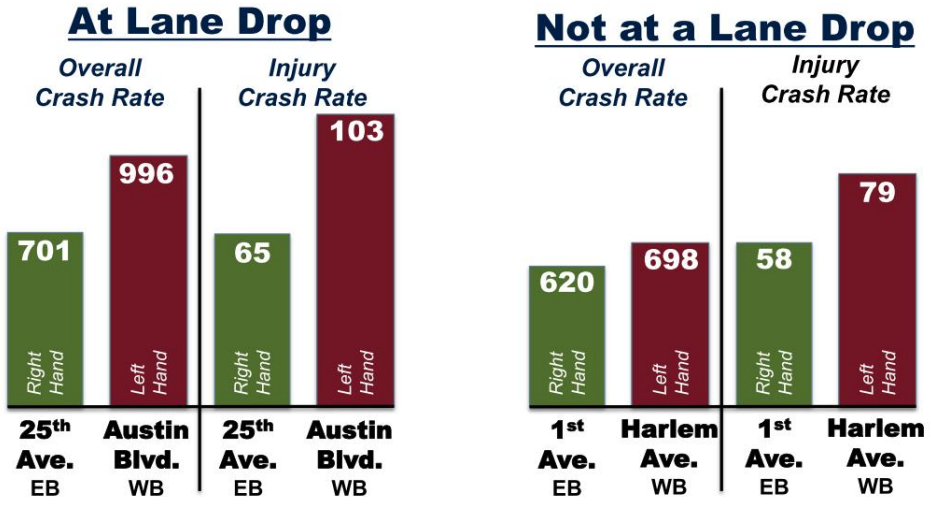


Source: WSP Parsons Brinckerhoff, 2015.
Note: Values Calculated as Crashes per Million Vehicle Miles

In the sections with higher crash rates, the presence of lane drops, close interchange spacing, left-hand ramps, and/or less mainline lane capacity contributes to the higher crash experience of those sections.

Figure 1-7 further shows that the Austin Boulevard interchange, with both left-hand ramps and the westbound lane drop, has comparatively worse crash and injury rates than other interchanges (Harlem Avenue, 25th Avenue, and 1st Avenue) with only one or none of those features. Of the interchanges without a lane drop, 1st Avenue, with right-hand ramps, has comparatively lower crash and injury rates than Harlem Avenue, which has left-hand ramps.

Figure 1-7. Lane Drop/No Lane Drop and Left-Hand/Right-Hand Ramp Crash Comparison (2006-2008, 2011-2013)



Source: WSP Parsons Brinckerhoff, 2015.
Note: Values Calculated as Crashes per Mile

1.4.3.2 Severity of Crashes

The overall predominant crash type along I-290 is rear-end (66 percent overall on a 24-hour basis) with 88 percent of rear-end crashes occurring during the peak period and midday congested travel periods between 6:00 a.m. and 11:00 a.m. (Figure 1-8 and Figure 1-9). During congested periods, rear-end collisions represent 75 percent of all crashes. National studies, as well as field observation of I-290 within the Study Area, indicate congestion as a primary cause of rear-end crashes due to erratic, stop-and-go traffic conditions with reduced space (headway) between vehicles that requires increased driver attentiveness to react to those conditions.

The other two prevalent crash types on the I-290 mainline are same-direction sideswipe and fixed object collisions off the roadway, which represent approximately 20 and 10 percent of overall crashes, respectively. Many same-direction sideswipes occur in areas where there are numerous lane-changing and weaving movements, such as near entrance and exit ramps. Most of the same-direction sideswipes are also occurring during congested conditions.

Figure 1-8. Overall Crash Type (2006-2008, 2011-2013)

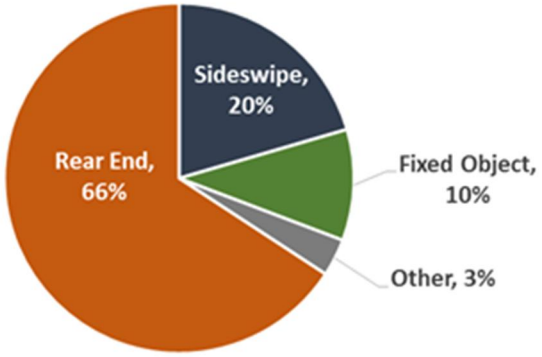
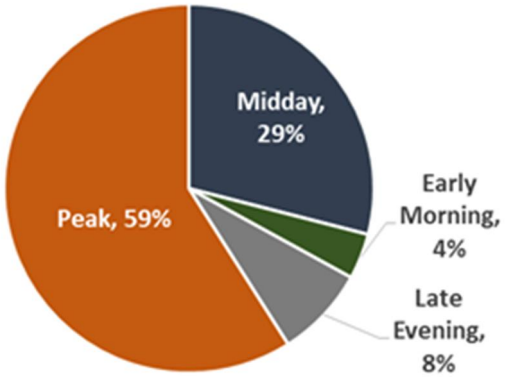


Figure 1-9. Rear-End Crash – Time of Day (2006-2008, 2011-2013)



Source: WSP Parsons Brinckerhoff, 2015.

For the western portion of the Study Area, there were eight fatal crashes and 37 incapacitating injury crashes on I-290 within the 2011-2013 reporting period; 56 percent of these severe crashes involved a rear-end collision, 11 percent involved a fixed object collision, and seven 7 percent involved a same direction sideswipe. A majority of the fatal and severe crashes in the six-lane section occurred during uncongested conditions.

For the eastern portion of the Study Area, there were five fatal crashes (Type K) and 17 incapacitating injury crashes (Type A) on I-290 within the 2011-2013 reporting period; of the severe accidents, 41 percent involved a rear-end collision, 28 percent involved a fixed object collision, and approximately 19 percent involved a sideswipe collision. A majority of the fatal and severe crashes occurred during uncongested conditions.

Overall, the western portion of I-290 within the Study Area experiences a 21 percent higher crash rate than the eastern portion. Crash types in the section are predominantly rear-end crashes that occur in congested conditions and where congestion occurs, clustered around closely spaced interchange ramps, left-hand ramps, and immediately upstream of the existing four- to three-lane expressway transitions.

1.4.4 Modal Connections and Opportunities

This point addresses the need to improve connections between all modes of transportation, including nonmotorized connections to transit, and improving the opportunities to better accommodate all transportation modes through cooperation and joint planning with municipalities and transit providers.

Transit
Transit for the I-290 project includes CTA rail rapid transit, Metra commuter rail, and CTA and PACE bus services.

The Study Area has a well-developed public transportation system that carries 21 percent of Study Area home-to-work travel, compared to 12 percent for the Chicago region overall. Although usage of the existing transit facilities within the Study Area is higher than for the region as a whole, these transit facilities, particularly with respect to

bus service and the Blue Line, do not operate at full capacity, and facility deficiencies hamper optimum provision of transit services.

1.4.4.1 Access to Transit

With the location of the existing CTA Blue Line stations within the median or adjacent to I-290, and the original design of many of the bridge structures that serve the station entrances dating to the 1950s, access deficiencies to the existing CTA Blue Line stations have been identified. These access deficiencies include all access modes, including pedestrian, bicycle, bus, and auto. The majority of existing Blue Line station entries are pedestrian trips. Pedestrian conflicts occur due in part to heavy traffic volumes and narrow sidewalks on the bridges that serve the station entrances (Figure 1-10). Bicycle access across I-290 is difficult due to lack of bicycle accommodations. Thus, nonmotorized access to existing CTA Blue Line stations is in need of improvement.

Figure 1-10. Narrow Sidewalks with Obstructions at Harlem and Oak Park Avenues



Bus transfer connections from CTA and Pace bus routes to the existing CTA Blue Line stations are located on the overpasses over I-290, except for the Forest Park station. The bus routes serving these stations, depending on their direction of travel, require pedestrians to cross to the opposite side of the bridge to reach these CTA Blue Line station entrances. Due to the lack of protected pedestrian crossings, transit users often jaywalk across two to four lanes of traffic during transfers between bus routes and Blue Line stations.

For auto access, the only CTA Blue Line park-and-ride facility in the Study Area is at the Forest Park terminal station, which operates at 85 percent capacity[12]. Access to the CTA and Village of Forest Park park-and-ride facilities is constricted by the congested traffic patterns at the I-290 DesPlaines Avenue interchange, with backups caused by traffic waiting to enter the westbound I-290 entrance ramp. The closely spaced traffic signals

[12] CTA Forest Park station parking utilization as reported by RTA (http://www.rtams.org/rtams/station.jsp?id=51100390).

on DesPlaines Avenue and left turns required for egress/ingress for Pace and CTA bus operations also results in delays to transit operations.

1.4.4.2 Nonmotorized Connections

There is limited pedestrian and bicycle access within the Study Area. Between the west end of the Study Area and east of Cicero Avenue, there are only two pedestrian/bicycle dedicated crossings of I-290. In addition, five major street crossings of I-290 in this section (Wolf Road, Mannheim Road, 1st Avenue, DesPlaines Avenue, and Cicero Avenue) are designated "Not Recommended for Bicycle Travel" by IDOT's Bicycle Map, and the remainder of the I-290 street crossings in the six-lane section do not have bicycle accommodations that would provide safer, more comfortable operating zones for bicyclists, except for Ridgeland Avenue in Oak Park, which has marked shared bike lanes. In the eight-lane section from east of Cicero Avenue to Racine Avenue, designated bicycle/pedestrian crossings occur every mile, on average. These crossings are being examined as part of the previously mentioned IDOT bridge projects within the Extended Study Area.

Nonmotorized
Nonmotorized for the I-290 project includes pedestrian and bicycle facilities, such as sidewalks, trails, bike lanes, and bike racks.

1.4.4.3 Multimodal Opportunities

The *Cook-DuPage Corridor Study* and the *Existing Transportation System Performance Report* identified several opportunities for improving transit facilities and services in the Study Area. These opportunities included renewal of the existing rail and bus infrastructure in the Study Area, potential new transit services and transportation facilities to better serve the reverse commute, and more convenient direct access to jobs for Study Area residents. The I-290 Study has been coordinated with the transit agencies and other stakeholders in the planning of future transit opportunities for the purpose of accommodating future transit improvements within the footprint of this proposed project.

1.4.5 Transportation Facility Deficiencies

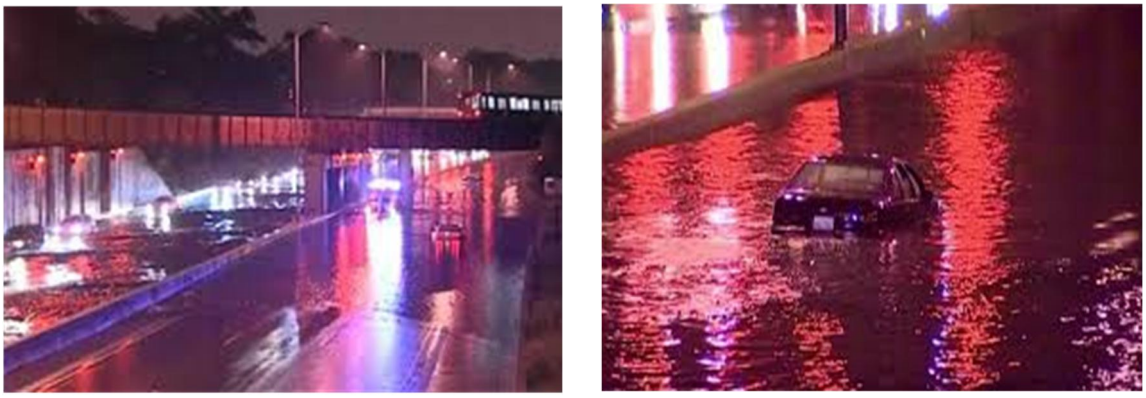
This final need point evaluates the following transportation facility deficiencies: 1) pavement and structure conditions; 2) the ability of the existing transportation system in meeting current design standards; 3) pedestrian, bicycle and transit facilities; and 4) the existing drainage system. Opened to traffic beginning in the mid to late 1950s, I-290 was designed and constructed according to early standards that were created prior to the interstate highway system. As such, the existing pavement and bridges are now more than 50 years old, exceeding their typical service life (approximately 30 years for pavement and 50 years for bridges). Regular cycles of maintenance and rehabilitation have been successful in extending the service life; however, maintenance cycles will become more frequent and do not address many of the underlying issues.

Most of the existing pavement structure on I-290 west of Cicero Avenue is original to the 1950s construction. Although the expressway was resurfaced with asphalt in 2010, more than 90 percent of the underlying existing Portland cement concrete pavement and sub-

base in the Study Area are now more than 50 years old, exceeding their typical service life by 30 years.

The drainage system, also installed in the 1950s, is in need of improvement. A detailed hydrologic evaluation of the trunk sewer in the six-lane section of the Study Area revealed that the I-290 pavement, which drainage was designed for a 10-year frequency storm, would be overtopped by a 100-year storm. This has now occurred in the July 2010, April 2013, and August 2014 storms that flooded the roadway and forced closures of I-290 and CTA rapid transit (Figure 1-11). The pump station located at the Des Plaines River is being replaced and expanded in advance of the overall I-290 reconstruction project.

Figure 1-11. Flooding on I-290 in the Study Area



Since the original construction of I-290, state and federal design standards for highways have been updated to provide better operations and improved safety. As such, many existing design elements do not meet current standards, including ramp entrance and exit departure angles and vertical curves, as well as interchange geometrics, including turning radii and complete street requirements.

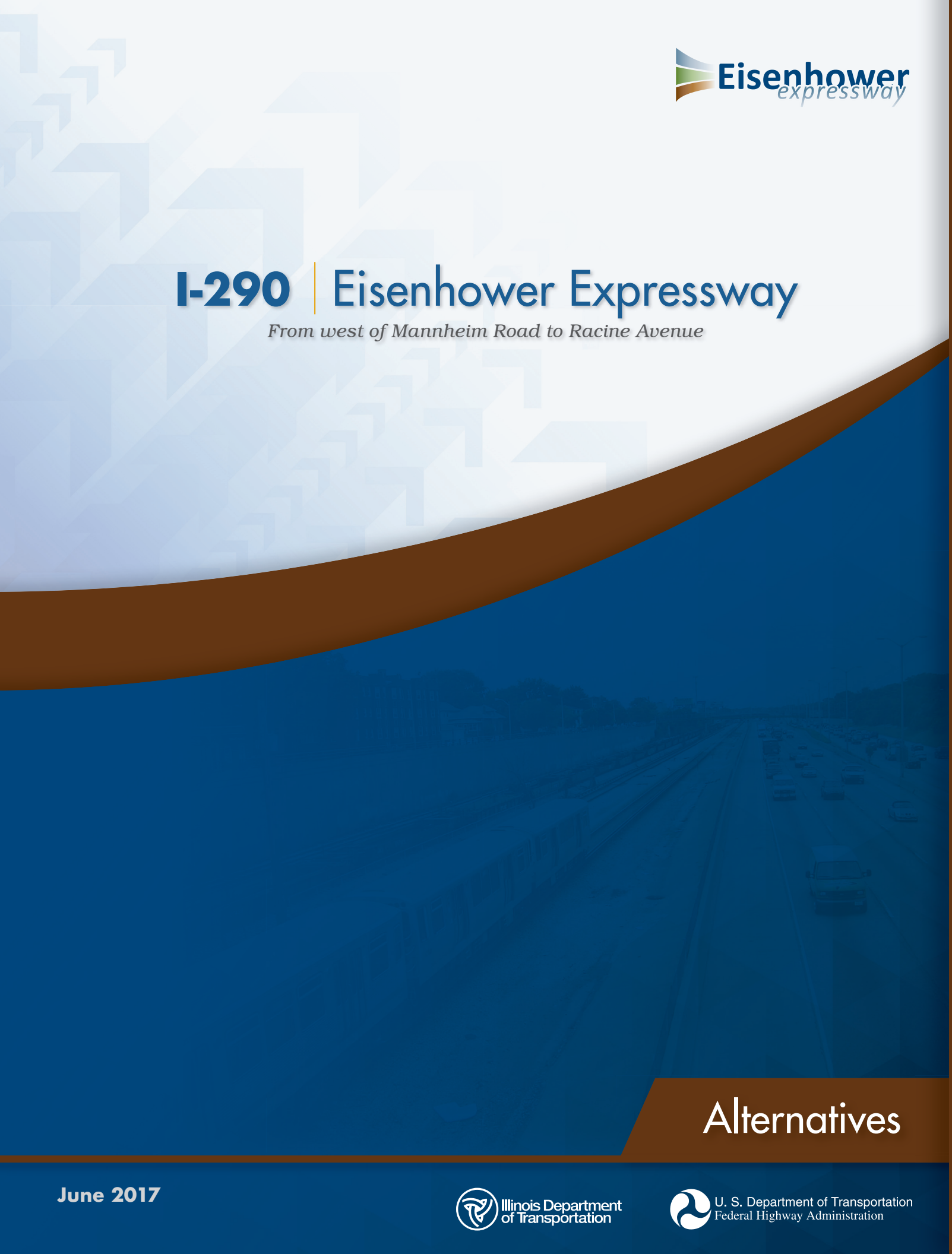
Like the existing mainline pavement, almost all of the existing cross road structures are original to the 1950s construction. Due to rehabilitations and regular maintenance, all bridges in the Study Area west of Cicero Avenue are currently rated as structurally adequate; however, deterioration of the structures is resulting in more frequent maintenance cycles.

Having been constructed in the 1950s before the requirements of the Americans with Disabilities Act (ADA) were enacted, much of the original cross road construction that still exists in the Study Area does not meet ADA standards for sidewalk widths and pedestrian ramps. Improvements will meet ADA compliance, will accommodate high-traffic sidewalk widths, and will address pedestrian safety, especially for persons with disabilities.

Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



SECTION 2.0
Alternatives

Alternatives

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

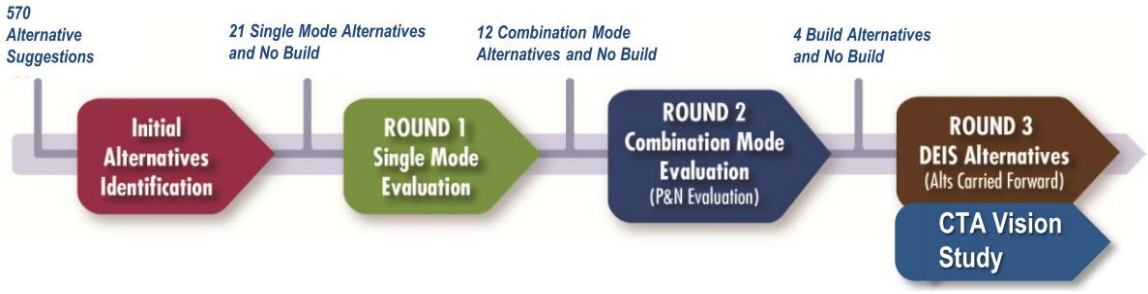
2.0 Alternatives

There have been no substantive changes to this section since publication of the DEIS.

2.1 Introduction

The process for developing and evaluating alternatives for the Interstate 290 (I-290) Eisenhower Expressway multimodal corridor consisted of four sequential steps, as shown in Figure 2-1.

Figure 2-1. Alternatives Development and Evaluation Process



Through these four consecutive steps, a wide range of alternatives were identified, evaluated, and screened, resulting in the identification of four build alternatives and the No Build Alternative to be carried forward into the Draft Environmental Impact Statement (DEIS) for more detailed evaluation. A range of factors was considered in the evaluation process, including how well the alternatives addressed the Purpose and Need (i.e., regional and local travel performance, access to employment, safety, modal connections and opportunities, and facility deficiencies), environmental constraints, displacements, and stakeholder input.

The process included a close examination of all transit modes within the Study Area, the results of which can provide input into future planning efforts by other area transportation agencies (e.g., Regional Transportation Authority [RTA], Chicago Transit Authority [CTA], Metra, Pace). In coordination with the Illinois Department of Transportation (IDOT) and the I-290 Phase I study, CTA initiated a concurrent *Blue Line Forest Park Branch Feasibility/Vision Study* to assess current conditions and identify modernization needs for rail infrastructure and customer amenities for the near- and long-term in this Project Corridor.

As presented herein, IDOT completed the evaluation of four build alternatives and the No Build Alternative. A regional travel demand model tailored specifically for this study was used as the evaluation tool for testing the travel performance of alternatives in Rounds 1, 2, and 3. This travel demand model is based on the Chicago Metropolitan Agency for Planning (CMAP) regional travel demand forecasting model. Several refinements were made to the CMAP model to incorporate additional existing transit

and roadway network detail, more recent travel data, and measures to better capture and evaluate the effects of carpooling, tolling, and transit. The travel demand model and its validation are described in Appendix B-1, Travel Forecasting Model Methodology and Validation.

Regional 2040 population and employment forecasts were developed as inputs to the travel demand model. These market-based forecasts were developed based on 2010 Census data, 90 years of historic population and employment data for the region, current and previous regional socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (e.g., household size, migration patterns), local land use policies, and independent Woods & Poole economic forecasts. These forecasts are described in detail in Appendix B-2, Socioeconomic Forecast Report.

For Rounds 1 and 2, a 2040 baseline or No Build population and employment forecast was used as input in the travel demand model. The No Build forecast assumed no major capital improvements to I-290 or to the CTA Blue Line Forest Park Branch in the Study Area. This forecast represents the project's No Build Alternative, which is "alternative neutral" and is the baseline condition against which the transportation performance of alternatives is evaluated. A total of 33 alternatives (21 in Round 1 and 12 in Round 2) were evaluated with this forecast methodology. The number of alternatives evaluated in these rounds made socio-economic forecasting for each individual alternative impractical.

For Round 3, a 2040 Build population and employment forecast was developed assuming I-290 corridor improvements, including an additional lane on I-290 in each direction between Mannheim Road and Austin Boulevard. Appendix B-2 describes the market-based socioeconomic forecasts for the No Build and Build conditions.

Safety performance for Study Area arterials was analyzed based on methodologies prescribed in the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM). I-290 safety within the project limits was also assessed based on injury and fatal crash rates using statistically based predictive crash models developed by the Texas Transportation Institute (TTI), as the HSM did not have applicable expressway safety analysis tools at the time of the analysis. However, the TTI method has subsequently been adapted into the HSM's latest version.

2.2 Initial Alternatives Identification

This section describes the process that was used to identify the range of alternatives to be evaluated in Round 1. Section 2.2.1 presents the range of stakeholder suggestions, and Section 2.2.2 describes the prescreening process used to identify the set of alternatives to advance into the Round 1 screening process.

2.2.1 Initial Range of Stakeholder Suggestions

Alternatives suggestions for the I-290 Study were actively solicited from project stakeholders[1] and the public through public meetings, Corridor Advisory Group (CAG)/Task Force (TF) meetings, stakeholder meetings, and comments submitted via the project website, e-mails, and letters. Although all alternative suggestions were considered, single mode alternatives were sought for initial evaluation; single mode alternatives are those that use one mode of transportation (e.g., commuter rail, bus rapid transit [BRT], heavy rail transit [HRT], high occupancy vehicle [HOV] lanes, high occupancy toll [HOT] lanes) for the modification of, or addition to, the Study Area transportation network. The purpose of evaluating the single modes was to understand the characteristics of each individual mode and their effectiveness in addressing the transportation needs within the context of the Study Area.

Stakeholders are affected people and organizations, including federal, state, and local agency staff and elected officials, organized groups, area residents, and business owners.

Approximately 170 alternatives suggestions were submitted at the first public meeting (November 2009) and at the CAG/TF Alternatives Workshop in December 2010. Over 400 additional comments suggesting alternatives were submitted via the I-290 Study Website, subsequent CAG/TF meetings, and during the comment period for the second Public Meeting in May 2011. A total of 570 suggestions were submitted regarding alternatives. A comprehensive listing of the alternative suggestions is included in Appendix C.

A **Corridor Advisory Group** served as a regional steering committee that met over seven years during the I-290 Study process. The CAG focused on corridor-wide issues and collaboration. Membership consisted of representatives from each of the eight affected communities along the I-290 Corridor, plus regional planning agencies; CTA and PACE; and CSX Railroad, in addition to representatives from IDOT and Federal Highway Administration. (FHWA).

2.2.2 Single Mode Alternatives Identification

The alternative suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Based on the range of stakeholder suggestions, each of the three groups was subdivided, resulting in 33 distinct concept subcategories (e.g., add general purpose lanes to I-290) to which each suggestion or comment was assigned. A functional description of each concept category can be found in Appendix C, which includes a table that describes how the 570 alternative suggestions were categorized.

[1] I-290 Eisenhower Expressway Phase 1 Study, Stakeholder Involvement Plan for Agency and Public Involvement, http://eisenhowerexpressway.com/pdfs/i290_stakeholderinvolvementplan_v5.pdf

A **Single Mode Alternative** is an individual transportation improvement that can be implemented independently as a stand-alone option apart from any other alternative.

After condensing the 570 alternatives into 33 concept categories, the 33 categories were prescreened to identify the single mode alternative concepts to be carried forward for evaluation in Round 1. Each concept was either: 1) carried forward into Round 1, 2) not carried forward into Round 1, or 3) deferred to a later round of evaluation. An important factor in the prescreening process was the potential to serve the two largest travel markets in the Study Area. The two largest travel markets, as identified by the RTA *Cook-DuPage Corridor Study Travel Market Analysis* (December 2005), are the traditional commute towards downtown Chicago and the reverse commute towards DuPage and northwest Cook counties. These two markets have the highest density of work trip origins and destinations. Concepts that had large right-of-way impacts on adjacent communities were not carried forward for further study. Other related improvements were deferred to future evaluation rounds.

Table 2-1 summarizes the results of the concept category prescreening process. A functional description and a detailed disposition for each concept category are shown in Appendix C.

Table 2-1. Summary of Prescreening Findings

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
Roadway Improvements			
A1. Add general purpose lanes to I-290	✓		
A2. Add HOV lanes to I-290	✓		
A3. Add HOT lanes in each direction	✓		
A4. Toll I-290 lanes	✓		
A5. Arterial widening	✓		
Transit Improvements			
B1. Extend CTA Blue Line to O'Hare International Airport		✓	
B2. Extend CTA Blue Line west	✓		
B3. Extend CTA Blue Line west via Illinois Prairie Path	✓		
B4. Add CTA Blue Line express service			✓
B5. Extend CTA Green Line to Maywood		✓	
B6. Add BRT via Prairie Path	✓		
B7. Add BRT along I-290	✓		
B8. Add BRT along east-west arterials		✓	
B9. Improve existing commuter rail		✓	

Table 2-1. Summary of Prescreening Findings (continued)

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
B10. New commuter rail service		✓	
B11. Convert existing CTA Blue Line to BRT	✓		
B12. Remove existing CTA Blue Line		✓	
B13. Add High-Speed Rail		✓	
B14. Add Inner Circumferential Commuter Rail		✓	
B15. Express Bus	✓		
B16. Add Automated Guideway Transit		✓	
B17. Add Light Rail Transit		✓	
Related Improvements (that can be combined with other concepts)			
C1. Add express bus service within the Study Area			✓
C2. Interchange improvements and design			✓
C3. Improve nonmotorized facilities			✓
C4. Improve transit stations			✓
C5. Improve transit operations/connections			✓
C6. Add Transportation System Management/Active Traffic Management/Intelligent Transportation Systems (ITS)			✓
C7. Add a cap over the expressway			✓
C8. Double-deck I-290		✓	
C9. CTA Blue Line in subway/tunnel or elevated			✓
C10. Arterial improvements			✓
C11. Other			✓
Category Totals	**11**	**11**	**11**

Source: WSP Parsons Brinckerhoff, 2016.

Of the 33 original categories, 11 concept categories were carried forward for consideration in Round 1 evaluation. Eleven (11) concept categories of related improvements were deferred for consideration in subsequent evaluation steps (i.e., Rounds 2 or 3). Documentation of the reasons for carrying forward, not carrying forward, or deferring concept categories to subsequent evaluation is provided in Appendix C.

General purpose lanes (also referred to as "mixed use" or "mixed flow" lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose.

Based on the 11 single mode concept categories carried forward from the prescreening, 21 single mode alternatives were developed by the project team and CAG/TF for evaluation in Round 1 and are summarized in Table 2-2 through Table 2-4. As seen in these tables, some of the concept categories resulted in multiple single mode alternatives. For example, three versions of the CTA Blue Line extension concept were carried forward as single mode alternatives with different project termini.

Table 2-2. Transit Modes Evaluated in Round 1

Blue Line Extension (Heavy Rail Transit - HRT) 	HRT 1	Forest Park CTA Terminal to Oak Brook via IL Prairie Path, Butterfield Road, and 22nd Street (elevated)
	HRT 2	Forest Park CTA Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	HRT 3	Forest Park CTA Terminal to Mannheim via I-290 median (at-grade)
Express Bus 	EXP	Various services from Forest Park CTA Terminal to DuPage and northwest Cook counties
Bus Rapid Transit (BRT) 	BRT 1	Forest Park CTA Terminal to Oak Brook via IL Prairie Path and Butterfield Road
	BRT 2	Forest Park CTA Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	BRT 3	Cicero Avenue to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	BRT 4	Ashland Avenue to Oak Brook with CTA Blue Line conversion to BRT from Ashland Avenue to Forest Park CTA Terminal, along I-290 median (at-grade) and parallel to I-88
	BRT 5	Forest Park CTA Terminal to Lombard via I-290 median (at-grade) and parallel to I-88 (elevated)

Source: WSP Parsons Brinckerhoff, 2016.

Table 2-3. Expressway Modes Evaluated in Round 1

General Purpose (GP) Add Lane			GP LANE	General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	**HOV Lanes**	**2+ Riders**	HOV 2LL	Racine Avenue to Oak Brook (add two HOV lanes from I-294 to Central Avenue; convert two existing lanes to HOV from Central Avenue to Racine Avenue and on I-88 from IL-83 to I-294)
			HOV 2L	Racine Avenue to I-88 (add two HOV lanes from I-294 to Central Avenue; convert two existing lanes to HOV from Central Avenue to Racine Avenue)
			HOV 2W	Central Avenue to Oak Brook (add two HOV lanes from I-294 to Central Avenue; convert two existing lanes on I-88 to HOV from IL-83 to I-294)
		3+ Riders	HOV 3LL	Racine Avenue to Oak Brook (similar to HOV 2LL but requires 3+ riders for HOV lane use)
			HOV 3L	Racine Avenue to I-88 (similar to HOV 2L but requires 3+ riders for HOV lane use)
			HOV 3W	Central Avenue to Oak Brook (similar to HOV 2W but requires 3+ riders for HOV lane use)
	HOT Lanes		HOT 1	Central Avenue to Oak Brook, 3+ Vehicles Free (similar to HOV 2W but requires 3+ riders or payment of toll for HOT lane use)
			HOT 2	Racine Avenue to Oak Brook, 3+ Vehicles Free (similar to HOV 2LL but requires 3+ riders or payment of toll for HOT lane use)
	Toll Lanes		TOLL 1	Toll Existing I-290 Lanes, Cicero Avenue to I-88
			TOLL 2	Toll I-290 with Add Lanes , Cicero Avenue to I-88

Source: WSP Parsons Brinckerhoff, 2016.
HOV = High occupancy vehicle
HOT = High occupancy toll

Table 2-4. Arterial Improvements Evaluated in Round 1

Arterial Widening	ART	Widening of Roosevelt Road and Madison Avenue to two continuous lanes in each direction (with and without parking) Roosevelt Road from I-294 to Cicero Avenue Madison Avenue from 25th Avenue to Cicero Avenue

Source: WSP Parsons Brinckerhoff, 2016.

The HOV and HOT alternatives assumed that two existing general purpose lanes (one in each direction) would be converted to HOV/HOT lanes along I-88 and along I-290 from Central Avenue to Racine Avenue. Along I-290 from the I-88/290 split to Central Avenue, two new HOV/HOT lanes (one in each direction) would be added to the existing lanes. Appendix C includes a set of maps representing the single mode alternatives listed above.

In addition, the No Build Alternative was included.

2.3 Round 1 Single Mode Alternatives Evaluation

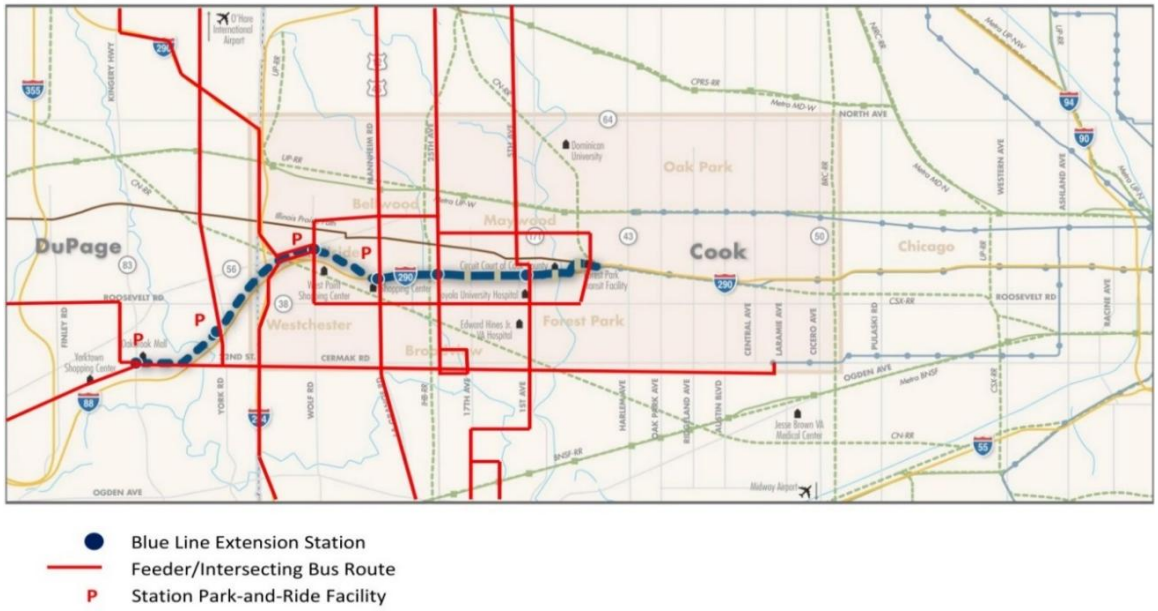
This section describes the results of the Round 1 screening evaluation. Section 2.3.1 describes the definition of the single mode alternatives identified for Round 1 evaluation, Section 2.3.2 summarizes the footprint and fatal flaw analysis results, Section 2.3.3 summarizes the results of the Round 1 evaluation, and Section 2.3.4 describes the combination modes for evaluation in Round 2.

2.3.1 Single Mode Alternatives Definition

Twenty-one (21) single mode alternatives and the No Build Alternative were further defined and evaluated in Round 1. This included the conceptual alignments and layouts of the single mode alternatives and the definition of operational characteristics to be coded in the computerized transportation network for testing with the travel demand model. For the HRT and BRT alternatives that extended west beyond the existing CTA Forest Park Terminal, new stations were assumed along the extended route at 1st Avenue, 25th Avenue, Mannheim Road, Wolf Road, York Road, Roosevelt Road (for Illinois Prairie Path alignments), and 22nd Street. Park-and-ride access was assumed at the Wolf Road, York Road, and 22nd Street stations. Feeder bus routes were also configured to serve the new stations, as shown in Figure 2-2.

For the expressway alternatives, the managed lane alternatives (HOV and HOT) assumed intermediate access and egress locations to and from the managed lane. Depending on the termini of the managed lane, intermediate access and egress locations included I-290/I-88, Mannheim Road, DesPlaines Avenue, Austin Boulevard, and Central Park Avenue. For those expressway alternatives that included tolled facilities, tolling was tested using $0.06 per mile, which was the average toll rate for the Illinois Tollway system at the time.

Figure 2-2. Transit Bus Network Assumptions



Source: WSP Parsons Brinckerhoff, 2016.

2.3.2 Footprint and Fatal Flaw Screening Results

Corridor-level right-of-way footprints were mapped and evaluated to determine if there were any potential impacts that would result in that alternative being fatally flawed due to magnitude of impact. For this initial evaluation, corridor-level footprints evaluated the impact of the main trunk of each alternative and did not include more detailed and undefined components such as interchanges, intersection improvements, or other localized components, such as park-and-ride lots, that will be considered in subsequent rounds of alternative development and refinement. The footprint, or width of the alternative, was based on common design standards for each transportation mode.

Screening was initiated to evaluate the physical impacts of an alternative, or footprint, within the Study Area based on right-of-way requirements. A geographic information system (GIS) level of analysis was used for the initial screening to assess impacts based on information available. Prior to the footprint screening, an environmental constraint workshop was held with project stakeholders at a CAG meeting in September 2010 (Appendix C) to identify potential footprint constraints along I-290. This workshop identified any area outside the existing expressway right-of-way as a constraint.

Corridor-level footprint impacts were then evaluated along any portion of an alignment that extended west of the Des Plaines River. West of the river, alternatives alignment locations were relatively straightforward, with fewer constraint variables affecting their locations. East of the Des Plaines River, all of the alternative alignments generally followed along the existing Project Corridor, with the exception of arterial improvements. None of the expressway alternatives were fatally flawed in Round 1 due to footprint impacts because they all stayed within the existing right-of-way.

For the transit alternatives, the conceptual alignments were either in the median of I-290, running on shoulders or other travel lanes, or elevated; consequently, none of the transit alternatives were fatally flawed in Round 1 due to footprint impacts.

The results of Round 1 footprint screening indicated that the arterial widening alternatives had a disproportionate number of displacements. Due to the very mature and dense urban environment along Roosevelt Road and Madison Street, arterial capacity improvements along these routes would involve widening (from two to four lanes where a two-lane section exists) between Mannheim Road and Cicero Avenue. This would result in 356 to 583 direct impacts to buildings (for widening without and with parallel parking, respectively). For this reason, arterial widening was dropped from further consideration in the alternatives evaluation. The summary table of these results and supporting evaluation exhibits can be found in Appendix C.

2.3.3 Round 1 Evaluation Results

Round 1 evaluated the transportation performance characteristics of each single mode prior to assembling combination mode alternatives in Round 2. Although Round 1 was not intended to be a test for consistency with the project's Purpose and Need, travel performance-based measures related to the Purpose and Need were developed and applied to evaluate the relative performance of the single mode alternatives with respect to the 2040 No Build condition. The performance measures assessed regional and local travel performance, such as vehicle and truck miles of travel, vehicle and truck hours of travel, congested vehicle miles of travel, hours of delay, I-290 and Study Area arterial speeds, travel times, and volume to capacity (v/c) ratios, and east-west Study Area person throughput measures. Accessibility from the Study Area to 2040 jobs was analyzed for both auto and transit modes in terms of the number of jobs accessible in a given time span from a central point in the Study Area.

Safety was also analyzed for I-290, arterials, and transit in the Study Area. Safety for the expressway and arterials was evaluated using the available quantitative safety assessment tools (TTI and HSM). Because no quantitative tool was available to evaluate transit safety, it was assumed that there were no injuries or fatalities for any trip using transit. Multimodal opportunities and connections were assessed for new regional transit trips. The facility condition was determined not to be a differentiator in the evaluation of alternatives in Round 1. As I-290 is in need of reconstruction due to uniformly poor facility conditions throughout the Project Corridor, this factor was evaluated consistently for all of the alternatives, including the No Build Alternative. The results of the Round 1 evaluation of the single mode alternatives are summarized in Table 2-5. As summarized in this table, the remaining nine transit and 11 expressway single mode alternatives were ranked as to how well their performance addressed the five main Purpose and Need points. For further detail, refer to the full results summary matrix for the single mode alternatives in Appendix C.

Table 2-5. Round 1 Evaluation Summary

I-290 Phase I Study
Round 1 - Single Mode Alternatives Purpose and Need Evaluation
Alternatives Measures Initial Ranking Summary
September 29, 2011

This table summarizes the total number of top 4 ranked measures for each need point.

		Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Add Lane						HOT Add Lane		Toll Lanes (Add Lane)	
												2+ Occupants			3+ Occupants						
	Total # of Measures in each need point category *	Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
		HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
Count of top 4 ranked measures	28	2	1	0	0	0	2	2	6	3	9	3	8	9	11	7	14	4	12	8	12
Improve Local And Regional Travel Measures	21	2	0	0	0	0	0	0	2	0	8	2	8	9	9	5	11	4	10	6	9
Improve Access to Employment Measures	3	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	1	0	2	2	2
Improve Safety Measures	3	0	1	0	0	0	0	0	1	1	1	1	0	0	2	2	2	0	0	0	1
Improve Modal Connections and Opportunities Measures	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Improve Facility Deficiencies Measures	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend: Top 4 Performers (1st, 2nd, 3rd, 4th)

* Total number of non-qualitative measures

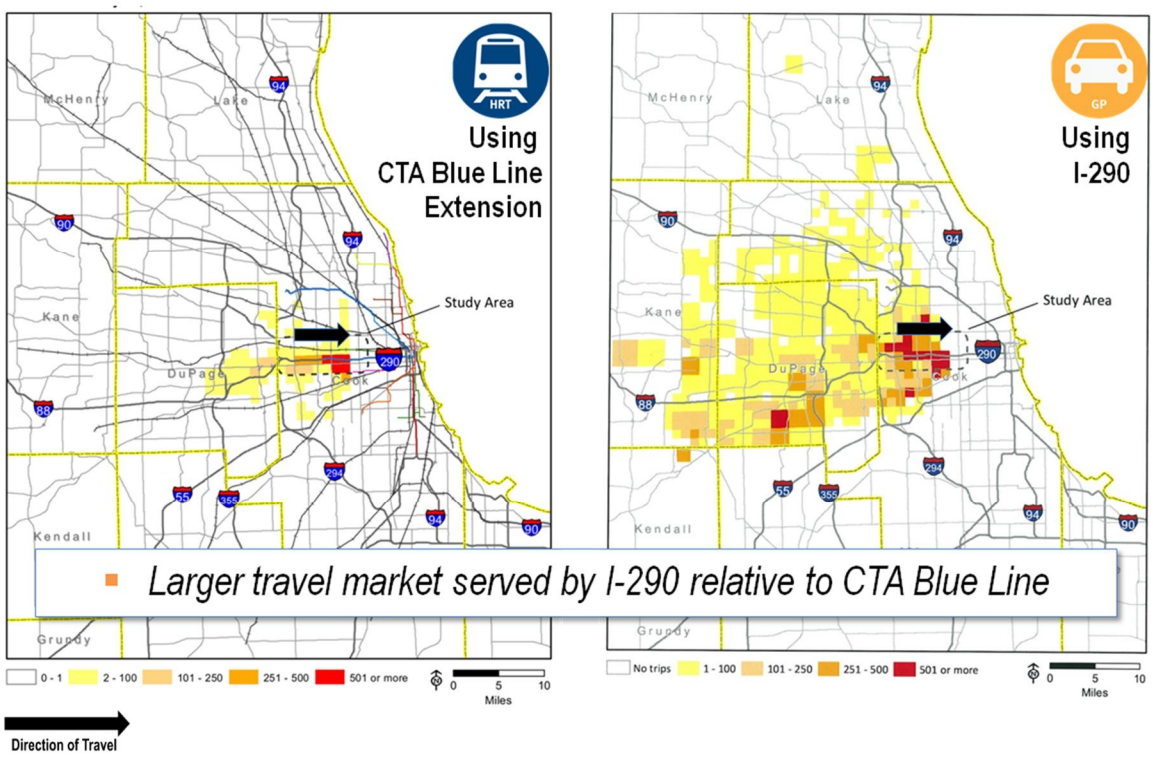
Source: WSP Parsons Brinckerhoff, 2016.

2.3.3.1 Round 1 Transit Mode Findings

The overall findings of the Round 1 evaluation of the single mode transit alternatives using the Regional Travel Demand Model are presented below.

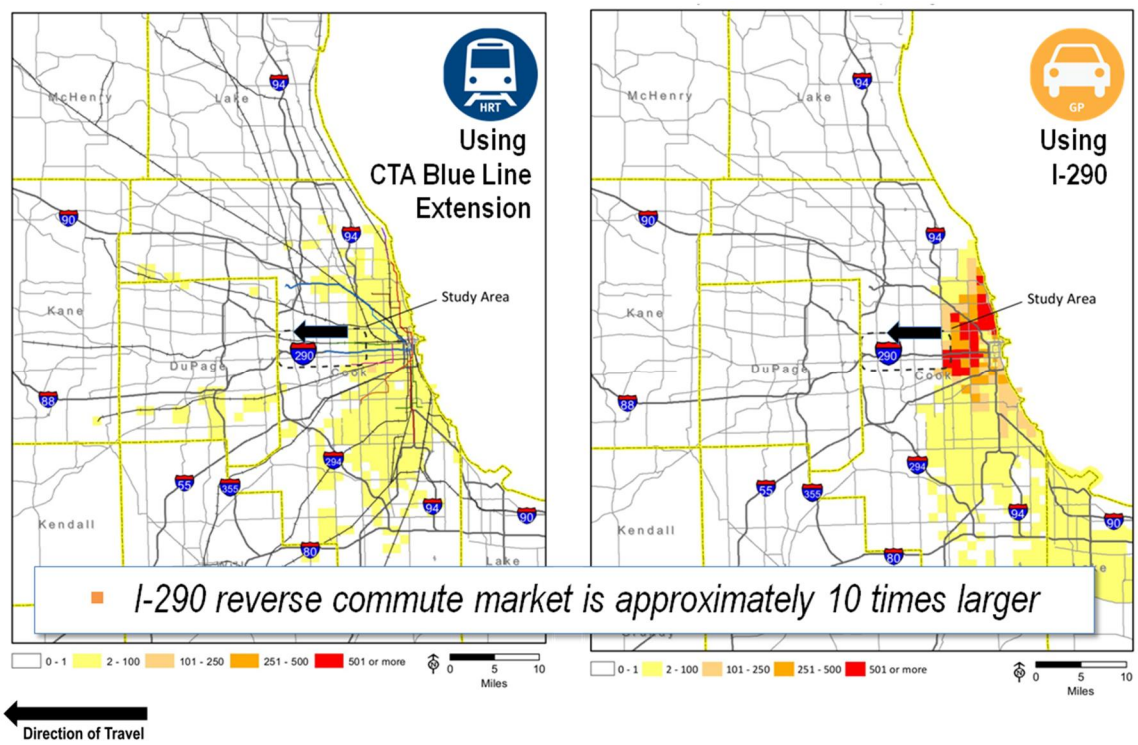
- The transit alternatives provide improved mobility options to areas west of the Forest Park Blue Line station, improved access to jobs, and some diversion of auto users.
- The transit alternatives did not result in any travel performance improvement to the I-290 Expressway. This is primarily due to insufficient diversion from auto to transit to have an impact on I-290 congestion. This is because transit serves a relatively small, compact market, as shown in Figure 2-3 and Figure 2-4. As seen in Figure 2-3 comparing the transit and expressway traditional commute travel markets (home-to-work), the transit travel market is much smaller and confined to an area immediately adjacent to the Blue Line extension compared to the travel market served by the I-290 Expressway, which has a much broader, more extensive draw of users that extends throughout DuPage County, and into Kane County and northwest Cook County. In the reverse commute direction, shown in Figure 2-4, the travel market for the Blue Line extension is broader, due to the extensive existing CTA network in the City of Chicago; however, the transit reverse commute travel market is much smaller than that of the I-290 Expressway at less than a tenth of the size.

Figure 2-3. Traditional Commute Travel Origins



Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-4. Reverse Commute Travel Origins

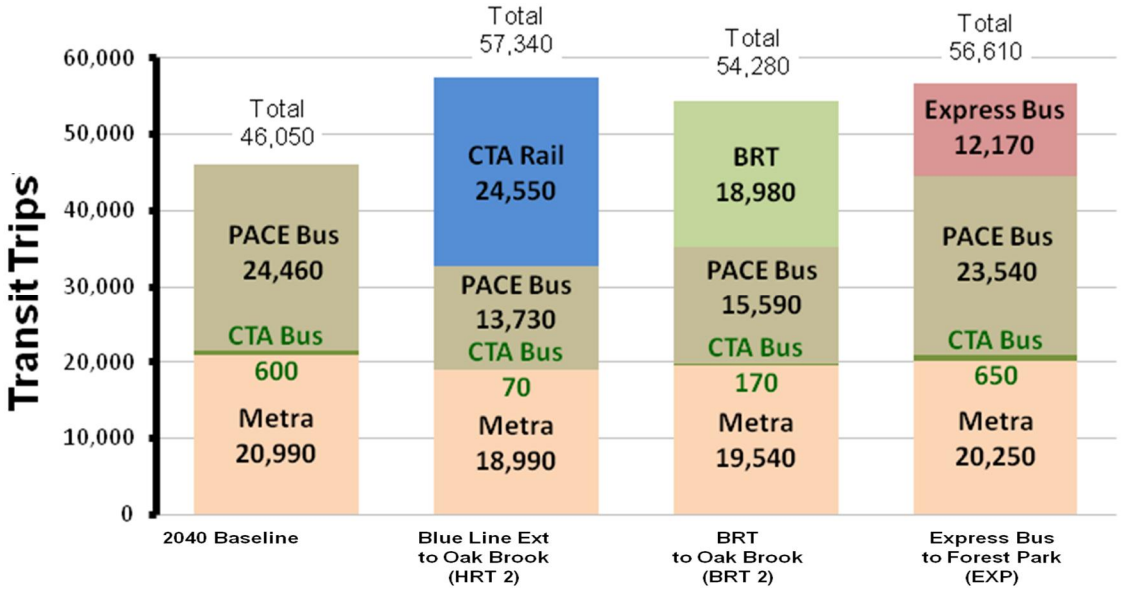


Source: WSP Parsons Brinckerhoff, 2016.

- When comparing single mode transit alternatives, extensions of the existing CTA Blue Line Forest Park Branch with high-capacity transit modes of BRT and HRT showed the highest mode shifts from auto to transit and highest person throughput.
- There was a considerable amount of ridership drawn from other existing public transit services, and no single transit mode alternative was able to attract enough demand from automobile users to substantially reduce the demand on the expressway; therefore, single mode transit alternatives did not improve expressway performance.

For additional assessment and comparison of the transit alternatives, a screen line through the Study Area was evaluated between 1st Avenue and DesPlaines Avenue to compare to the east-west transit trips through the Study Area of three single mode transit alternatives to the baseline condition. As represented in Figure 2-5, approximately 46,000 daily transit trips on Pace and CTA buses and on Metra commuter rail trains cross through this screen line in the 2040 No Build condition. The Blue Line extension and BRT single mode alternatives to Oak Brook (HRT 2 and BRT 2) would result in diversions of up to 2,000 persons from Metra commuter rail and up to 11,000 passengers from Pace and CTA bus services. The ridership on the new BRT services and Blue Line extension would be between 19,000 and 25,000 riders, with a total transit screen line crossing of between 54,000 and 57,000 persons. Most of the ridership on the new transit service would be due to the diversion of trips from other existing transit services. For example, with the Blue Line extension to Oak Brook alternative (HRT 2)

Figure 2-5. Trip Diversions within Transit Modes



Source: WSP Parsons Brinckerhoff, 2016.

Pace Bus, CTA Bus, and Metra rail each would experience a reduction in ridership as a result of the CTA Rail extension. Although CTA Rail would attract 24,550 riders, 13,260 (54 percent) of these riders would be diverted from existing transit services (including 10,730 from PACE, 2,000 from Metra, and 530 from CTA bus). Of the overall increase in transit trips, 8,350 (34 percent) are diversions from auto, and the remaining 2,940 are new transit trips[2]. The diversion of 8,350 trips from auto to transit is small compared to nearly 250,000 weekday auto person trips that would remain on I-290. The other two single mode transit alternatives have similar results.

When comparing the effectiveness of the length of transit improvements, it was found that of the three Blue Line Extension alternatives evaluated (HRT 1, 2, and 3), most of the performance improvements were achieved by a Blue Line Extension to Mannheim Road (HRT 3), which is less than half the length of an extension to Oak Brook (3.5 miles versus 8 miles). Table 2-6 illustrates this comparison for several of the measures evaluated in Round 1.

As an example, the Blue Line Extension to Mannheim Road (HRT 3) provides 71 percent of the newly accessible jobs and 89 percent of new regional transit trips versus an extension to Oak Brook. Also, an HRT terminal west of Mannheim Road may serve as the starting point for a farther westward extension of the HRT line.

[2] I-290 Initial Alternatives Identification and Evaluation, April 2013.

Table 2-6. Performance Comparison of Blue Line Extensions

Performance Comparison* of Blue Line Extensions to:	Alignment Length	Daily Person Throughput	Regional Vehicle Miles Traveled	Regional Hours of Delay (Daily)	# of Jobs Accessible Increase	Overall Safety Improvements (Injury Crash Reductions)	New Transit Trips (Regional)
	Miles	# persons	Miles	Hours	# Jobs	Crash Rate	# trips
Oak Brook (HRT 2)	8	13,812	-37,362	-3,055	128,032	-3.37%	8,353
Mannheim Rd (HRT 3)	3.5	9,552	-35,438	-4,371	91,328	-2.25%	7,456
HRT 3 as % of HRT 2	44%	69%	95%	143%	71%	67%	89%

Source: WSP Parsons Brinckerhoff, 2016.
*From Round 1 single mode evaluation results.

Although not fatally flawed due to impacts, the Blue Line Extension and BRT Alternative along the Prairie Path (HRT 1 and BRT 1) are not being carried forward into Round 2 for further evaluation. The Blue Line extension and BRT alternatives along the Prairie Path and along I-290 (HRT 2) perform very similarly; however, the Prairie Path alignment has greater service overlap/duplication with the existing Metra service, and this alignment diverts more riders from the UP-West line than the alignment along I-290. There are also potential conflicts with the recreational functions of the Illinois Prairie Path corridor, which is considered Section 4(f). For these reasons, the alternatives using the Prairie Path alignment are not being carried forward for evaluation in Round 2.

The BRT 4 Alternative from Oak Brook to Ashland Avenue was evaluated as a conversion of the existing CTA Blue Line to a BRT facility between Ashland Avenue and the Forest Park terminal. This alternative indicated generally similar, and some improved, performance compared to an HRT Blue Line extension to Oak Brook (HRT 2); however, due to the similarity in performance and right-of-way requirements for these two fixed guideway transit facilities, the HRT extension of the Blue Line was selected as the representative mode that will be carried forward for evaluation in the combination alternatives.

2.3.3.2 Expressway Mode Findings

The overall findings of the Round 1 evaluation of the single mode expressway alternatives are presented below.

- Of all the single mode alternatives evaluated, the expressway alternatives showed the greatest improvement in travel performance for the region, in the Study Area, and on the I-290 Expressway itself. Due to the size of the travel markets the expressway is able to serve, there is a much higher demand for use of the expressway alternatives than for the transit alternatives. Of the expressway alternatives, the HOV and HOT lane alternatives had the best overall performance,

followed by the Toll and General Purpose lane alternatives. The HOV, HOT, and Toll lane alternatives also indicated that there would also be travel improvements for users of the general purpose lanes.

- The HOV and HOT lanes showed increased travel speeds over the existing general purpose lanes. Results of the Round 1 evaluation indicated that there was insufficient HOV 3+ Alternative demand (vehicles with three or more persons) to provide optimal peak-period performance.

The Round 1 single mode alternatives showing the best performance relative to the 2040 No Build condition are shown in Table 2-7.

Table 2-7. Single Mode Performance Ratings

Performance Summary	Top Performing Alternatives							
	1st	2nd		3rd	4th		5th	
Overall	 HOV 3LL	 TOLL 2	 HOT 2	 HOV 3+	 HOV 2LL	 GP LANE	 TOLL 1	 HOV 2W

Source: WSP Parsons Brinckerhoff, 2016.

Overall, managed lane expressway alternatives (HOV and HOT) provide some of the best performance benefits due to their ability to serve the high vehicle travel demand in this corridor, and they offer ways to more effectively manage the demand.

2.3.4 Initial Combination Mode Alternatives

Based on the findings of the Round 1 single mode alternative evaluation, 10 combination mode alternatives were assembled for evaluation in Round 2.

2.3.4.1 Expressway Modes in Combination Alternatives

Compared to the No Build condition, the stand-alone expressway alternatives resulted in the greatest improvement in travel performance for the region, Study Area, and along I-290, performing better than stand-alone transit modes for improving local and regional travel, overall access to employment, and safety. The top four expressway modes were selected for further testing in Round 2 as part of a combination mode alternative; GP Lanes, HOV 2+, TOLL, and HOT 3+. HOV with 2+ occupants was selected over HOV with 3+ occupants due to greater reduction in general purpose lane volumes and approximately twice the volume in the HOV lanes.

A fifth expressway alternative that pairs Toll Lanes and HOT 3+ was also identified to test the combined effects of converting I-290 to a tolled facility, with a HOT 3+ managed lane. These five expressway modes cover a range of potential expressway management strategies, from least amount of lane management (GP Lane Alternative) to a high level of lane management (TOLL & HOT 3+ Alternative).

To provide a consistent comparison basis between the Round 2 expressway alternatives, the eastern and western limits for each alternative were standardized to extend from the I-88/I-290 split at Wolf Road in the west to Racine Avenue in the east. These limits were established based on the Round 1 evaluation results, further clarification of tolling/ managed lane conversion legislation, and stakeholder input.

2.3.4.2 Transit Modes in Combination Alternatives

Although the stand-alone transit alternatives did not show the same level of improvements for expressway performance demonstrated by the expressway alternatives, they do offer additional benefits, such as increasing transit access to jobs, improving mobility for persons without auto access, and some auto person trip diversions to transit. To build on the performance improvements exhibited by the expressway alternatives and recognizing the additional benefits that transit provides, combination mode alternatives were developed to systematically test transit modes in combination with each expressway mode to determine if synergistic performance gains could be achieved.

Based on the Round 2 results, and coordination with transit agencies, two transit alternatives were identified for testing in combination with the expressway alternatives – Express Bus service (EXP) and a High Capacity Transit (HCT) extension to Mannheim Road.

EXP was included as a component in all combination mode alternatives due to its operational flexibility and physical compatibility with other modes. EXP would serve a broad market to the west, providing an express connection to the existing Blue Line Terminal in Forest Park or to a new HRT terminal at Mannheim Road. EXP may operate on the shoulder in the GP Add Lanes scenario, or in HOV, HOT, or Toll lanes, allowing this mode to integrate readily into the expressway alternatives.

The single mode transit system extensions evaluated from the existing Forest Park CTA Blue Line Terminal included HRT and BRT alternatives; each were found to be feasible with similar performance characteristics and footprint/right-of-way requirements. Since the HRT and BRT alternatives were found to be so similar in the Round 1 evaluation, the term “high capacity transit” was used going forward into Round 2, to include both the HRT and BRT modes.

The Mannheim Road terminus for an HCT extension was selected due to the single mode transit demand modeling results that suggested, relative to each other, most of the performance improvements were achieved by a Blue Line extension to Mannheim Road compared to an extension farther west to Oak Brook at less than half the length. Each Expressway and Express Bus transit combination alternative will be tested with and without HCT to Mannheim Road to systematically evaluate the effects of HCT in each scenario.

2.3.4.3 Initial Combination Mode Alternatives to be Evaluated in Round 2

Combination alternatives were then assembled to analyze the combined performance of transit and expressway alternatives in meeting the Purpose and Need. In addition, the compatibility of pairing each of the expressway modes with the transit alternatives was analyzed with regard to:

- Travel markets: To what degree do the expressway and transit components of these combination alternatives serve complementary or overlapping travel markets; and
- Operations: How well do the expressway and transit components of the combination alternatives work together from an operational perspective.

The rationale described above resulted in 10 initial combination alternatives, which are summarized in Figure 2-6. The top five highest performing expressway alternatives were first paired with the EXP single mode transit alternative to form the first five combination mode alternatives. Each of the five Expressway and Express Bus alternatives were then paired with the HCT extension from the Forest Park CTA Terminal to Mannheim Road to create the final five alternatives.

Figure 2-6. Initial 10 Combination Mode Alternatives

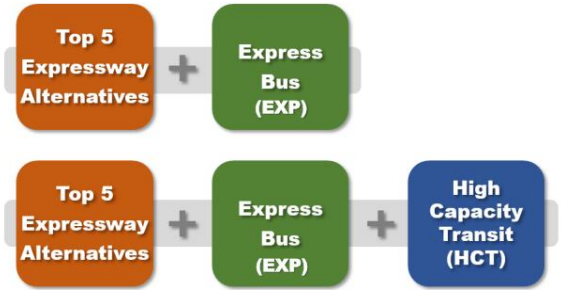
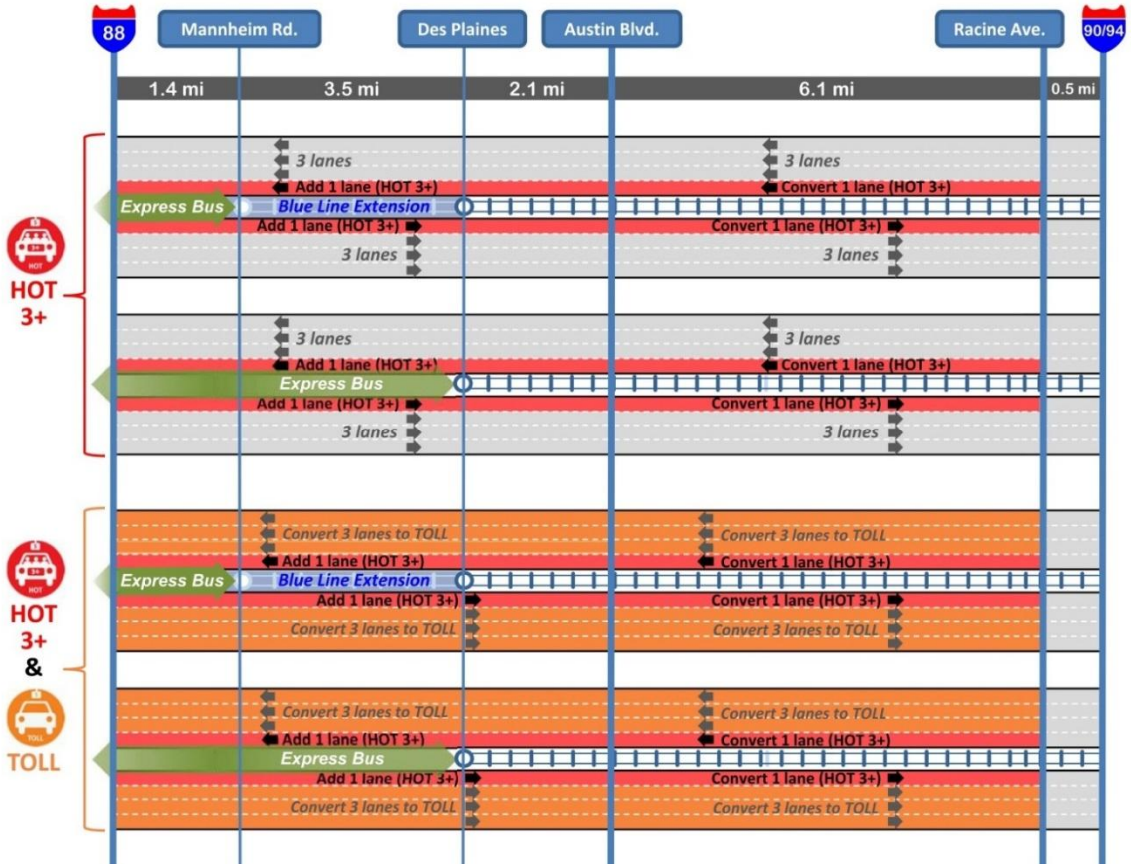


Figure 2-6. Initial 10 Combination Mode Alternatives (continued)



Source: WSP Parsons Brinckerhoff, 2016.

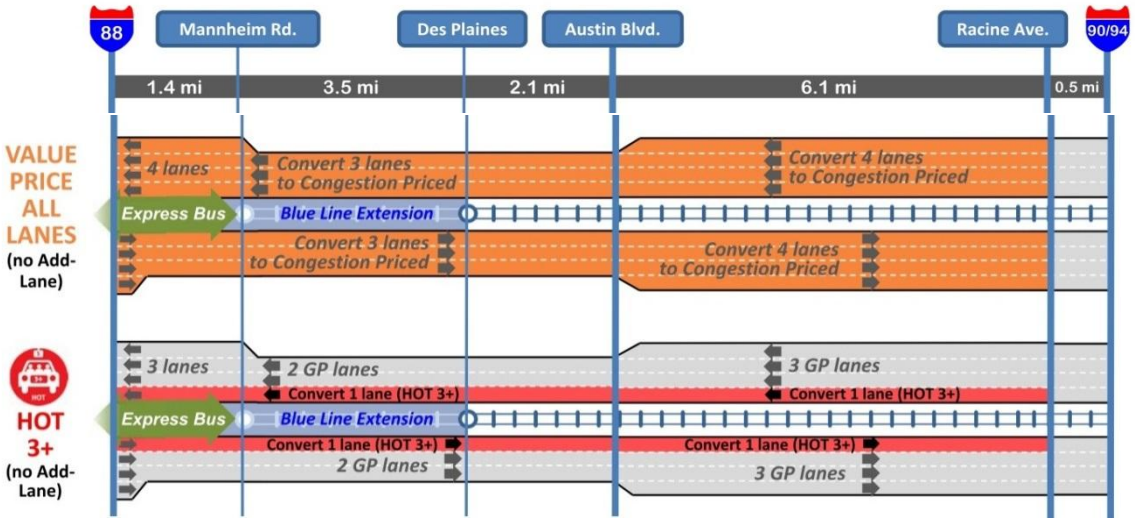
2.4 Round 2 Combination Mode Alternatives Evaluation

The results of the Round 2 screening evaluation of the combination mode alternatives are presented below. Section 2.4.1 presents the definition of the combination mode alternatives identified for Round 2 evaluation, Section 2.4.2 presents the results of the Round 2 evaluation, and Section 2.4.2.1 presents the mainline alternatives carried forward to Round 3.

2.4.1 Combination Mode Alternatives Definition

During the evaluation of the initial 10 combination mode alternatives, the CAG identified two additional combination mode alternatives for evaluation in Round 2 that combined transit and expressway management strategies, but without a lane addition in the existing six-lane section of I-290. The two additional alternatives that do not include a lane addition in the existing six-lane section are represented in Figure 2-7.

Figure 2-7. Additional Round 2 Combination Mode Alternatives



Source: WSP Parsons Brinckerhoff, 2016.

Table 2-8 provides more detailed descriptions of the Round 2 alternatives evaluated. In Round 2, service and operational characteristics of the alternatives were further defined for evaluation in the project's regional travel forecasting model. Model results were used to evaluate the performance measures in Round 2. General footprint variations of the combination mode alternatives were identified.

With regard to the service and operational characteristics of the 12 combination mode alternatives, the EXP component consists of three I-290 express bus services either continuing north on I-290 to serve the northwestern suburbs, heading west on I-88 to serve the western suburbs, or heading south on I-294 to serve the southwestern suburbs. The EXP components were included in all 12 alternatives and have two different termini, depending on whether an HCT extension is included in the combination mode alternative. In the five combination mode alternatives that do not include an HCT extension to the west, the EXP connects via I-290 to the existing Forest Park CTA Blue Line Station. For the seven combination mode alternatives that include an HCT extension to Mannheim Road, the EXP connects to a new CTA terminal located near Mannheim Road (and does not continue farther west along I-290).

For the purposes of evaluation with the regional travel model, the HCT extension was evaluated as an extension of the CTA Forest Park Blue Line rapid transit service; however, this service could be also run as BRT. Intermediate stations at 1st Avenue and 25th Avenue were assumed in each of the seven HCT extension alternatives. Park-and-ride availability was provided at a Mannheim Road terminal station. Feeder bus network assumptions were similar to those included in Figure 2-2, with the bus routes in DuPage County feeding the Mannheim Station.

Table 2-8. Combination Mode Alternatives Descriptions

GP Add Lane		**General Purpose Add Lane** from I-88 to Central Ave. with shoulder riding **Express Bus** from Forest Park to the west	GP Lane: • I-290 performance improvements • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with GP Lane (Bus on shoulder) HRT: • Auto diversions to transit • Job access improvement
		**General Purpose Add Lane** from I-88 to Central Avenue, **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	
HOV 2+		**HOV 2+** from I-88 to Racine Ave., **Express Bus** operating in **HOV Lane** from Forest Park to the west	HOV Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOV Lane (Bus in HOV Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOV 2+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd, **Express Bus** from Mannheim Rd. to the west	
HOT 3+		**HOT 3+** from I-88 to Racine Ave., **Express Bus** operating in **HOT Lane** from Forest Park to the west	HOT Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOT 3+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	

Table 2-8. Combination Mode Alternatives Descriptions - Continued

TOLL		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction from I-88 to Racine Ave., and **Express Bus** operating in Toll lane from Forest Park to the west	TOLL Lane: • I-290 performance improvements • Manage added capacity) • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with TOLL Lane (Bus in Toll Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction form I-88 to Racine Avenue, **HRT** to Mannheim Road, and **Express Bus** from Mannheim Rd. to the west	
HOT 3+ & TOLL		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave. , **Toll remaining lanes** from I-88 to Racine Ave., and **Express Bus operating in HOT Lane** from Forest Park to the west	HOT Lane & TOLL Lanes: • I-290 performance improvements • Manage existing and added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave., **Toll remaining lanes** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim, and **Express Bus** from Mannheim Rd. to the west	
Value Price & HCT (No Add Lane)		**Value Price all existing lanes** from I-88 to Racine Avenue (maintain existing number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative
HOT 3+ & HCT (No Add Lane)		**Convert 1 lane in each direction to HOT 3+** from I-88 to Racine Avenue (maintain existing total number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative

Source: WSP Parsons Brinckerhoff, 2016.

The 12 combination mode alternatives include maintaining the existing number of expressway lanes throughout and the addition of a new lane (in each direction) in the existing six-lane section of I-290 between I-88 and Central Avenue for 10 out of the 12 combination mode alternatives. For the managed lane concepts of HOV 2+, HOT 3+, TOLL, and HOT 3+ & TOLL, a conversion of one of the existing four lanes (in each direction) to a managed lane was assumed from Central Avenue to Racine Avenue. Racine Avenue was used as the eastern boundary of this lane conversion to allow sufficient traffic operational weaving distance between Racine Avenue and the ramps to I-90/I-94, and to match the Jane Byrne Interchange project's western terminus.

For those alternatives with a managed lane (HOV and HOT), intermediate access/egress for the managed lane was provided at 1st Avenue, Central Avenue, and California Avenue. For the HOT3+ and the TOLL alternatives, tolling at $0.12 per mile was assumed. The toll rate is consistent with what was used on the Illinois Tollway's I-355 South Extension, which was the most recent Tollway segment implemented at the time of the Round 1 screening in 2011. For the HOT3+ & TOLL and the BASE (2GP) & HOT3+ Alternatives, a toll rate of $0.16 per mile was assumed for the HOT3+ lane, and a toll rate of $0.12 per mile was assumed for the tolling of the general purpose lanes in each direction. For the BASE (3GP) W/ VALUE $ Alternative, toll rates of $0.25 per mile during the morning and afternoon peak periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.), $0.18 per mile during the peak shoulders (6:00 a.m. to 7:00 a.m., 9:00 a.m. to 10:00 a.m., 2:00 p.m. to 4:00 p.m., and 6:00 p.m. to 8:00 p.m.), and $0.12 per mile during the off-peak periods (10:00 a.m. to 2:00 p.m., and 8:00 p.m. to 6:00 a.m.) were assumed.

Within the 12 alternatives that were considered, three general footprint variations result: 1) an expressway lane addition with provision for an HCT extension in the median, 2) an expressway lane addition without the HCT extension provision, and 3) maintaining a six-lane section but including a provision for an HCT extension in the median. Detailed footprint requirements will be developed and evaluated in Round 3.

2.4.2 Round 2 Evaluation Results

For the Round 2 evaluation of the 12 combination mode alternatives, an evaluation matrix was used to summarize and compare how well the alternatives met four out of the five principal Purpose and Need points. The evaluation matrix for the combination mode alternatives included four of the five Purpose and Need point categories (referred to in this section as 'need points'):

- Improve Regional and Local Travel;
- Improve Access to Employment;
- Improve Safety for All Users; and
- Improve Modal Connections and Opportunities.

Because the expressway is in need of reconstruction regardless of the alternative, the fifth need point (Improve Facility Deficiencies) is common to all alternatives and is not a differentiator; therefore, it was not specifically measured in Round 2.

The evaluation measures used for **Improve Regional and Local Travel** were similar to those used in Round 1. These performance measures included assessing regional and local travel performance, such as vehicle and truck miles of travel, vehicle and truck hours of travel, congested vehicle miles of travel, hours of delay, I-290 and Study Area arterial speeds and travel times, and east-west Study Area person throughput measures.

Evaluation measures for **Improve Access to Employment** and **Improve Safety for All Users** are the same as those used in Round 1, which were the 2040 jobs accessible from the Study Area in a given time span for both auto and transit modes.

For the **Improve Modal Connections and Opportunities** need point, besides the new regional transit trip measure, two additional measures were included: 1) the number of households and 2) the number of jobs (employment) within 0.5 mile of a transit station, as compared to the No Build Alternative.

A scoring system was developed for Round 2. Across each of the 26 evaluation measures, alternatives were ranked from 1 to 12 (12 being the best), based on how well they performed relative to the 2040 No Build condition. Each alternative was then scored for each of the four need point categories by averaging the rankings of all the individual measures within the need point category. An overall score for each alternative was then calculated as the sum of the four need point category scores. With this scoring method, each need point category contributes equally to the overall score. The Rank Average for each need point was summed to arrive at the total, overall score for each alternative. For example, as shown in Figure 2-8, the "9.0" rank score for the HOV 2+ & EXP Alternative for Improve Safety for All Users was calculated by averaging the individual measure rankings (1 to 12) of the three travel measures for this alternative.

Figure 2-8. Alternative Ranking Example

Purpose and Need Point	Rank Average	
	HOV 2+ & EXP	HOV 2+ & EXP & HCT
Improve Regional And Local Travel	7.6	8.5
Improve Access to Employment	5.3	2.3
Improve Safety for All Users	9.0	10.0
Improve Modal Connections & Opportunities	1.0	6.7
Improve Facility Condition and Design	✓	✓
Score = Sum of Rank Averages	22.9	27.5

SAFETY	Injuries and Fatalities Rates % Change		Change from No-Build	Performance Rank (Compared to all alternatives)
	3.1	Arterial	0.08%	8
	3.2	Expressway	-10.14%	8
	3.3	Overall *(Arterial, Highway, Transit)*	-7.32%	11
		Need Point Average Rank ->		9.0

Source: WSP Parsons Brinckerhoff, 2016.

2.4.2.1 *Round 2 Screening Results*

The overall result of the Round 2 evaluation of the initial combination mode alternatives is presented in this section. In Figure 2-10 (Rank or Ordinal Scoring), the scores ranged from a high of 28.4 to a low of 17.9, with the largest gap in scores occurring between the top four and the remaining eight alternatives. The GP & EXP & HCT alternative had the highest overall score of all combination alternatives, followed by the HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and the HOT 3+ & TOLL & EXP & HCT Alternative.

At the request of stakeholders, a ratio scoring method was also applied. This method provides weighting for each measure based on the relative performance differences between the alternatives. Each of the 26 evaluation measures for each alternative was compared to the No Build Alternative and scored between 1 to 100 (1 being the worst, 100 being the best, and intermediate performers being scored on a proportionate basis). The alternative score is calculated based on its relative performance (or ratio) compared to the best (100) and worst (1) performer. Alternative scores for each need point were determined by averaging the scores of all the measures for that need point; the maximum score for any one need point is 100. For example, as shown in Figure 2-9, the "63.7" (Improve Safety for All Users) score for the HOV 2+ & EXP Alternative was calculated by averaging the individual performance scores (on a 1 to 100 scale) of the three measures for that need point. The total score for each alternative was then calculated by summing the four separate need point scores. As with the ranking scoring method, each need point contributes equally to the overall score.

Figure 2-9. Alternative Ranking Example (Ratio Scoring)

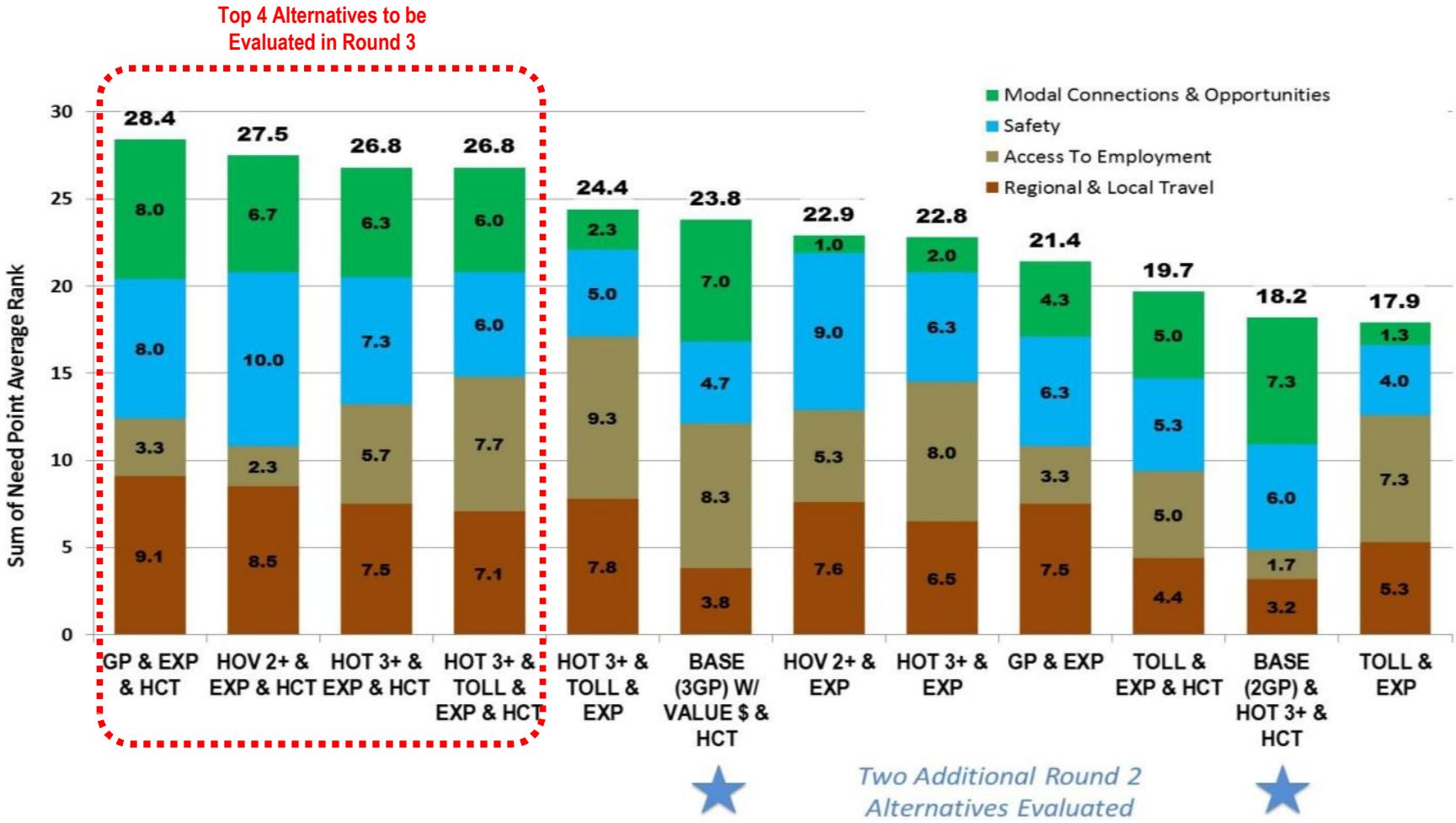
	Ratio Average	
Purpose and Need Point	**HOV 2+ & EXP**	**HOV 2+ & EXP & HCT**
Improve Regional and Local Travel	67.4	72.8
Improve Access to Employment	47.7	13.0
Improve Safety for All Users	63.7	74.3
Improve Modal Connections and Opportunities	0.0	83.3
Improve Facility Condition and Design	✓	✓
Score = Sum of Ratio Averages	**178.7**	**243.4**

SAFETY	Injuries and Fatalities Rates % Change		Change from No-Build	Performance Score (Compared to all alternatives)
	3.1	Arterial	0.08%	75
	3.2	Expressway	-10.14%	28
	3.3	Overall *(Arterial, Highway, Transit)*	-7.32%	88
		Need Point Ratio Score ->		**63.7**

Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-10. Round 2 Overall Alternatives Ranking

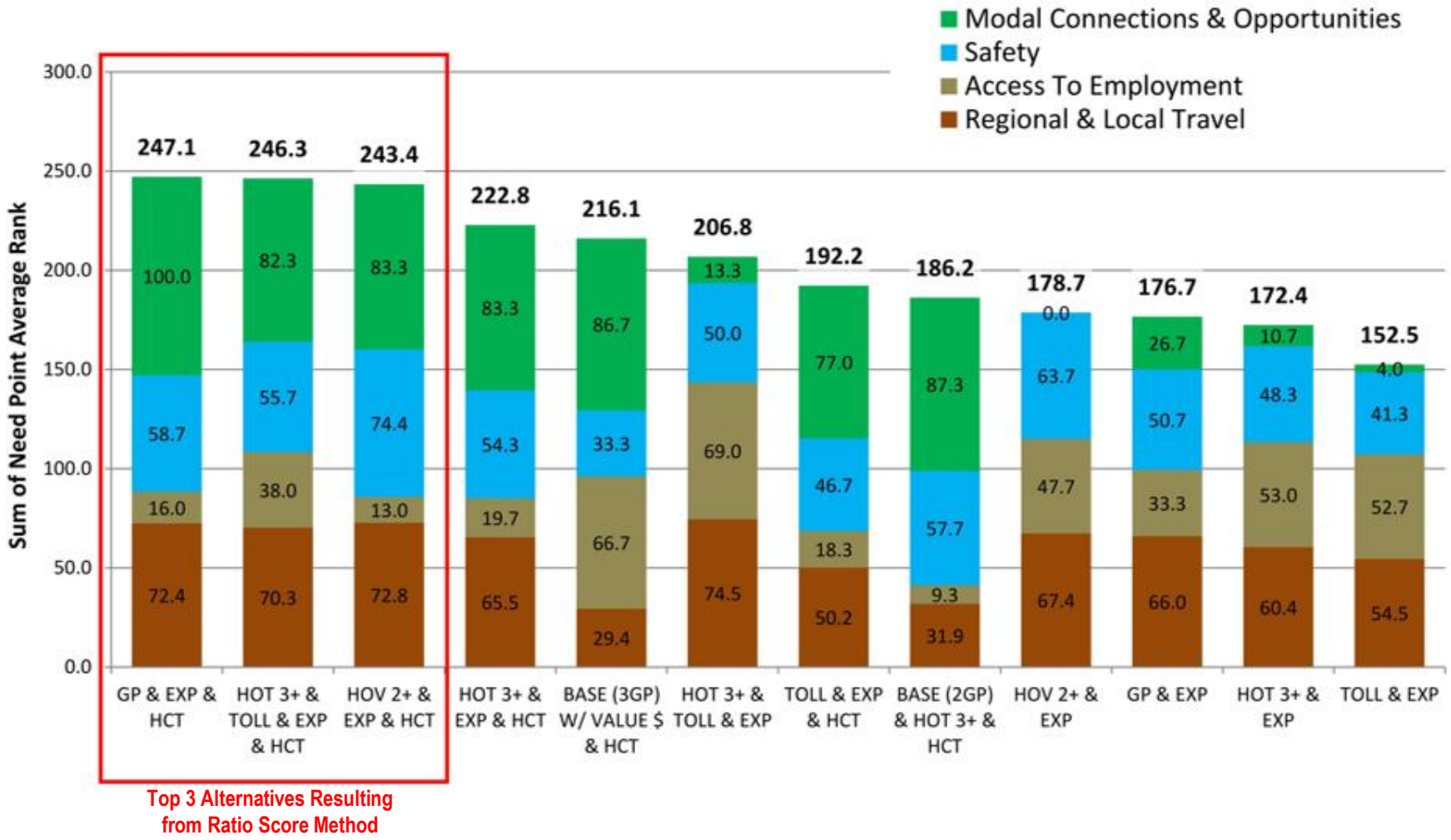
RANK (ORDINAL) SCORING



Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-10. Round 2 Overall Alternatives Ranking (continued)

RATIO SCORING

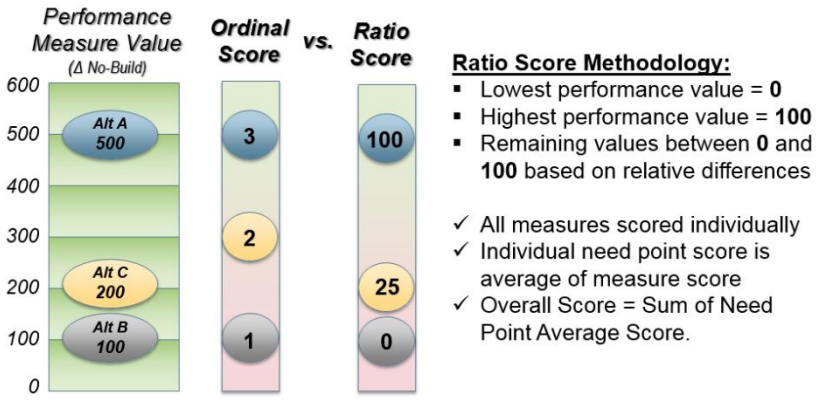


Source: WSP Parsons Brinckerhoff, 2016.

When ratio scoring is used (Figure 2-10 Ratio Scoring), the same alternatives score in the top four as with ordinal scoring, but with a more pronounced point gap separating the top three alternatives as GP & EXP & HCT, followed by HOT 3+ & TOLL & EXP & HCT, and HOV 2+ & EXP & HCT.

Figure 2-11 graphically illustrates a comparison of how the two methods are scored.

Figure 2-11. Comparison of Rank (Ordinal) and Ratio Scoring



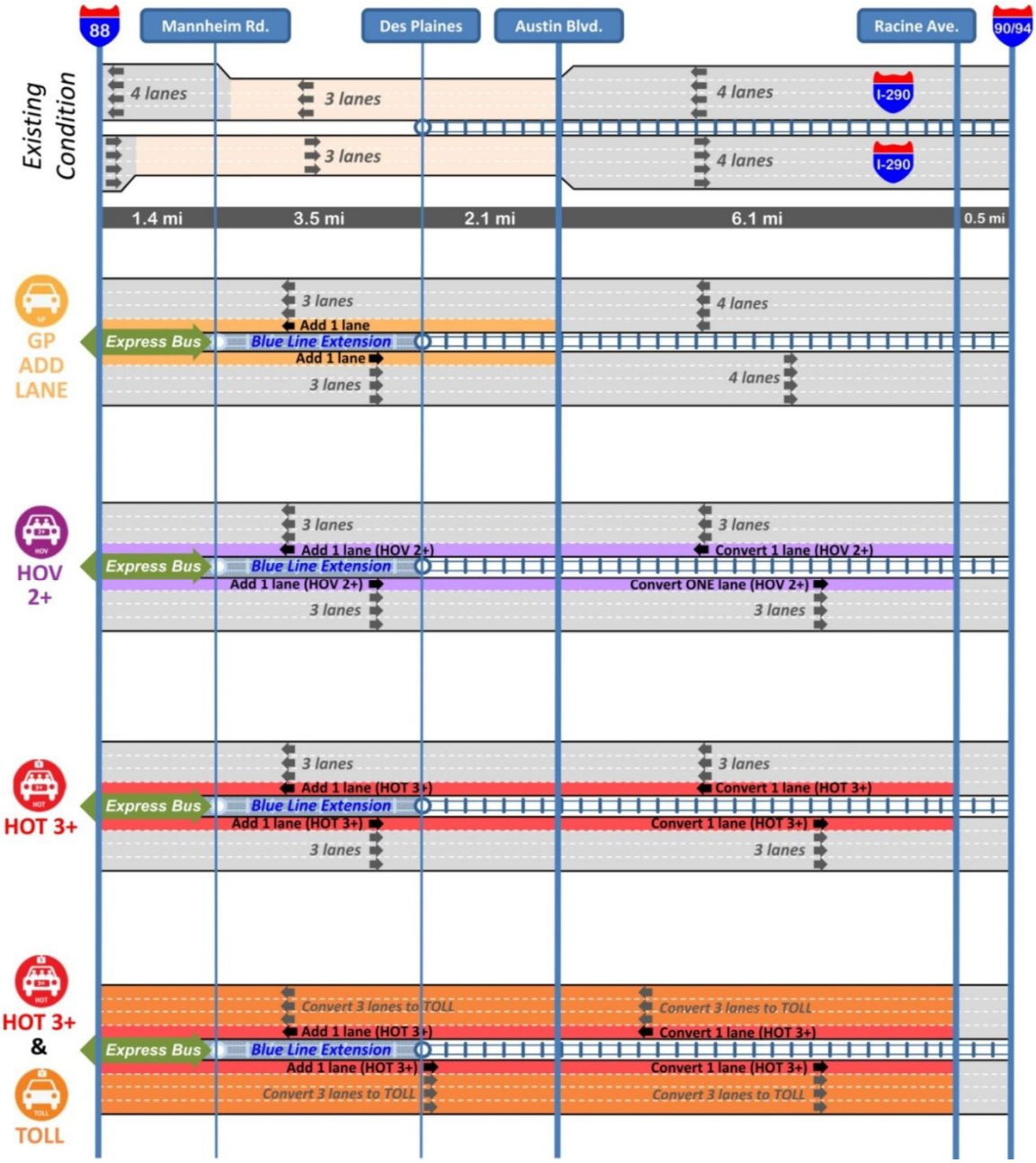
Based on the results of the Round 2 evaluation, the top four alternatives were advanced for further evaluation in Round 3. A logical cutoff exists between the fourth and fifth ranked alternative, where the largest scoring gap between two successively ranked alternatives existed in ordinal scoring. The ratio method suggests three top alternatives with a scoring gap between the third and fourth ranked alternative. This confirmed the soundness of the process and the identification of four top-performing alternatives. These four alternatives selected for further evaluation in Round 3 cover a broad range of transit improvements and expressway management strategies. Figure 2-12 depicts the four alternatives.

General Observations

Adding a Lane to I-290

- The top four scoring alternatives include an additional lane on I-290 between Mannheim Road and Austin Boulevard, and an extension of the CTA Blue Line or a new BRT facility to Mannheim Road ("HCT") with supporting express and feeder bus services. Benefits of the top four alternatives include:
  - Adding a lane generally results in improved travel times (decrease in Vehicle Hours Traveled [VHT]) on I-290 as well as the arterial system.
  - Adding a lane on I-290 generally results in an increase in expressway travel (Vehicle Miles Traveled [VMT]) and a decrease in arterial travel (VMT).
  - Adding a general purpose lane attracts the most traffic onto I-290, while adding a managed lane with higher vehicle occupancy rates or pricing allows more people to travel through the corridor ("daily person throughput").

Figure 2-12. Four Combination Mode Alternatives to be Evaluated in Round 3



- Travel time savings provided by a tolled managed lane makes the Project Corridor relatively more attractive for longer distance trips and, consequently, longer distance trips shift onto I-290 and VMT is increased. However, there is a corresponding decrease in VHT due to the additional capacity provided.
- Tolling, even with adding a lane to I-290, generally results in relatively lower performance on the arterial system. Tolling makes I-290 slightly less attractive for shorter trips that would otherwise divert from the arterial system to I-290.
- Managed lanes result in net improvement in travel times in the remaining general purpose lanes. Existing (and future) carpoolers are drawn to the managed lane and away from the remaining general purpose lanes.

Not Adding a Lane to I-290

- The alternatives that did not include an additional lane on I-290, even in combination with an HCT and supporting bus services, performed relatively poorly.
  - The lack of an additional lane, coupled with congestion pricing or existing lane conversions that restrict flow on I-290, causes a significant shift of travel to an already congested arterial system.
  - Value (congestion) pricing shifts longer distance trips onto I-290 (increased VMT), but congestion pricing, without adding lanes to I-290, also has a net negative effect upon regional and arterial VHT due to the added capacity constraints imposed on the overall system.

Transit Service Expansion

- The alternatives that included HCT and supporting bus services created the relatively highest number of new transit trips, but more than 50 percent of the total ridership consists of trips diverted from other existing transit services.
- The alternatives that included HCT and supporting bus services provide new high-capacity options for the reverse commute.
- The alternatives that included HCT and supporting bus services generally resulted in increased VMT compared to alternatives without these transit components. This is because the HCT improvements in the Study Area shift some medium and shorter distance trips from auto to transit. This frees up capacity for longer distance auto trips to shift onto I-290.
- The alternatives that include HCT and supporting bus services provided slightly better safety performance compared to alternatives that did not include HCT, due to the shift in trips to transit (and to I-290), which has a higher safety performance.

The results matrix for the Round 2 evaluation of the 12 combination mode alternatives is included in Appendix C.

Overall and Combined Performance – Top Four Alternatives

As described above, the top four combination mode alternatives scored relatively higher than the other eight combination mode alternatives that were considered in Round 2. It should also be noted that these four combination mode alternatives all address the Purpose and Need, as overall regional and local travel performance is improved over the No Build Alternative, access to employment is greater than the No Build Alternative, overall safety is improved over the No Build Alternative, and modal opportunities are improved over the No Build Alternative. In addition, all four of these alternatives include reconstruction of I-290 between Cicero Avenue and Mannheim Road, addressing facility condition and design.

The following is a summary of the performance findings of each of the top four alternatives, based on the ordinal scoring method:

- The GP & EXP & HCT Alternative provides the best overall score of 28.4, driven by having the highest regional and local travel, and modal connections and opportunity improvements, as well as providing good safety performance. The added capacity attracts longer distance trips from the arterial network and onto the expressways for which they are intended. This shift from arterials also improves arterial performance in the Study Area, giving GP lanes the relatively highest overall performance for improving regional and local travel. Compared to the other alternatives, the GP lane combination alternatives showed a lower accessibility to jobs and safety performance. Accessibility to jobs for the GP lane combination alternatives is improved over the baseline condition, but not to the same extent as the managed lane alternatives due to the managed lanes providing a faster path than the GP lanes, therefore allowing users of the managed lanes to access more jobs located farther away in 60 minutes or less. With respect to overall safety, this GP lane combination mode alternative results in the best arterial safety due to the highest diversion of traffic from the arterials to the expressway, thus reducing the potential for crashes on the arterials.
- The HOV 2+ & EXP & HCT Alternative scored second best overall at 27.5. It provided the best safety performance and the second highest improvements to local and regional travel, as well as ranking as one of the top three for modal connections and opportunities. HOV lanes provided as much as a 40 percent reduction in daily hours of congestion in the managed lane, and more than 11 percent in the general purpose lanes. This is due in part to the already high percentage of HOV 2+ vehicles in this corridor that could use the HOV 2+ lane. The HOV 2+ combination alternatives indicated the highest overall safety performance improvements due to the increased auto and transit person throughput relative to the volume of traffic on the arterials and expressway.
- The HOT 3+ & EXP & HCT Alternative showed good overall performance, tied for third best in scoring at 26.8. The HOT 3+ alternatives show high person throughput, as the HOT 3+ lane allows better operations management control with toll pricing. Arterial performance was also good for this alternative as there is diversion of longer distance trips from the arterials to the expressway. There is also good performance

related to access to employment due to better operations management of the HOT 3+ lane that result in a relatively faster route (as compared to other combination alternatives) to jobs from the Study Area. Overall safety was also good due to the arterial diversion to the expressway and increased person throughput relative to the traffic volumes on the arterials and expressway.

- The HOT 3+ & TOLL & EXP & HCT Alternative showed good overall performance, tied for third best in scoring at 26.8. The HOT 3+ & TOLL Alternatives result in strong expressway travel performance due to the additional HOT 3+ lane in each direction and the lesser volumes on the expressway because of the tolls in all lanes. However, this is countered by the highest increase in arterial congestion for the combination alternatives with added expressway capacity as traffic is diverted from the expressway to the arterial due to tolling all expressway lanes. Similarly, expressway safety is relatively better (due to lower traffic volumes) and arterial safety is worse because more traffic on the arterials increases the risk of crashes. Job accessibility is also strong due to good expressway performance.

2.4.3 Round 3 DEIS Alternatives

The results from the Round 2 evaluation established the set of mainline combination transit and expressway mode alternatives for detailed evaluation in Round 3. As described in the Round 2 evaluation, the overall scores of the top four combination mode alternatives were relatively higher than the remaining eight alternatives and, as such, the top four combination mode alternatives are carried into Round 3 along with the No Build Alternative. The build alternatives being advanced into Round 3 include:

- GP & EXP & HCT (also referred to as GP Add Lane Alternative)
- HOV 2+ & EXP & HCT (also referred to as HOV 2+ Alternative)
- HOT 3+ & EXP & HCT (also referred to as HOT 3+ Alternative)
- HOT 3+ & TOLL & EXP & HCT (also referred to as HOT 3+ & TOLL Alternative)

These alternatives are depicted in Figure 2-12.

2.5 Round 3 DEIS Alternatives

The result of the Round 2 combination mode evaluation led to the selection of four DEIS build alternatives and the No Build Alternative for further definition and evaluation in Round 3. Round 3 includes formal expansion of the Study Area east to Racine Avenue in Section 2.5.1, further definition of the build alternatives through an interchange type selection process, as described in Section 2.5.2, a summary of Round 3 travel performance in Section 2.5.3, and further refinement of the Round 3 alternatives in Section 2.5.4.

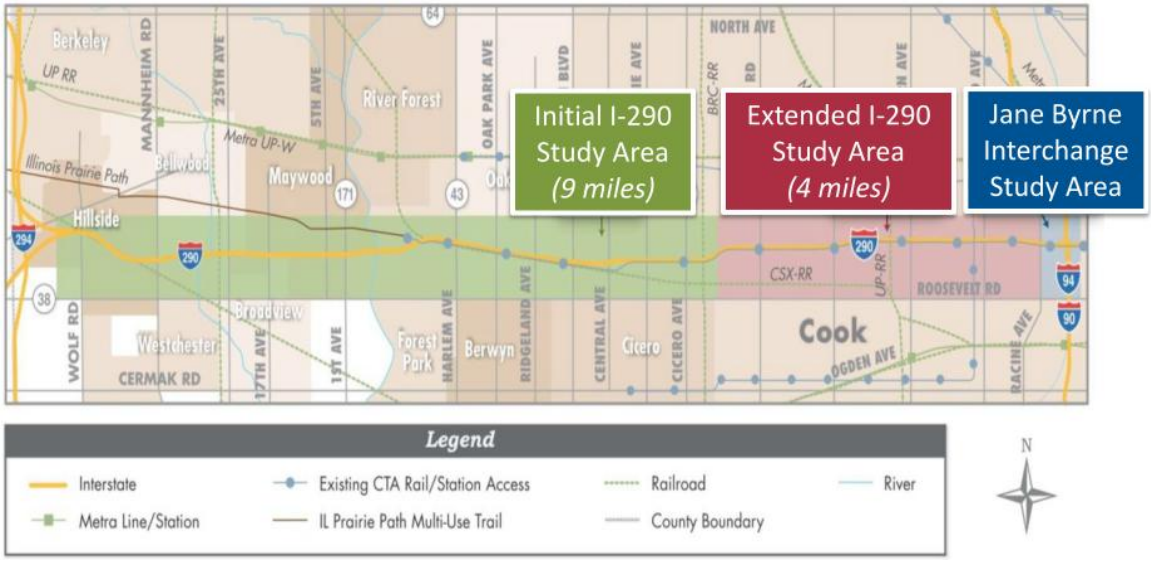
2.5.1 Study Area Extension

The initial Study Area spanned approximately 9 miles from the I-88/I-290 interchange to just east of Cicero Avenue to address the six-lane section bottleneck of I-290. As the

alternatives analysis progressed into the Round 2 evaluation, the managed lane and transit alternatives suggested by project stakeholders included operational improvements that extended east along I-290 to the Jane Byrne (former Circle) Interchange; therefore, the Study Area was formally extended to Racine Avenue for the Round 3 evaluation.

The I-290 revised Study Area is centered along I-290 in Cook County and extends approximately 13 miles from the I-88/I-290 interchange to Racine Avenue (Figure 2-13). This section of I-290 is a primary corridor serving travel between the western suburbs and the City of Chicago loop, as well as connecting southern Cook County to the high employment centers found in the I-88 Technology Corridor and the O'Hare commerce centers. The Study Area includes the seven villages of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and also the City of Chicago.

Figure 2-13. I-290 Phase I Study Area



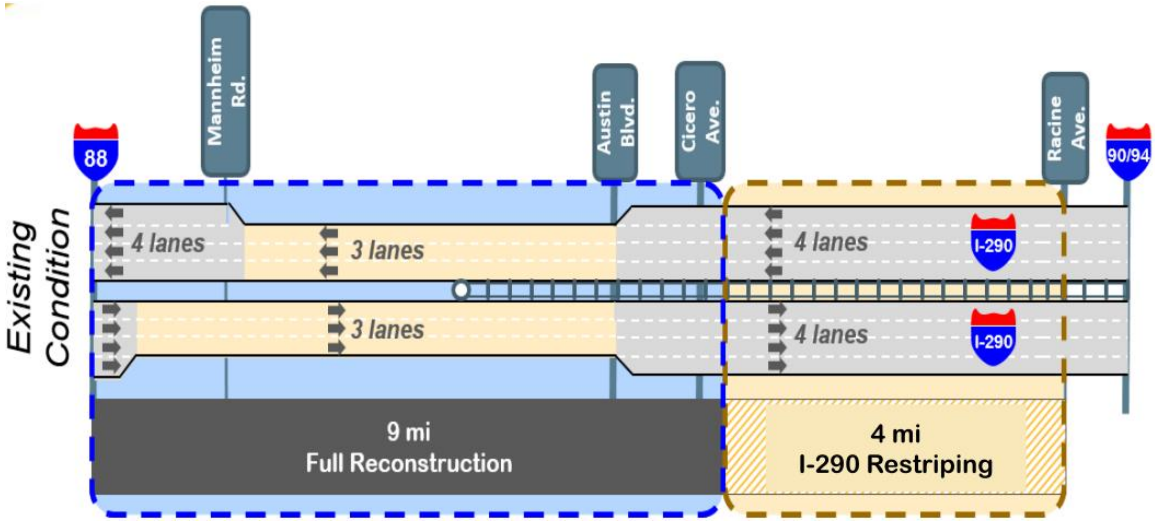
Source: WSP Parsons Brinckerhoff, 2016.

Racine Avenue was chosen as the revised eastern limit of the Study Area because this is also the western limit of the Jane Byrne Interchange Project. The Jane Byrne Interchange Project is addressing safety, facility condition, and congestion issues associated with this system interchange between I-290, I-90, and I-94. Construction of that project began in 2013.

Based on the needs analysis from the I-290 Study, no new expressway capacity is identified for the eight-lane section. As such, full reconstruction of this eight-lane section of the Study Area is not recommended. Any proposed operational changes in this section of the Study Area would be accommodated primarily via revised signing, restriping, and intelligent transportation system (ITS) improvements. No changes to the existing expressway interchanges and ramps are proposed, and the condition of the overhead bridges in the eight-lane restriping section is being addressed as part of separate studies being conducted by IDOT.

Figure 2-14 illustrates the overall 13-mile long Study Area, which is defined by two sections: a full reconstruction section (9 miles) and a restriping section (4 miles). The reconstruction section would require full reconstruction of the expressway and overhead bridges to accommodate the alternatives, which include additional lanes and alignment and profile changes. The restriping section does not require reconstruction to accommodate the alternatives and would consist primarily of new signing and pavement restriping.

Figure 2-14. I-290 Study Area Sections



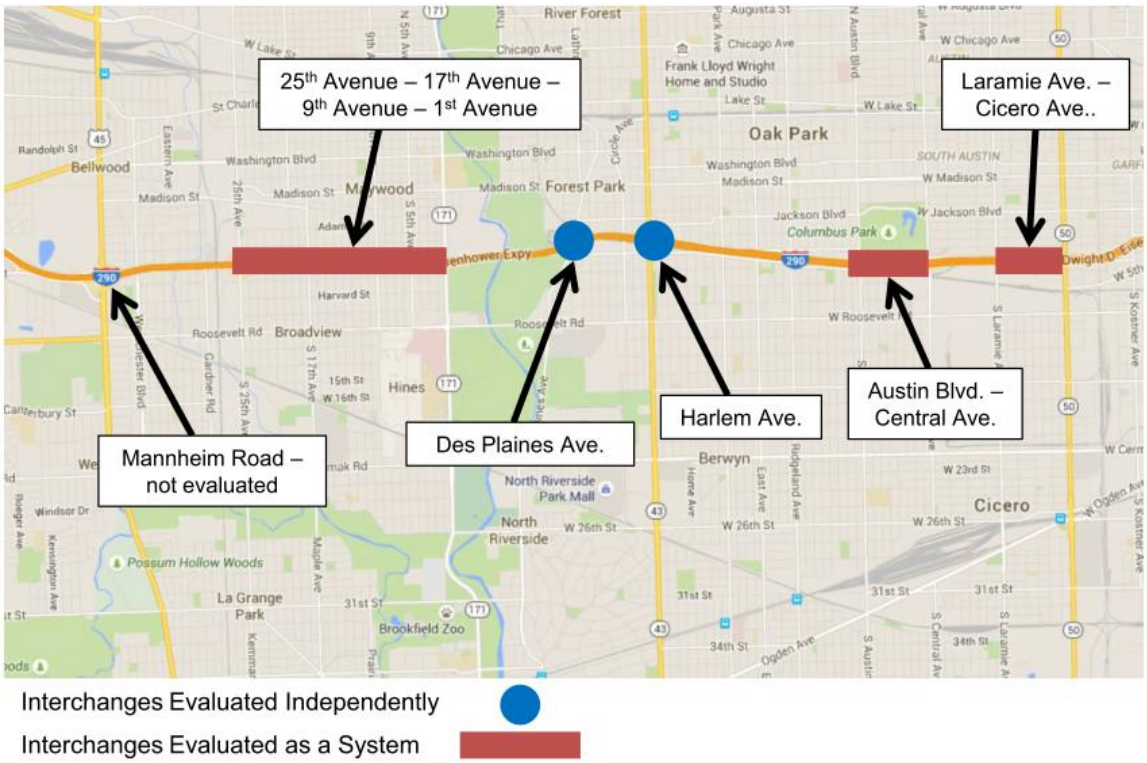
Source: WSP Parsons Brinckerhoff, 2016.

2.5.2 Interchange Type Selection and Refinement Summary

This section describes the recommended interchange concepts to be further refined and evaluated in Round 3. The Combined Design Report fully describes the interchange alternatives considered and the process by which the recommended interchange types were identified. Design concepts at the 11 interchanges were evaluated along the Project Corridor as part of the Round 2 alternatives analysis. The Mannheim Road interchange was fully reconstructed in 2001 with the ramps and overhead bridge designed to accommodate future mainline reconstruction, including an added lane. Therefore, new interchange types for the Mannheim Road interchange were excluded from the interchange type studies.

Of the other 10 existing interchanges, some were evaluated independently due to their isolated nature, while others that are closely spaced or connected via frontage roads were evaluated as a "system," since the operations at one location could have an effect on an adjacent interchange. The primary evaluation factors were safety, geometric impact, traffic operations, and accommodations for potential nonmotorized and transit facilities. Figure 2-15 shows the evaluation type performed for each interchange.

Figure 2-15. Interchanges Evaluated



Source: WSP Parsons Brinckerhoff, 2016.

Stakeholder coordination was critical in the identification and development of the types and locations of interchanges in the corridor. In the Village of Maywood, an Advisory Working Group (AWG), consisting of local residents, business owners, municipal staff, and elected officials, met five times over 8 months with IDOT representatives to focus on the location and configuration of interchanges and access to the community at and in between 25th Avenue and 1st Avenue. During that time, IDOT staff also held 12 working meetings with municipal staff to work through the identification and evaluation of alternatives and to identify the preferred access alternative. Two broader town hall meetings were also held during this time to inform the community on the AWG progress and gather additional input.

In the Village of Oak Park, a Working Group consisting of municipal staff and elected officials was assembled and met 21 times with IDOT representatives over a period of 17 months to discuss and refine project elements. The Working Group included focused reviews regarding the design and operations of the Harlem Avenue and Austin Boulevard interchanges. Eight special Village Board Study Sessions were held to inform the Village Board and community at large and to collect input on the project elements.

Evaluated Independently:

- DesPlaines and Harlem avenues: These interchanges are not directly connected to adjacent interchanges via a frontage road system; therefore, they were evaluated independently.

Evaluated as a System:

- 25th Avenue to 1st Avenue (including existing interchanges at 25th, 17th, 9th, and 1st avenues): There are nine existing ramp connections eastbound and eight existing ramp connections westbound in this 1.5-mile long section, with one-way parallel frontage roads connecting to the expressway via several slip ramps.
- Austin Boulevard and Central Avenue: These two interchanges are located 0.5 mile apart and do not meet current design guidelines for interchange spacing. Furthermore, the existing left-hand ramps at Austin Boulevard present safety and operational issues. Due to the close proximity of Austin Boulevard and Central Avenue, right-hand ramps at Austin Boulevard would conflict with the ramp design requirements for Central Avenue and require unique design considerations. For this reason, these two interchanges were evaluated together geometrically and operationally.
- Laramie Avenue and Cicero Avenue: Laramie Avenue and Cicero Avenue are closely spaced at 0.5 mile apart and connected by one-way frontage roads with slip ramps to I-290. These two half diamond interchanges effectively serve as one full interchange. For these reasons, Laramie Avenue and Cicero Avenue were evaluated as a system.

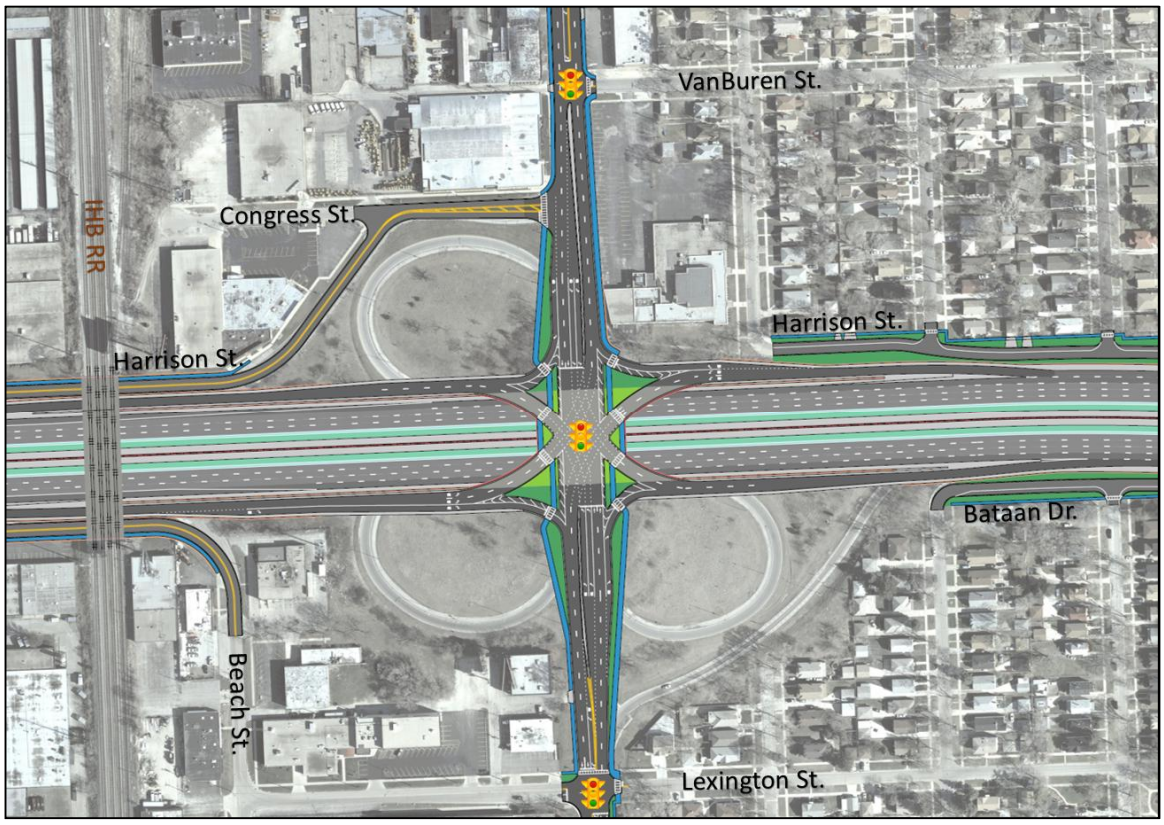
The proposed interchange concepts are the same for each build alternative; therefore, they are not factors in the Round 3 evaluation. The detailed evaluation of interchange alternatives and summary of the proposed interchange design and operations are included in the Combined Design Report for the project.

2.5.2.1 25th Avenue

At 25th Avenue, a Single-Point Urban Interchange (SPUI) was selected as the preferred concept for its high operational performance, its compact design, and compatibility with the land use plans of local villages (Figure 2-16). The compact SPUI would provide full access at 25th Avenue where currently only partial access exists. This design would replace the existing loop ramp configuration, providing additional space for stormwater detention ponds that would be used to accept stormwater overflow from the local communities and minimizing required right-of-way. The existing bridge carrying the IHB Railroad over I-290 would also be reconstructed to accommodate the added lanes, the acceleration/ deceleration lanes, and the two frontage roads.

A raised median along 25th Avenue would be required for the dual northbound and southbound left-turn lanes. To the south, the raised median would extend to just north of the signalized Lexington Street intersection, where northbound and southbound left-turn lanes would be added. To the north, the existing signal at Congress Street would be relocated north to Van Buren Street, a raised median would extend from the interchange to just south of the Van Buren Street intersection, and a southbound left-turn lane would be provided. Due to the raised median extending north to Van Buren Street, access to Congress Street would be reconfigured as right-in, right-out access only.

Figure 2-16. 25th Avenue Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

Nonmotorized improvements at 25th Avenue would include 10-foot-wide, Americans with Disabilities Act (ADA) accessible sidewalks and crossings along the east and west side of 25th Avenue over I-290. All proposed signals would include pedestrian crossing countdown timers.

Only 0.54 acre of right-of-way would be required. 0.061 acre would be required in the northeast quadrant to accommodate the westbound-to-northbound ramp terminal and for widening 25th Avenue to accommodate dual southbound turn lanes. The existing parcel in the northeast quadrant is under consideration by the Village of Bellwood for commercial redevelopment, and the compact SPUI design would minimize right-of-way needed from this parcel. To the south, 0.46 acre of right-of-way would be needed along Indian Joe Drive due to a slight relocation of the frontage road to accommodate the improved I-290 cross section and new eastbound I-290 off-ramp to 25th Avenue. At the Lexington Street intersection, 0.0007 acre would be required to accommodate intersection improvements at Lexington Street.

2.5.2.2 17th Avenue

The proposed interchange concept at 17th Avenue would continue to provide full directional expressway access via improved slip ramp connections to/from Harrison Street and to/from Bataan Drive (Figure 2-17). 17th Avenue improvements would include a northbound right-turn lane at Bataan Drive, 12-foot-wide sidewalks and pedestrian plaza areas with ADA-accessible ramps, and modernized signals. This concept does not require any additional right-of-way.

Figure 2-17. 17th Avenue Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

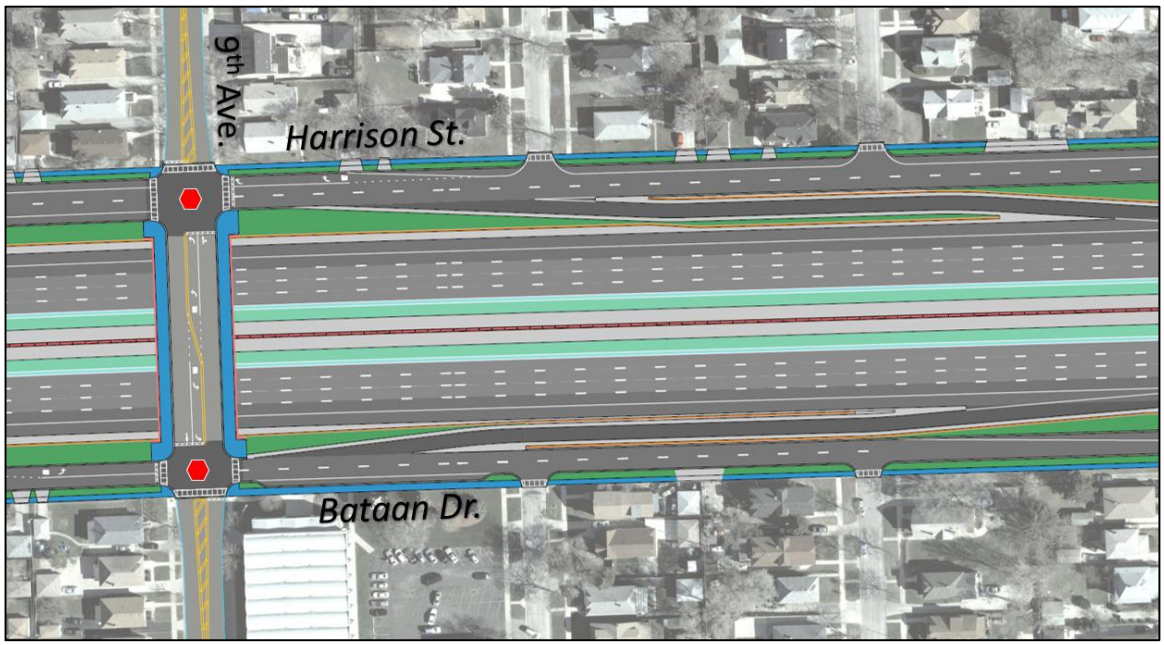
2.5.2.3 9th Avenue

The proposed interchange concept at 9th Avenue would continue to provide expressway access to and from the east via improved slip ramp connections to Harrison Street and from Bataan Drive (Figure 2-18). 9th Avenue improvements would include 12-foot-wide sidewalks and pedestrian plaza areas with ADA-accessible ramps and modernized signals. This concept would not require any additional right-of-way.

2.5.2.4 1st Avenue (IL 171)

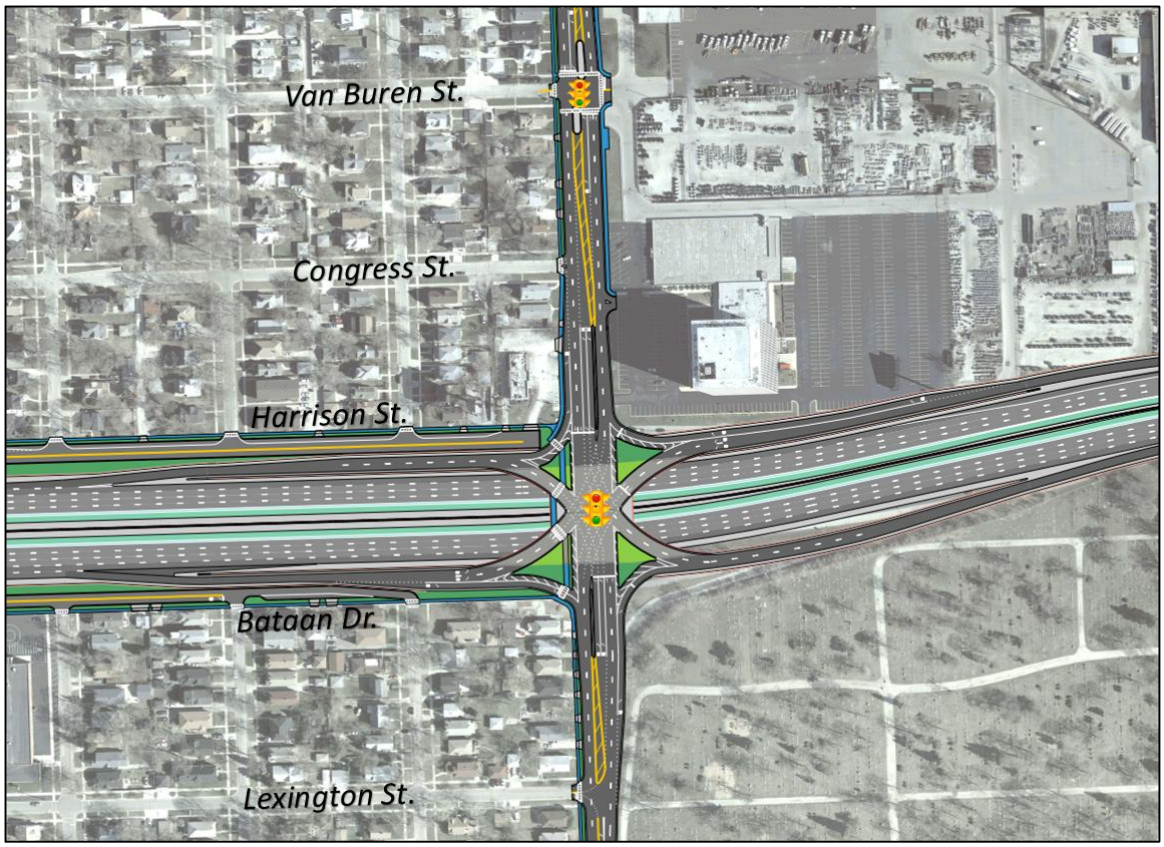
At 1st Avenue, a SPUI was selected as the preferred concept for its efficient operation that would significantly reduce congestion and delay at this location (Figure 2-19). This very congested interchange currently operates at a failing level of service (LOS) F and experiences very long queues and extended delays on 1st Avenue. To improve performance at this interchange, the Harrison Street and Bataan Drive frontage roads would no longer connect with 1st Avenue. Dual left-turn lanes would be provided at all approaches, and signal phasing would be reduced from four to three phases. Compared to the 2040 No Build condition, the proposed SPUI would reduce delay by 74 percent and vehicle stacking by 77 percent.

Figure 2-18. 9th Avenue Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-19. 1st Avenue (IL 171) Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

Painted medians would be provided along 1st Avenue, except along the dual northbound and southbound left-turn lane storage areas, which would be protected from opposing traffic by a raised median. To the north, northbound and southbound left-turn lanes would be provided at Van Buren Street; a short section of raised median is proposed along 1st Avenue at the south leg of the Van Buren Street intersection to accommodate a pedestrian refuge island.

Nonmotorized improvements at 1st Avenue would include a signalized bike and pedestrian crossing of the Illinois Prairie Path at 1st Avenue and a 10-foot-wide ADA-accessible sidewalk along the west side of 1st Avenue and crossing over I-290. All proposed signals would include pedestrian crossing countdown timers. A bus pad and shelter area would be accommodated on the east side of 1st Avenue at Van Buren Street to provide improved transit amenities for Pace Bus Route #320, which serves the Maywood Workforce Center located in the Eisenhower Tower Building.

The compact design footprint of the 1st Avenue interchange would minimize the amount of right-of-way required, with 1.94 total acres required at this location. 1.9 acres would be required in the northeast quadrant between the expressway and Maybrook Drive for widening of 1st Avenue to accommodate dual southbound turn lanes, and northbound and southbound left-turn lanes at Van Buren Street; 0.039 acre of right-of-way would be required in the northwest corner of the interchange to accommodate improved geometry.

2.5.2.5 DesPlaines Avenue

At DesPlaines Avenue, the proposed interchange concept would maintain the existing ramp access to and from the west, and the ramps would be improved to meet current design standards (Figure 2-20). The proposed concept includes on-street bike lanes, 10-foot wide ADA-accessible sidewalks across both sides of the DesPlaines Avenue bridge, a shared use path bridge crossing of DesPlaines Avenue, and a shared use path connection to the east side of DesPlaines Avenue. All new signals would include pedestrian crossing countdown timers. Intersection improvements requested by the Village of Forest Park are also incorporated at the eastbound off-ramp connection with Harrison Street, including improved truck turning radii and improved turn lane channelization at each approach. CTA is planning to fully redevelop and modernize the Forest Park Blue Line Terminal & Yard and Shop facilities. CTA's proposed improvements include extending the CTA terminal over DesPlaines Avenue to provide direct terminal access from both sides of DesPlaines Avenue. The redevelopment plans also include converting Van Buren Street to two-way operations, as well as removing the parking lot on the south side of the terminal.

The proposed DesPlaines Avenue interchange concept is compatible with the current CTA Terminal site plan, as well as the future CTA terminal site concept as proposed at the time of this FEIS. The compatible design can accommodate the terminal site redevelopment without requiring bridge or ramp reconstruction.

Figure 2-20. DesPlaines Avenue Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

A total of 0.088 acre of right-of-way would be required, primarily north of I-290 along the east and west sides of DesPlaines Avenue, to accommodate improved 10-foot-wide sidewalks and 6-foot-wide bike lanes along DesPlaines Avenue.

2.5.2.6 Harlem Avenue (IL 43)

The proposed Harlem Avenue interchange concept is a modified SPUI design (Figure 2-21). Similar to a standard SPUI, the proposed interchange would operate with a single signal location; however, the ramp connections would be accommodated at Harlem Avenue in a compact configuration, comparable to a standard intersection. Expressway ramps would enter and exit I-290 from the right, then cross over the expressway to connect to Harlem Avenue at a compact four-leg intersection. This concept centers the intersection location over the expressway, maximizing the horizontal separation of the intersection from the adjacent signalized intersections at Jackson Boulevard and Harrison Street. No additional right-of-way would be required.

The compact design of the modified SPUI provides operational improvements that would include improved truck turning radii, improved lane channelization, dual left-turn lanes on the ramps, and increased queue storage on the off-ramps. The dual left-turn lanes and increased ramp traffic storage would minimize the risk of ramp traffic backing up onto the expressway through lanes and allow more signal green time to be allocated to the north-south traffic flow and pedestrian crossing movements along Harlem Avenue. Ramp turn signal phases would also be separated to reduce potential turning conflicts with improved

Figure 2-21. Harlem Avenue (IL 43) Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

safety. New signals at the Jackson Boulevard and Harrison/Garfield Street intersections would be coordinated with the interchange signal, which would also improve operations at both of these intersections.

Nonmotorized improvements would include wider ADA-accessible sidewalks across the bridge, pedestrian plaza areas in each corner of the intersection, and a wide transit plaza area near the CTA Harlem Avenue Blue Line station entrance. The wider sidewalk along the east side of Harlem Avenue could also accommodate a bus stop shelter for a new/relocated northbound bus stop located directly across from the CTA station. Crosswalks and pedestrian crossing countdown signals would be provided across all four intersection legs, and pedestrian refuge islands would be located between the ramps. North of the expressway, a ramp connection to the proposed grade-separated east-west shared use trail would be provided.

A total of 0.014 acre of right-of-way would be required by IDOT along the west side of Harlem Avenue, just north of I-290, to accommodate an improved 10-foot-wide sidewalk.

2.5.2.7 *Austin Boulevard*

The proposed Austin Boulevard interchange concept is a modified SPUI design (Figure 2-22). Similar to a standard SPUI, the proposed interchange would operate with a single signal; however, the ramp connections would be accommodated at Austin Boulevard in a compact configuration, comparable to a standard intersection. Expressway ramps would enter and exit I-290 from the right, then cross over the expressway to connect to Austin Boulevard at a compact four-leg intersection. This concept centers the intersection location over the expressway, maximizing the horizontal separation of the intersection from the adjacent signalized intersection at Harrison Street. No additional right-of-way would be required.

Figure 2-22. Austin Boulevard Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

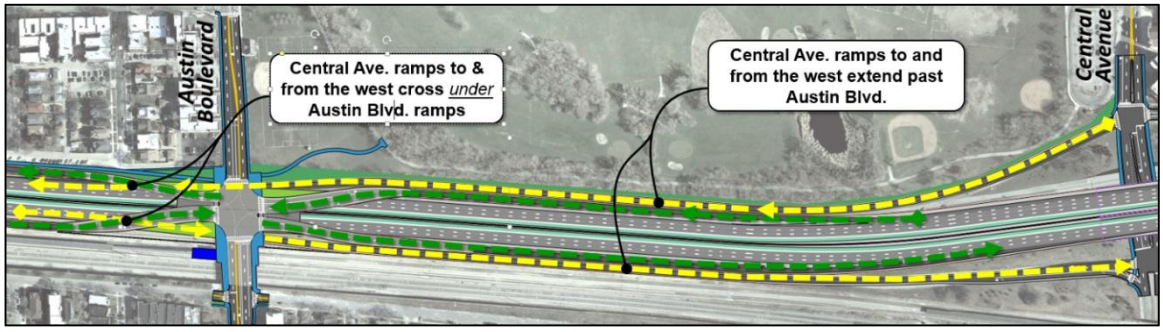
The compact design of the modified SPUI provides operational improvements that would include improved truck turning radii, improved lane channelization, dual southbound left-turn lanes, dual ramp left-turn lanes, and increased queue storage on the off-ramps. The dual left ramp turn lanes and increased ramp traffic storage would minimize the risk of ramp traffic backing up onto the expressway through lanes and would also allow more signal green time to be allocated to the north-south traffic flow and pedestrian crossing movements along Austin Boulevard. Ramp turn signal phases would also be separated to reduce potential turning conflicts with improved safety. A new signal at Harrison Street would be coordinated with the interchange signal, which would also improve operations at Harrison Street. Due to their close proximity to the

interchange ramp signal, Garfield Street and Railroad Avenue would be reconfigured for right-in, right-out only operations.

Nonmotorized improvements would include wider ADA-accessible sidewalks across the bridge, pedestrian plaza areas in each corner of the intersection, and a wide transit plaza area near the CTA Austin Boulevard Blue Line station entrance. The wider sidewalk along the east side of Austin Boulevard could also accommodate a bus stop shelter for a new/relocated northbound bus stop located directly across from the CTA station. Crosswalks and pedestrian crossing countdown signals would be provided across all four intersection legs, and pedestrian refuge islands would be located between the ramps. North of the expressway, the proposed east-west shared use path would connect at grade with Austin Boulevard. A connection of the shared use path to the Columbus Park path would also be accommodated.

Because of the close spacing of Austin Boulevard and Central Avenue, "braided" ramps would be provided to separate entering and exiting traffic between the two interchanges (Figure 2-23). The westbound on-ramp from Central Avenue and eastbound off-ramp to Central Avenue would be extended to the west and would cross under Austin Boulevard and the Austin Boulevard ramps. In this configuration, the off-ramps would enter the expressway prior to an on-ramp, which would improve mainline traffic weaving operations.

Figure 2-23. Austin Boulevard and Central Avenue Braided Ramp Configuration

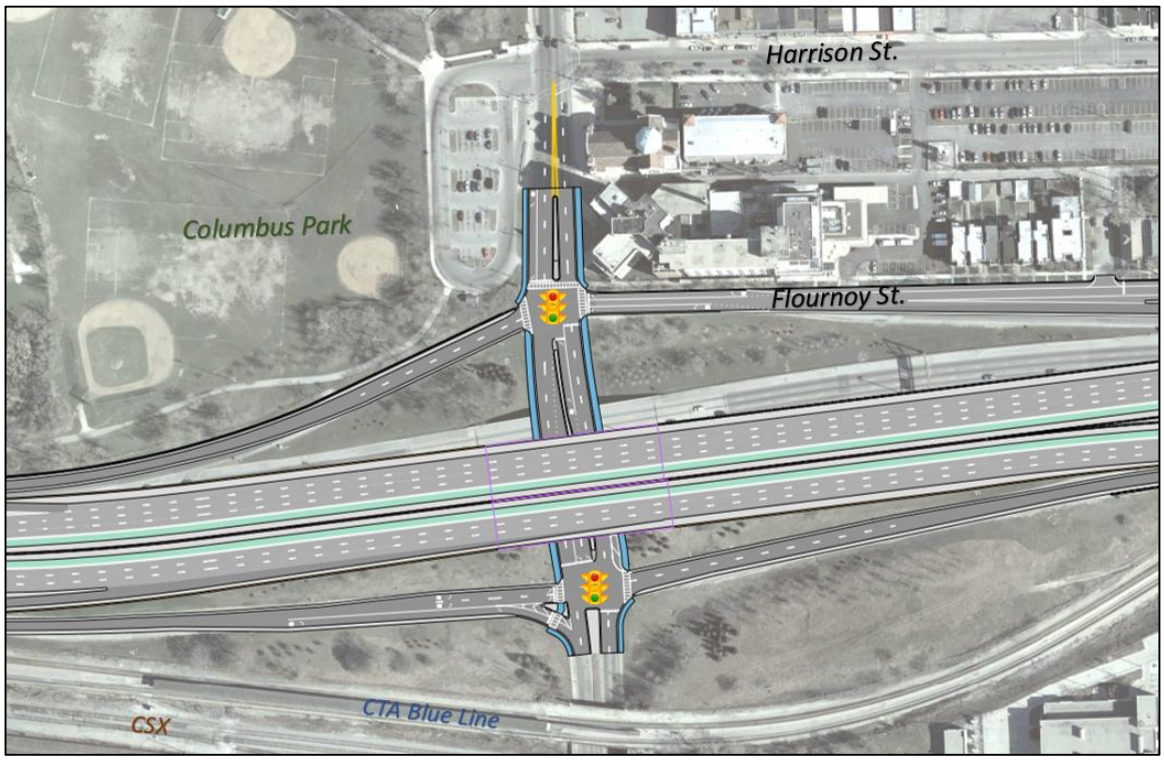


Source: WSP Parsons Brinckerhoff, 2016.

2.5.2.8 Central Avenue

At Central Avenue, the proposed interchange concept would maintain the diamond interchange configuration with some operational and geometric improvements to address current design standards, including dual left-turn lanes on the westbound off-ramp (Figure 2-24). 10-foot-wide, ADA-accessible sidewalks would also be included along both sides of Central Avenue between the ramp intersections. Ramp intersections would have modern signals that include pedestrian countdown timers. No new right-of-way would be required.

Figure 2-24. Central Avenue Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

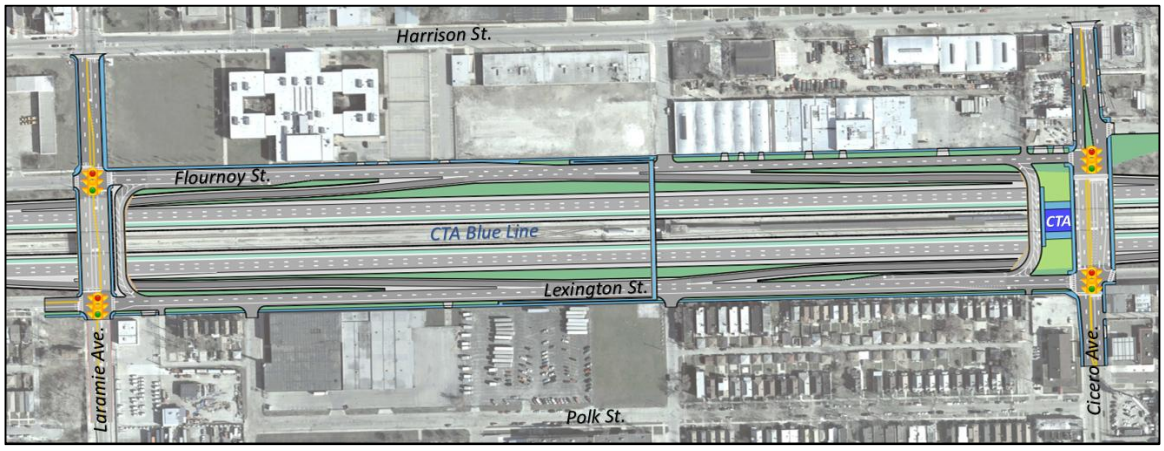
2.5.2.9 Laramie Avenue and Cicero Avenue (IL 50)

Laramie Avenue and Cicero Avenue are very closely spaced and overall operate as a single, full-access interchange (Figure 2-25). The proposed interchange type at Laramie Avenue and Cicero Avenue is identified as a reverse diamond with frontage road U-turns. The reverse diamond with U-turn concept maintains the existing ramp access locations, but it reverses their connections to provide an off-ramp followed by an on-ramp in each direction. This relocates the traffic weave between ramps from the higher speed, higher volume expressway onto the lower speed, lower volume frontage roads. No additional right-of-way would be required at Laramie Avenue or Cicero Avenue.

The U-turn design, sometimes referred to as a "Texas U-Turn" or "Texas Turnaround," allows for vehicles traveling on a one-way frontage road to U-turn onto the opposite frontage road by crossing under or over the freeway.

In this application, a U-turn west of Cicero Avenue would permit traffic heading east on Lexington Street to bypass the two signals at Cicero Avenue to head west on Flournoy Street if their ultimate destination is either westbound I-290 or Laramie Avenue. The U-turn at Cicero Avenue would also include a bus pullout at the CTA Blue Line Cicero Avenue Station to accommodate bus to rail transit transfers.

Figure 2-25. Laramie Avenue and Cicero Avenue (IL 50)
Proposed Interchange Concept



Source: WSP Parsons Brinckerhoff, 2016.

The U-turn east of Laramie Avenue would accommodate the westbound traffic in a similar way. Westbound traffic on Flournoy Street destined for Cicero Avenue or eastbound I-290 could use the U-turn to bypass the two intersections on Laramie Avenue to head eastbound on Lexington Street to access Cicero Avenue or eastbound I-290.

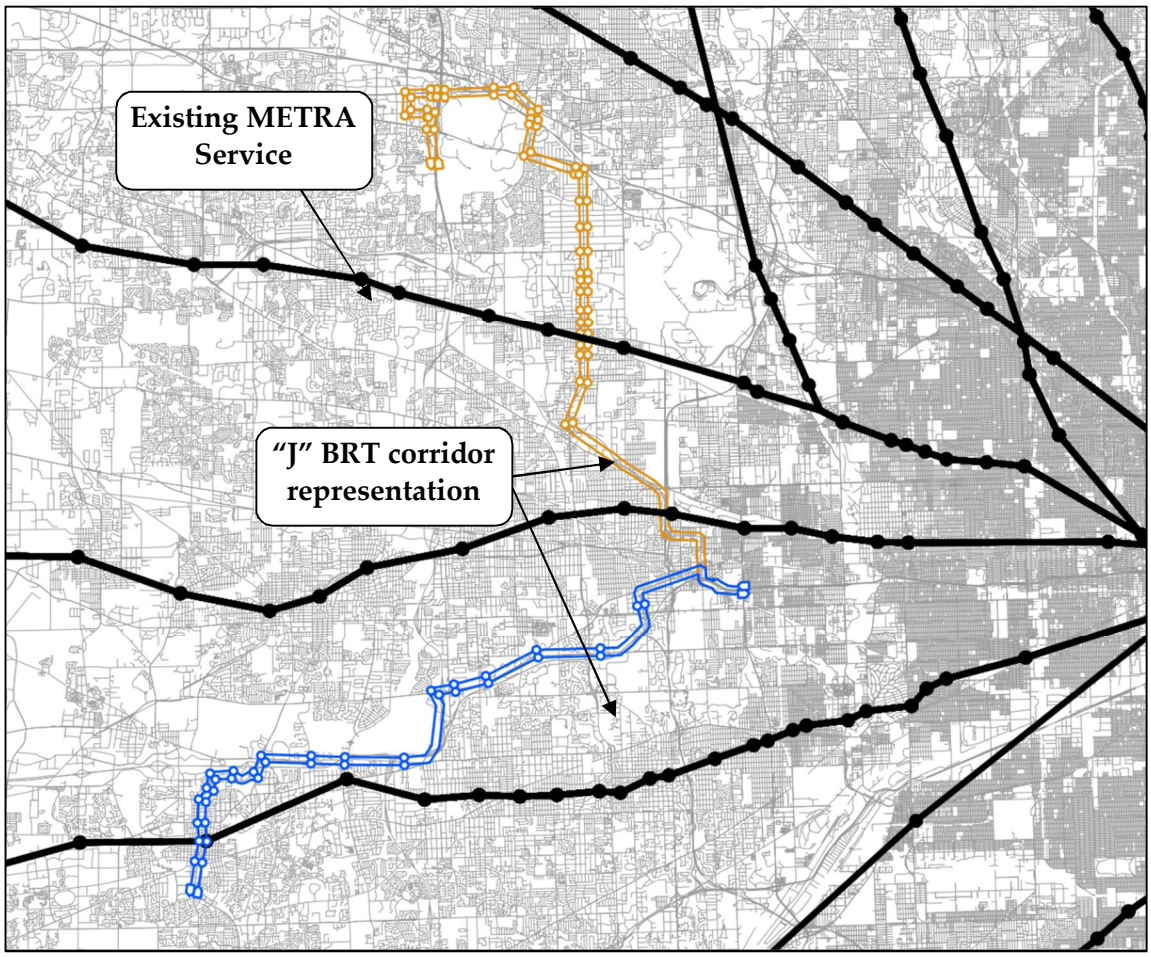
Nonmotorized improvements would include a new pedestrian bridge near Lavergne Avenue that would extend over Flournoy Street and Lexington Street and wider, ADA-accessible 10-foot wide sidewalks across the Laramie Avenue and Cicero Avenue bridges. Bus lanes that service bus stops in front of and across from the CTA Blue Line Station would be provided on the Cicero Avenue Bridge in the northbound and southbound directions. A new signalized pedestrian crossing of Cicero Avenue would be provided just south of the Flournoy Street intersection to improve bus transfers between the CTA station and the northbound bus stop. New signals would be provided at Cicero Avenue and Flournoy Street, and at Cicero Avenue and Lexington Street. All new signals would include pedestrian crossing countdown timers.

2.5.3 Round 3 Travel Performance

The Round 3 alternatives were tested using the travel demand forecasting model. The Round 3 travel performance results reflect use of the 2040 Build market-based population and employment forecasts, the revised Study Area definition described in Section 3.1, and a revised definition of the regional measures from the 21-county modeling area to the six-county northeast Illinois region (Cook, DuPage, Kane, Lake, McHenry, and Will counties).

The transit network was similar to that assumed in Round 2 with the HCT extension to Mannheim Road and bus network assumed, with the addition of two new bus routes representing the two branches of the proposed "J" BRT corridor feeding the Mannheim Road Station (as shown in Figure 2-26), and EXP from DuPage County using the managed lane and serving the University of Illinois Chicago Campus and the Illinois Medical District.

Figure 2-26. Round 3 Transit Network



Source: WSP Parsons Brinckerhoff, 2016.

For the managed lane alternatives (HOV and HOT), the west terminus was I-88 and the east terminus was Ashland Avenue. Intermediate access/egress for the managed lane was assumed at 1st Avenue, Austin Boulevard, and California Avenue. Congestion pricing was assumed for the HOT 3+ lane. Toll rates of $0.20 per mile during the morning and afternoon peak periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.), $0.16 per mile during the peak shoulders (6:00 a.m. to 7:00 a.m., 9:00 to 10:00 a.m., 2:00 p.m. to 4:00 p.m., and 6:00 p.m. to 8:00 p.m.), and $0.12 per mile during the off-peak periods (10:00 a.m. to 2:00 p.m., and 8:00 p.m. to 6:00 a.m.) were assumed. A $0.12 per mile toll was assumed for the tolling of the existing three lanes in each direction on I-290 for the HOT 3+ & TOLL Alternative.

The travel performance for the four Round 3 build alternatives was compared to the No Build Alternative and is presented in Table 2-9. Figures in green denote an improvement, and figures in red a worsening of performance compared to the No Build Alternative.

Table 2-9. Round 3 Travel Performance Comparison (Showing Change from 2040 No Build)

Travel Measure	No Build Alternative	GP & EXP & HCT Alternative	HOV 2+ & EXP & HCT Alternative	HOT 3+ & EXP & HCT Alternative	HOT 3+ & TOLL & EXP & HCT Alternative
Regional VMT (miles)	201,187,710	+151,380	+72,492	+52,211	+33,774
Regional VHT (hours)	8,067,709	-9,840	-9,773	-16,161	-17,300
I-290 Travel Time (Min) (GP/ML)	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 / 13.5	14.8 / 12.6
Study Area Arterial VMT (miles)	4,294,011	-24,560	+6,944	-8,853	+147,834
Study Area Arterial VHT (Hours)	255,282	-1,996	-967	-1,643	+6,778
Person Throughput	459,122	+25,247	+31,871	+28,604	+25,294
Job Accessibility	5,151,539	+105,053	+364,948	+397,660	+326,499
Overall Safety (crashes per million person miles per year)	0.287	-4.86%	-6.44%	-6.21%	-4.65%
East-West Transit Trips	76,950	+4,375	+2,150	+4,425	+8,425

Source: WSP Parsons Brinckerhoff, 2016.

The travel performance of the Round 3 build alternatives is summarized below.

- GP & EXP & HCT: This alternative had the greatest reduction in arterial VMT and VHT, but also had the greatest increase in regional VMT. This is because the added capacity of the GP lane in each direction between Mannheim Road and Austin Boulevard is not managed; therefore, this additional capacity is nearly fully used, resulting in the most diversion of longer distance trips from the arterials to the expressway. This alternative had the largest increase in regional VMT because more trips are attracted to the expressway system to utilize the additional I-290 capacity. The GP Add Lane also had the second lowest decrease in regional VHT and lowest person throughput. These two travel measures are good indicators of efficient use of the transportation system, because it is the most beneficial to minimize time spent traveling on the highway system and to maximize person throughput. Since the

added GP lane is not managed, it does not encourage carpool use or promote more efficient use of the additional capacity. In addition, the GP lane had the lowest job accessibility due to the lack of a faster managed lane, although the alternative does improve travel times on I-290 versus the No Build Alternative.

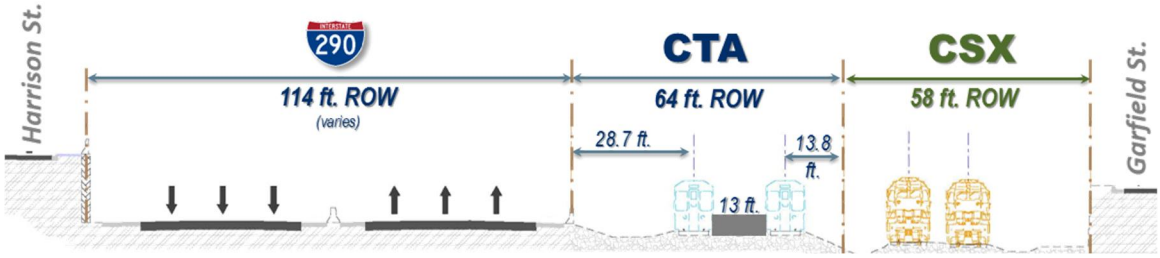
- HOV 2+ & EXP & HCT: This alternative had the highest person throughput, primarily due to the HOV lane, which encourages carpooling. It should be noted that even though this alternative had the lowest increase in east-west transit trips, this was more than offset by the increase in carpool use and more efficient management of the added capacity resulting in the highest person throughput. However, the HOV2+ Alternative had the lowest decrease in regional VHT, in part due to the second highest increase in regional and arterial VMT (as regionally, carpool vehicles are driving farther to get to the additional capacity provided by the HOV lane, and the greatest benefit for diverting from arterial to expressway trips is for carpool vehicles), and the lowest increase in east-west transit trips (due to the most competition for forming new carpools versus switching to transit). Job accessibility is the second highest due to the travel time advantages provided by the managed HOV lane. The HOV 2+ Alternative had the highest overall safety improvement.
- HOT 3+ & EXP & HCT: This alternative had the second lowest increase in regional and arterial VMT and the second highest reduction in regional and arterial VHT. This is due to the additional capacity provided by the HOT 3+ Alternative lane and the reliability and efficiency of its operation; this alternative encourages carpools with 3 or more persons and allows others to pay tolls for a guaranteed faster trip through the use of congestion pricing. As a result, the HOT 3+ Alternative attracts more arterial diversions than the HOV 2+ Alternative and has slightly faster travel times in both the managed lane and general purpose lanes than those of the HOV 2+ Alternative. The HOT 3+ Alternative has the second highest person throughput because it is encouraging 3+ carpools, has the second highest increase in east-west transit trips, and has faster, more reliable managed lane operation based on congestion pricing. It also has the highest job accessibility due to both the improved managed lane travel time and the improvement in arterial performance. Overall, the HOT 3+ Alternative is first or second best in improvement for all of the travel measures, so this alternative provides very balanced transportation benefits.
- HOT 3+ & TOLL & EXP & HCT: This alternative had the lowest increase in regional VMT, the highest reduction in regional VHT, and the fastest I-290 general purpose and managed lane travel times. This is due to the tolling of all of the lanes on I-290 that results in the least traffic on I-290 because of drivers avoiding tolls by diverting from the expressway to arterials. As a result, the HOT 3+ & TOLL Alternative has the highest increase in arterial VMT and VHT, and it has the lowest overall safety improvement. The HOT 3+ & TOLL Alternative has the second lowest person throughput due to lower expressway volumes that more than offset the highest increase in east-west transit trips.

2.5.4 Other Round 3 Refinements and Considerations

2.5.4.1 Expressway and Railroad Right-of-Way Evaluation

As part of the I-290 Study, IDOT evaluated the availability of CTA and freight railroad right-of-way from just east of Austin Boulevard to Circle Avenue to determine an optimal cross-section configuration that considers the needs of CSX Transportation freight rail, CTA rapid transit, and the I-290 Expressway. The typical section, which represents the most constrained section of this area, is located just east of Oak Park Avenue (Figure 2-27).

Figure 2-27. Existing Expressway and Parallel CSX and CTA Constrained Section



Source: WSP Parsons Brinckerhoff, 2016.

CSX Right-of-Way Availability and Typical Section:

Within this footprint evaluation Study Area, CSX operates in a generally 58-foot-wide strip of parallel right-of-way located south of I-290 and CTA. The southern edge of the CSX right-of-way is primarily defined by a retaining wall that extends along the majority of its trackage in this area.

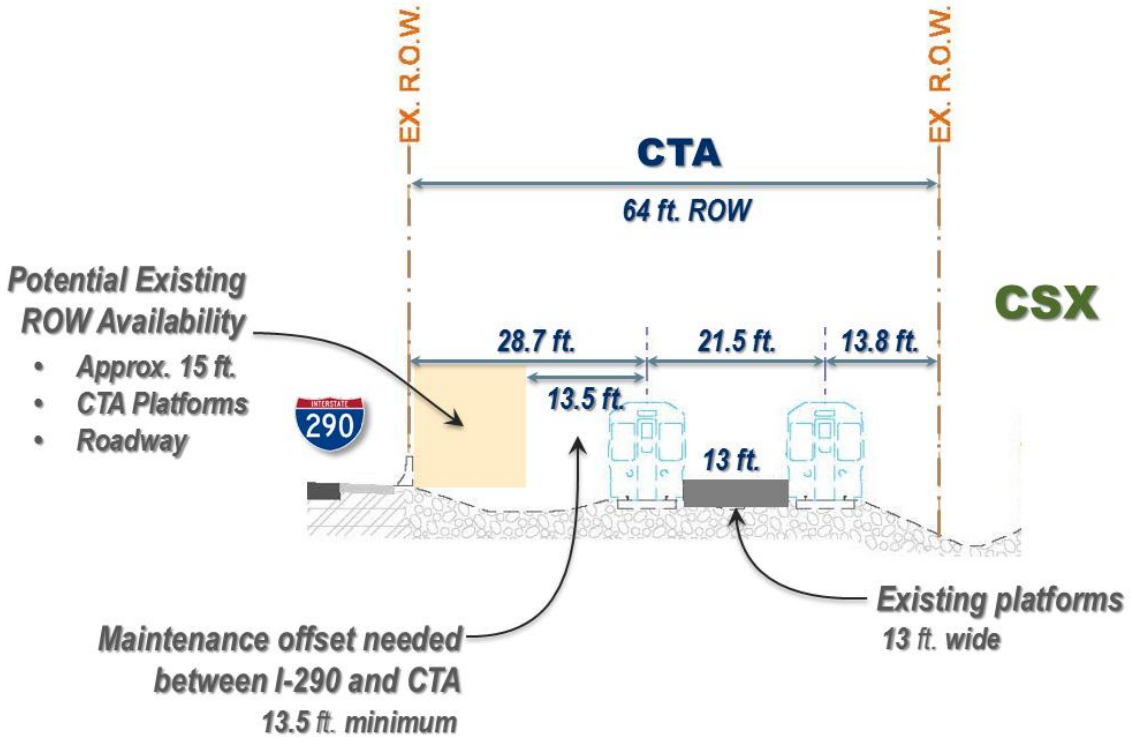
Currently, there are two mainline tracks in this area and a siding track where CSX services the Ferrara Candy Company located along the south edge of the Project Corridor, just east of Circle Avenue. CSX provides weekly rail deliveries to this client (Figure 2-28).

Regarding horizontal clearances, CSX indicated that this is an active freight corridor. As such, CSX stated a need to accommodate a minimum two-track envelope to maintain service and that there is no excess CSX right-of-way available.

CTA Right-of-Way Availability and Safety Evaluation:

The CTA Blue Line Vision Study concluded that as part of the Blue Line modernization needs, the Austin, Oak Park, and Harlem stations would remain in place and would continue to be accessed via dual head houses located at the adjacent cross streets with track-level platform access end-loaded as it is today. The Blue Line Vision Study also concluded that a third or express track is not needed and is not proposed as part of the modernization. Based on the results of the Blue Line Vision Study, CTA indicated that up to 15 feet of CTA right-of-way could be available for expressway improvements.

Figure 2-28. Existing CTA Right-of-Way Configuration



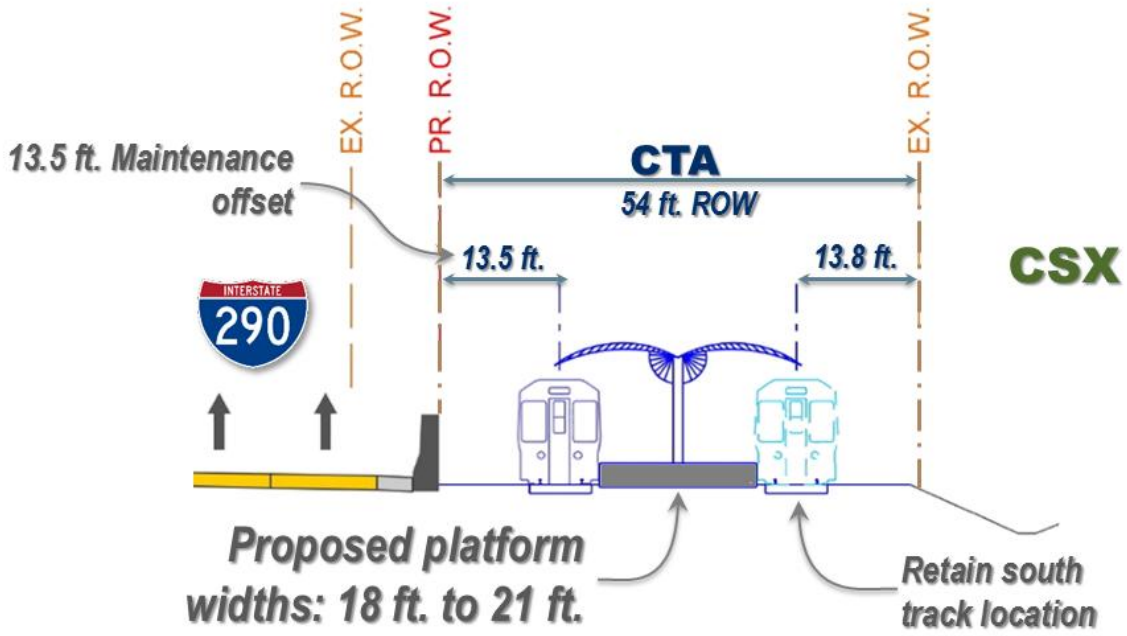
Source: WSP Parsons Brinckerhoff, 2016.

CTA stipulated that any use of CTA right-of-way would require platform widening to accommodate future ridership and up to a 10-car train; a 13.5-foot-wide maintenance offset between the proposed I-290 barrier and the centerline of the CTA rapid transit tracks; and a review of proposed platform widths per National Fire Protection Association (NFPA)-130.

Assuming an expressway improvement utilizing up to 10 feet of CTA right-of-way to accommodate wider shoulders and/or lanes, the resulting space available for platform widths were determined and evaluated. In this evaluation, the south track was assumed to remain on its current alignment, and the north track would be shifted to accommodate wider platforms. The platform widths that could be accommodated (assuming up to 10 feet of CTA right-of-way is used for I-290 improvements) are from approximately 18 to 21 feet wide. Figure 2-29 illustrates generally how the I-290 and CTA right-of-way is proposed to be allocated. Each station platform can accommodate a 10-car train; however, the length of the platform was not a factor in the determination of right-of-way evaluation.

IDOT evaluated the proposed platform widths to determine if the widths would meet the NFPA-130 fire code egress time requirements.

Figure 2-29. 10-Foot Right-of-Way and CTA Right-of-Way Configuration



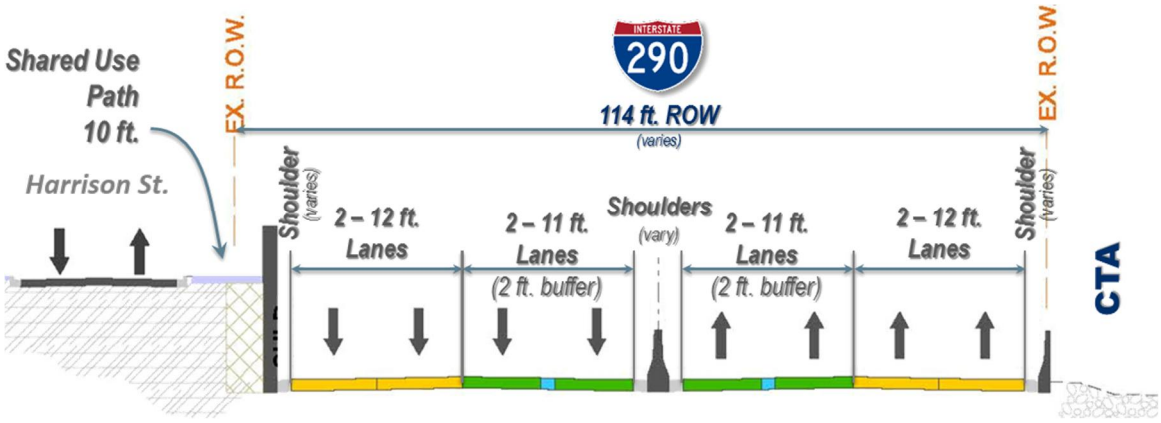
Source: WSP Parsons Brinckerhoff, 2016.

The conceptual platform widths, as proposed for the Harlem, Austin, and Oak Park stations, were found to allow passengers to be evacuated to the street-level sidewalk areas outside the stationhouses within the NFPA-130 time requirements. The analysis indicated that emergency passenger evacuation is primarily affected by the configuration of stationhouse egress barriers (i.e., turnstiles, roto gates, accessible fare gates, emergency exit gates, and station exit doors/gates) than by the width of the end-loaded platforms. Simply increasing platform widths beyond the proposed dimensions (and thereby the clear widths of vertical circulation elements) is not a key factor in reducing total evacuation time per NFPA 130 - 2014. Further and more detailed fire code safety analysis would be required during final design to account for any proposed platform features/amenities and other obstructions.

I-290 Safety Evaluation

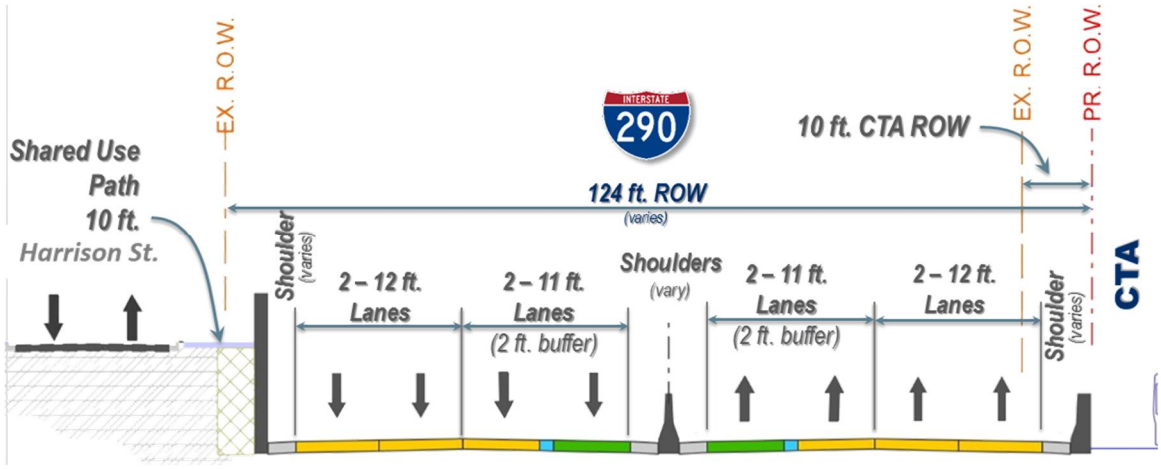
Two expressway geometric alternatives were evaluated as part of the right-of-way footprint evaluation; an alternative that required no right-of-way from CTA (Figure 2-30), and an alternative that assumed up to 10 feet of CTA right-of-way (Figure 2-31)were available to accommodate wider shoulders and/or lanes.

Figure 2-30. I-290 Expressway Improvement Configuration without 10-Foot CTA Right-of-Way



Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-31. I-290 Expressway Improvement Configuration with 10-Foot CTA Right-of-Way



Source: WSP Parsons Brinckerhoff, 2016.

The expressway safety performance of both geometric alternatives was evaluated to determine the best overall lane and shoulder configurations. The Interchange Safety Analysis Tool-Enhanced (ISATe) predictive highway safety evaluation tool developed by TTI was used to test the mainline geometry. The summary of the analysis is presented in Figure 2-32.

Figure 2-32. I-290 Expressway and CTA ROW Safety Evaluation

ISATe Expressway Safety	Lanes (each direction)	Shoulders (minimum)	Injury Crash Reduction (Compared to NoBuild)	Overall Crash Reduction (Compared to NoBuild)
1. No ROW	2 @ 11ft 2 @ 12ft	2ft inner 2ft outer	**-3.9%**	**-11.8%**
2. 10ft. CTA ROW	2 @ 11ft 2 @ 12ft	4ft inner 4ft outer	**-9.6%**	**-15.1%**

Source: WSP Parsons Brinckerhoff, 2016.

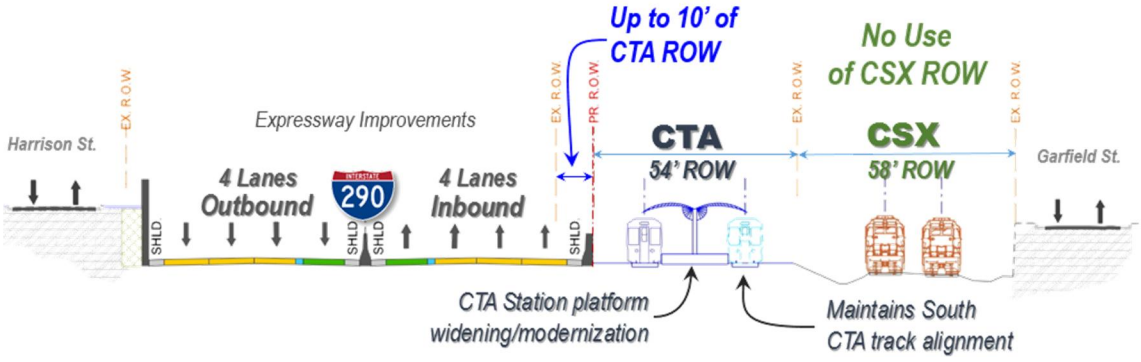
Both expressway alternatives provide safety benefits for reducing injury crashes and overall crashes. Mainline capacity improvement is the primary factor increasing safety for the no CTA right-of-way alternative. Wider shoulders were also found to be key safety factors, in that wider outside shoulders provide a greater safety benefit than wider lanes. Overall, lane widths were not found to be a primary safety performance driver, and if additional space were available to accommodate all 12-foot-wide lanes, the incremental safety benefit would be an additional 0.3 percent decrease in the overall crash rate.

Utilizing up to 10 feet of CTA right-of-way to provide wider shoulders is predicted to provide an additional 3.3 percent decrease in overall crash rate and an additional 5.7 percent decrease in the injury crash rate (more than double the reduction) from the crash rates of the no CTA right-of-way alternative.

Conclusions:

Based on the geometric and safety analysis, up to 10 feet of CTA right-of-way would be utilized for the I-290 improvements, which would more than double the expressway safety performance while also accommodating between 5 and 7 feet of station platform widening, ADA requirements, CTA operational needs, and fire safety requirements (Figure 2-33).

Figure 2-33. I-290 Expressway and CTA Right-of-way Proposed Configuration



Source: WSP Parsons Brinckerhoff, 2016.

2.5.4.2 CSX Railroad Vertical Clearance Evaluation

Between Circle Avenue and Central Avenue, CSX freight railroad tracks run parallel to I-290 and the CTA Blue Line along the south wall of the existing "trench." The existing vertical clearances from the top of the track to the underside of the cross-road bridges between Circle Avenue and Central Avenue do not meet the 23-foot-high vertical clearance required for reconstruction by freight railroad design standards and as identified under IDOT reconstruction criteria in the Bureau of Design and Environment (BDE) Manual Section 39-4.06. Providing a vertical clearance of 23 feet by raising crossroad profiles would result in displacements and impacted properties along the crossroads. Overall, increasing the vertical clearance to 23 feet cannot be justified based on impacts.

Based on coordination with CSX representatives, CSX indicated that a 21-foot, 9-inch vertical clearance is acceptable for their operations. Scenarios were developed and evaluated considering railroad and crossroad profiles, vertical clearance provided, impacts to the existing retaining wall, drainage, and cost. A scenario was developed that provides 21-foot, 9-inch minimum vertical clearance from Austin Boulevard to Circle Avenue without raising crossroad bridge profiles through a combination of some lowering of CSX and utilizing a reduced depth, post-tensioned bridge deck for the crossroad spans over the railroad tracks. The average depth of lowering is 8 inches and is shallow enough that it is not anticipated to impact the existing retaining wall and require its reconstruction. The additional proposed I-290 trunk sewer capacity, combined with 3-acre feet of underground vault storage, should provide CSX with 100-year storm inundation protection, which they currently do not have.

2.5.4.3 CTA Vision Study Findings

In coordination and in parallel with the I-290 Study, CTA performed its own Blue Line Forest Park Branch Feasibility/Vision Study[3] to determine the immediate and long-term improvement needs along this line. Among its findings are the following:

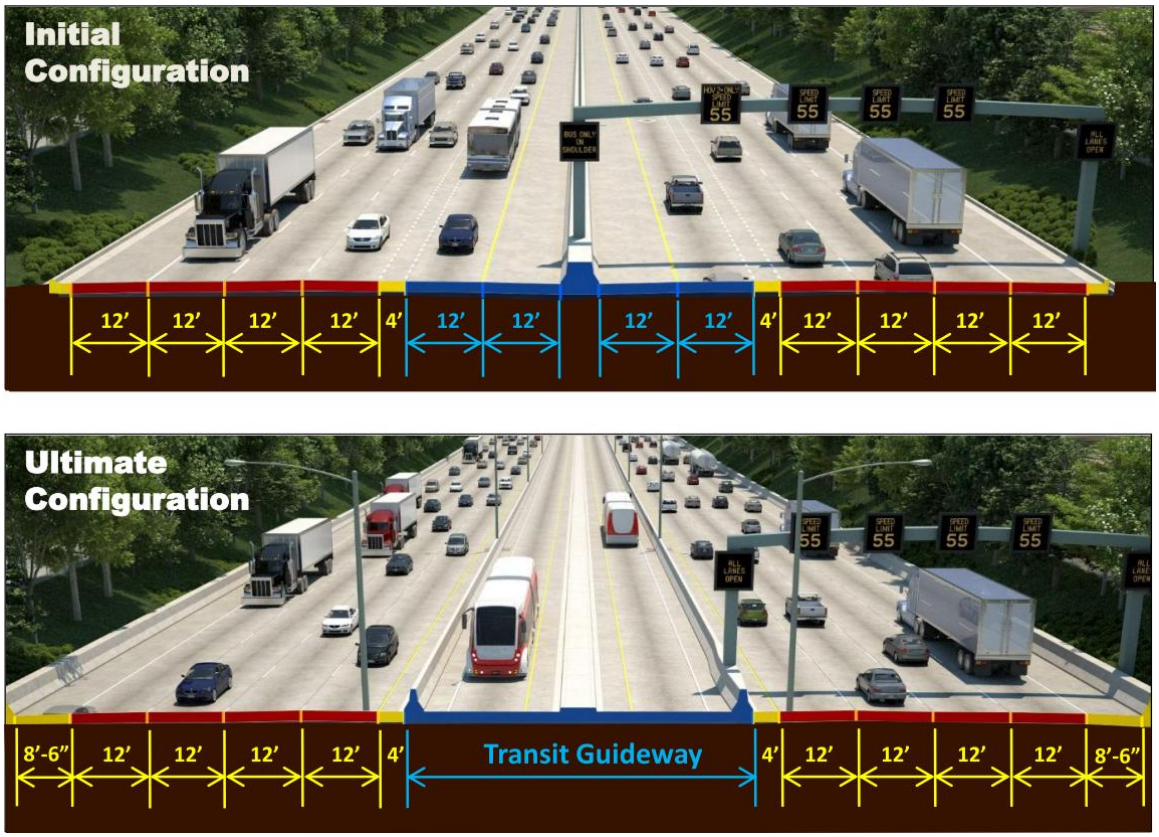
- The Forest Park Branch should be brought to a state of good repair to address deficiencies in track, signals, and stations. The stations closed in the 1970s should be removed.
- CTA should continue to coordinate with IDOT on corridor improvements, including overhead bridges to improve stations and street access, project coordination to achieve long-term cost savings for both projects, and a transit alternative during I-290 construction.
- The Forest Park terminal, yard, and shop should be modernized to improve site circulation and to meet increased rail yard and shop needs, and should be configured to allow a future western extension.

[3] Blue Line Forest Park Branch Feasibility/Vision Study Website: http://www.transitchicago.com/blueweststudy/.

- A third express track (for which space was provided for in the original Project Corridor planning) is not needed; the existing station spacing currently allows the line to function as a west side express. As a result, 10 of the 21 feet of existing vacant CTA right-of-way space is available for I-290 improvements and is compatible with the identified future CTA Blue Line improvements.
- The extension of the Forest Park Branch to the west is not a short-term priority for CTA, but provisions should be made within the project to preserve future extension options to Mannheim Road.

The proposed expressway design is configured to accommodate a future HCT guideway along the median of I-290 from 1st Avenue to east of Manheim Road. All proposed bridge piers, frontage roads, ramps, and retaining walls would be constructed such that they could remain in place when the HCT is added. The space for inside lane and shoulder would be utilized for the transit guideway, and the remaining expressway pavement would remain in place, requiring a minor reconfiguration of the inside auxiliary lane in each direction for use as a through lane. Figure 2-34 illustrates the convertible section concept that would accommodate this CTA Vision Study finding.

Figure 2-34. Convertible Expressway Concept – Initial and Ultimate Configuration



Source: WSP Parsons Brinckerhoff, 2016.

2.5.4.4 Railroad Right-of-Way Allocation and Vertical Clearance Recommendation

Based on the findings for the right-of-way and profile evaluations and in consideration of CTA's Vision Study findings, a combination solution of obtaining 10 feet of right-of-way from CTA and improving clearances over the CSX Railroad to a minimum of 21 feet 9 inches via reduced crossroad bridge depths and minor track lowering is recommended. Utilizing 10 feet of CTA right-of-way would result in improved safety performance at a reasonable cost and level of implementation complexity. CSX access to Ferrara Candy Company would remain in place, although the minor track lowering and some track alignment reconfiguration would likely result in some temporary operational impacts during construction. Construction risks and impacts to the existing south retaining wall, which is still in good condition, would be minimized.

2.5.4.5 Intelligent Transportation System Components

To maximize the safe and efficient flow of traffic in the Project Corridor, ITS concepts would be used to provide integration of devices and operational strategies on I-290, as well as on the adjacent state arterial network. The expectation is that the ITS concepts would help with traffic management during construction and after completion of the I-290 improvements.

The initial proposed ITS plan organizes the systems into expressway, ramp, arterial, and management components, each with multiple ITS systems. The ramp and expressway systems would be directly linked and coordinated. The link between arterial systems and expressway/ramp systems can be via directly coordinated systems or a linkage through policy and operations. The result would be a fully functional integrated ITS corridor. Effective management systems (i.e., software, policies, staffing) are as important to the outcomes as the addition of ITS field devices. Initial proposed ITS devices are described below.

I-290 ITS Devices

The proposed I-290 reconstruction and improvements allow the introduction of new ITS systems, such as Active Traffic Management (ATM), and opportunities to implement a next generation of the existing ITS system, which has ramp metering that has operated in the Project Corridor for years.

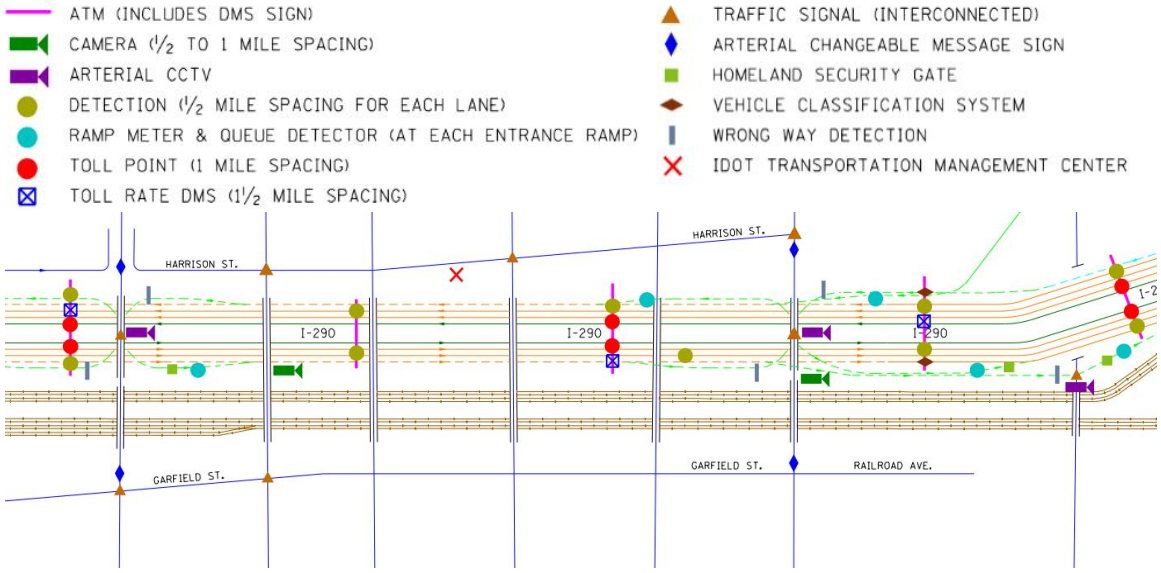
A central component of the I-290 system is the ITS gantry. The gantry is a multipurpose structure that can be used to hold toll rate signs, toll readers, ATM signs, dynamic message signs (DMS), and standard traffic signs. By utilizing a multipurpose gantry, the ITS design becomes a flexible and efficient way to manage a dense network of ITS systems.

The ITS systems on I-290 are dependent on having high quality real-time traffic data for system management. There are a variety of technologies available, either as in-pavement detection or nonintrusive detection systems that are placed on poles or ITS gantries. The detection systems provide real-time information on volume, speed, lane occupancy, and vehicle classification. The data from detectors can be used to set toll prices, provide

travel time and congestion messages, create vehicle classification and traffic data sets, and determine advisory speed limits, as well as run an adaptive ramp metering program. If a toll system is required, it must be interoperable with other toll systems in the Chicago region and provide national interconnectivity. It is expected that any necessary tolling equipment and signing would be accommodated within the ITS gantries.

ATM systems are a relatively new ITS system for managing traffic at the lane level. ATM lane management systems are spaced every 0.5 mile along the expressway and activated to manage reduction in speeds in advance of slowing or stopped traffic and to provide lane-level incident information to drivers (Figure 2-35). Typical messages for ATM are shown in Figure 2-36.

Figure 2-35. Key ITS System Elements



Source: WSP Parsons Brinckerhoff, 2016.

Figure 2-36. Active Traffic Management Messages



Source: WSP Parsons Brinckerhoff, 2016.

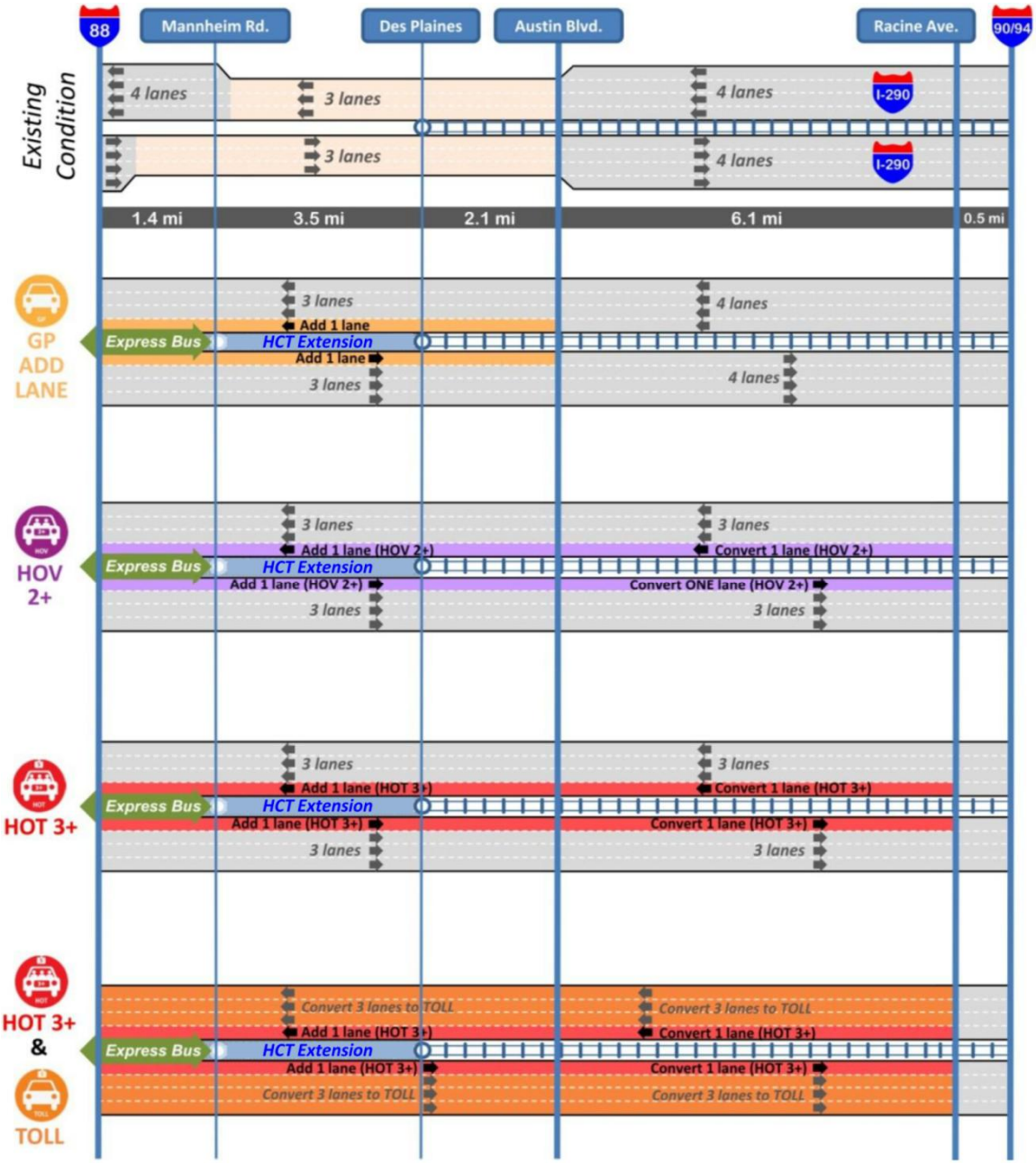
2.6 Conclusion – Alternatives Carried Forward for Further Analysis

The process of identifying alternatives for the reconstruction of I-290 was completed through the evaluations described previously in Rounds 1, 2, and 3.

Consideration was given to travel performance and socioeconomic and environmental effects with the intent of keeping the proposed improvements within existing right-of-way to the extent possible (see Section 3.1.7 for proposed right-of-way requirements for the build alternatives). With extensive stakeholder input, the alternatives were refined to better integrate this transportation system recognizing regional and community considerations. Consequently, the alternatives share common elements for improved roadway, transit, and other related elements, along with pedestrian and bicycle movements and noise abatement, and they share the same right-of-way footprint, interchange designs, and accommodations for the parallel CTA and CSX Railroad facilities.

With these considerations and given the design refinements described previously, the four build alternatives advanced previously for analysis in the DEIS (and this FEIS) are shown in Figure 2-37. Together with the No Build Alternative, which is used for comparison purposes, these alternatives are carried forward for detailed evaluation in Section 3.0, Environmental Resources, Impacts, and Mitigation, of this FEIS. The Preferred Alternative is presented in Section 5.0.

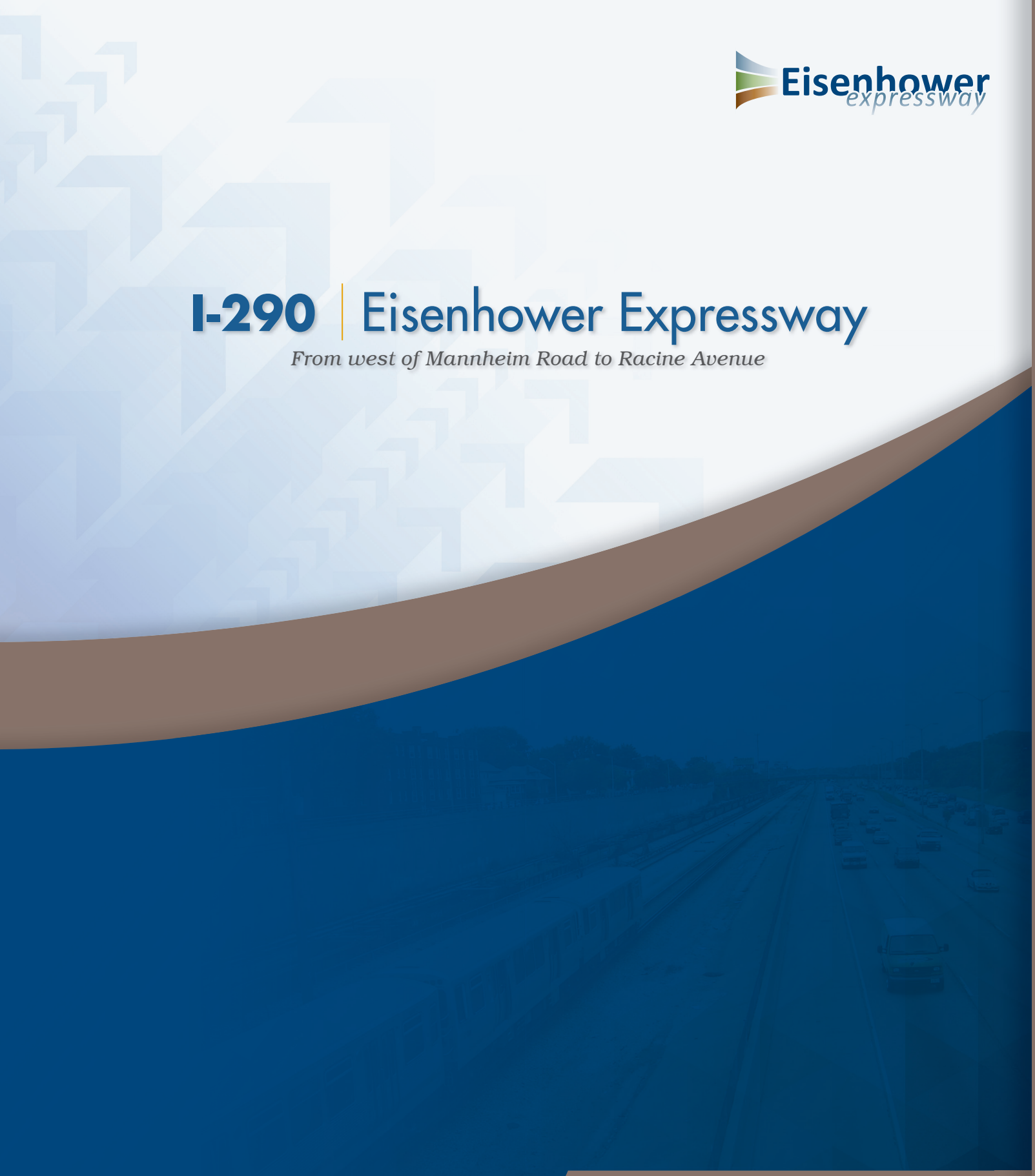
Figure 2-37. Four Build Alternatives Advanced to the DEIS



Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



Environmental Resources, Impacts and Mitigation

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

3.0 Environmental Resources, Impacts, and Mitigation

This section discusses the existing conditions and potential beneficial and adverse social, economic, and environmental impacts of the build alternatives. In addition, this section includes discussion of anticipated construction related impacts, a summary of potential mitigation measures, and identification of necessary permits and certifications.

This discussion is divided into the following 19 sections:

3.1 Social/Economic Characteristics 3-4
3.2 Cultural Resources 3-107
3.3 Air Quality 3-122
3.4 Traffic Noise 3-143
3.5 Energy 3-160
3.6 Natural Resources 3-162
3.7 Water Resources and Aquatic Habitats 3-173
3.8 Groundwater 3-195
3.9 Floodplains 3-198
3.10 Wetlands 3-207
3.11 Special Waste 3-208
3.12 Special Lands 3-218
3.13 Visual Resources 3-239
3.14 Construction Impacts 3-288
3.15 Indirect and Cumulative Impacts 3-298
3.16 Short-Term Use and Long-Term Productivity 3-311
3.17 Irreversible and Irretrievable Commitment of Resources 3-312
3.18 Permits and Approvals 3-314
3.19 Summary of Environmental Commitments and Mitigation 3-315

Throughout Section 3.0, the terms Study Area and Project Corridor are used to describe the following areas:

- Study Area: the approximately 55 square mile area surrounding I-290 with the northern boundary at North Avenue, the southern boundary at Cermak Road, the western boundary at the intersection of I-290 and I-294, and the eastern boundary at the intersection of I-290 and I-90.
- Project Corridor: general term covering the one mile wide area along I-290 from the I-88/290 Split in the west to Racine Avenue in the east.

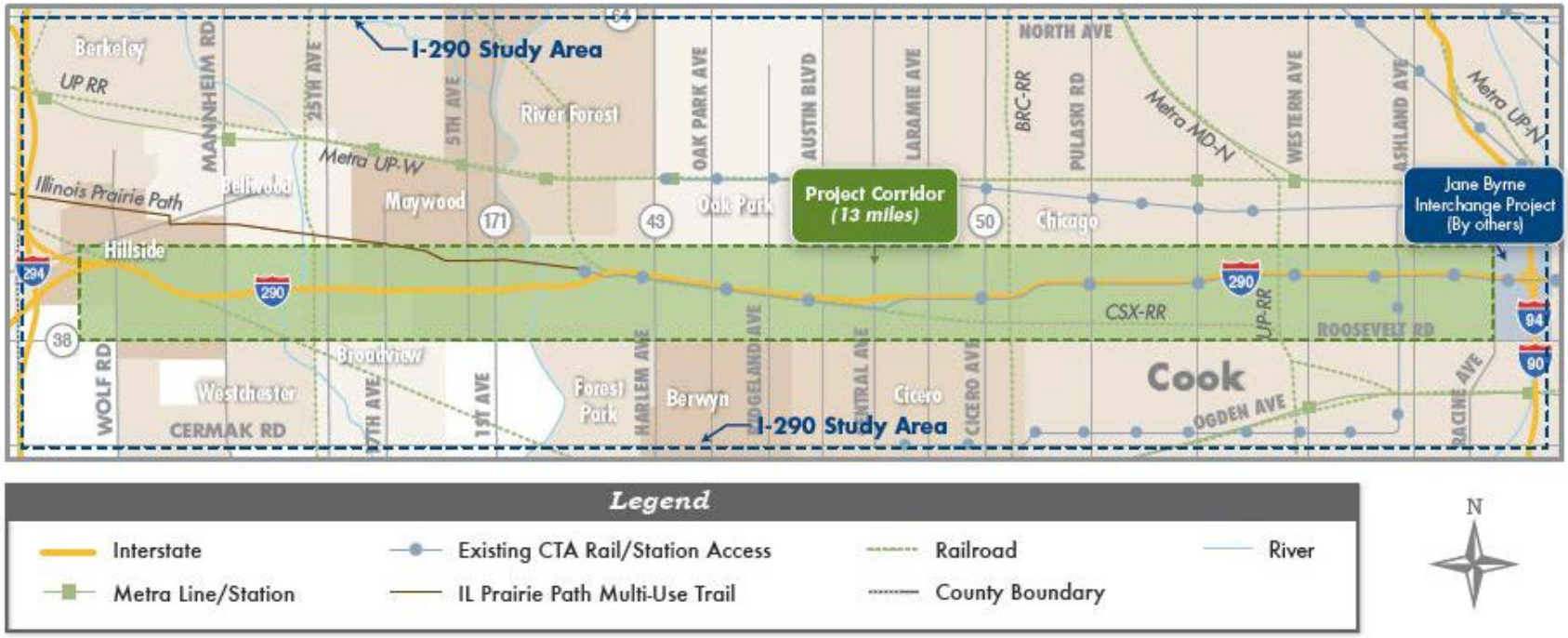
Figure 3-1 below shows the location of the Study Area and the Project Corridor (which was initially located between the intersection of I-290 and I-294 to east of Cicero Avenue, and was subsequently extended east to Racine Avenue).

Also throughout Section 3.0, the build alternatives (described in detail in Section 2.0) are identified with the following naming structure:

- General Purpose Lane Alternative (GP Lane)
- HOV 2+ Lane Alternative (HOV 2+)
- HOT 3+ Lane Alternative (HOT 3+)
- HOT 3+ Lane and Toll Alternative (HOT 3+ & TOLL)

Each of the build alternatives for the Project Corridor share the same right-of-way footprint. This footprint would require only a small amount of new right-of-way outside of the existing I-290 right-of-way area and would cause no residential, business, public facility, or other displacements or relocations.

Figure 3-1. I-290 Study Area and Project Corridor



3.1 Social/Economic Characteristics

Since publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Clarified sources cited in Section 3.1.1 for reporting City of Chicago data in the Project Corridor;
- Updated daily vehicle hours of travel savings estimates in Section 3.1.2.2, Table 3-11;
- Updated Section 3.1.4 regarding right-of-way impacts to parking at the State of Illinois Circuit Court of Cook County Fourth Municipal District (Maywood Courthouse); and
- Updated the amount of new right-of-way in Section 3.1.7, Table 3-15 to reflect minor design changes that occurred along 1st Avenue.

This section describes and analyzes the socio-economic conditions of the Project Corridor. This assessment examines population trends, economic conditions, Environmental Justice (EJ), existing communities, traffic and transportation impacts, land use, and potential impacts caused by any of the build alternatives and the No Build Alternative.

Social and economic impacts are analyzed in accordance with the procedures of the Illinois Department of Transportation (IDOT) Community Impact Assessment Manual (IDOT, 2007), the Federal Highway Administration (FHWA) Community Impact Assessment Handbook (FHWA, 1996), and the IDOT Bureau of Design and Environment (BDE) Manual (IDOT, 2010). Generally, social and economic conditions would have minimal impact from any of the build alternatives that have been carried forward. The build alternatives each share the same right-of-way footprint and do not require relocations of any residences, businesses, or public facilities. Small areas of additional right-of-way may be required near two interchanges, which are detailed below.

3.1.1 Population Characteristics

3.1.1.1 Existing Conditions

The Project Corridor traverses highly developed areas of the Chicago metropolitan region. Communities that are either partially or wholly within the Project Corridor are listed in Table 3-1. All of the affected communities have reached a mature state and are almost fully built-out with little unused underdeveloped urban land. The communities along the Project Corridor include the following land uses: residential, commercial, industrial, recreational, and transportation.

As shown in Table 3-1, the population in Oak Park and Chicago saw moderate to substantial population decreases between 1950 and 1980, while communities farther west in the Project Corridor experienced dramatic population increases, most notably

Hillside (288.5 percent), Bellwood (126.5 percent), and Westchester (311.5 percent). From 1950 to 1980, the City of Chicago had the greatest decline in population at -38.9 percent of all communities in the Project Corridor. In the 30 years following 1980, the trend of decreasing population for cities in the eastern portion of the corridor and population increases for those communities in the western portion of the corridor stabilized. Also, the "daytime" population of Chicago increased by 177,457, according to the US Census, Commuter Adjusted Daytime Population, 2006-2010, 5-year American Community Survey (ACS). In most cases, communities in the Project Corridor experienced slight population declines from 1980 to 2012. Cicero saw the greatest increase in population between 1980 and 2012.

Table 3-1. Population Changes in Project Corridor Communities 1950-2012

Community	1950	1980	2012	% Change 1950 – 1980	% Change 1980 – 2012
Elmhurst	21,273	44,276	44,385	**108.1**	**0.2**
Hillside	2,131	8,279	8,192	**288.5**	**-1.1**
Bellwood	8,746	19,811	19,141	**126.5**	**-3.4**
Westchester	4,308	17,730	16,799	**311.6**	**-5.3**
Broadview	5,196	8,618	7,963	**65.9**	**-7.6**
Maywood	27,473	27,998	24,149	**1.9**	**-13.7**
Forest Park	14,969	15,177	14,205	**1.4**	**-6.4**
Oak Park	63,529	54,887	51,942	**-13.6**	**-5.4**
Cicero	67,544	61,232	84,103	**-9.3**	**37.4**
Chicago	4,920,816	3,005,061	2,704,340	**-38.9**	**-10.0**
Cook County	**4,508,792**	**5,253,655**	**5,227,992**	**16.5**	**-0.5**
Illinois	**6,759,271**	**11,426,518**	**12,868,192**	**69.0**	**12.6**

Source: US Census Bureau, 2014.
Note: Numbers are rounded to 1 decimal point unless less than 0.05.
Note: Statistics are presented for the entire City of Chicago.

The total population within the Project Corridor is presented in Table 3-2.

Table 3-2. Project Corridor Population, 2010

	Project Corridor	Cook County	Illinois
Total Population	134,829	5,194,675	12,830,632

Source: US Census Bureau, 2013.

Race and Ethnicity

The overall racial and ethnic breakdown of the Project Corridor is presented in Table 3-3. The predominant racial groups in the Project Corridor are whites at 29.8 percent of the total population and African American at 58.1 percent of the total population. Population by race and ethnicity for each of the communities in the Project Corridor is presented in Table 3-4. Detailed maps showing distribution of racial groups within the Project Corridor are presented in Section 3.1.9, Environmental Justice.

Table 3-3. Project Corridor Race and Ethnicity Characteristics, 2010

	Corridor Total	Corridor %	Cook County	Illinois
White	40,306	29.9	2,877,212 (55.4%)	9,117,877 (71.1%)
Black/African American	78,526	58.2	1,287,767 (24.8%)	1,866,414 (14.5%)
American Indian/ Alaska Native	224	0.1	21,559 (0.4%)	43,963 (0.3%)
Asian	6,967	5.2	322,672 (6.2%)	586,934 (4.6%)
Native Hawaiian/ other Pacific Islander	0	0.0	1,724 (0.03%)	4,050 (0.03%)
Other Race	6,516	4.8	551,971 (10.6%)	861,412 (6.7%)
Two or More Races	2,409	1.8	131,770 (2.5%)	289,982 (2.3%)
TOTAL POPULATION	**134,948**	**100**	**5,194,675**	**12,830,632**
Hispanic/Latino [a]	**13,216**	**9.7**	**1,244,762 (24.0%)**	**2,027,578 (15.8%)**

Source: US Census Bureau, 2009 – 2013 ACS.

[a] As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. Consistent with US Census data, Hispanic or Latino origins are considered as ethnicity data and a separate designation from race data.

Note: Numbers are rounded to one decimal point unless less than 0.05.

Of the communities within the Project Corridor, the Villages of Bellwood, Broadview, and Maywood are predominantly African American, while Elmhurst and Oak Park are predominantly white. The other communities in the Project Corridor also have a mix of racial groups.

Table 3-4. Population by Race and Ethnicity for Project Corridor Communities

	Elmhurst	Hillside	Bellwood	Westchester	Broadview	Maywood	Forest Park	Oak Park	Cicero	Chicago (I-290 Project Corridor)	Chicago*	Cook County*	Illinois*
White	667 (66.8%)	2,450 (26.8%)	72 (5.3%)	799 (50.0%)	7 (14.9%)	990 (7.9%)	5,119 (59.4%)	10,017 (67.3%)	13 (54.2%)	18,322 (22.2%)	1,212,835 (45.0%)	2,877,212 (55.4%)	9,117,877 (71.1%)
Black/African American	142 (14.2%)	4,994 (54.5%)	1,010 (74.1%)	672 (42.0%)	37 (78.7%)	11,053 (88.0%)	2,744 (31.8%)	3,295 (22.1%)	0	54,011 (65.5%)	887,608 (32.9%)	1,287,767 (24.8%)	1,866,414 (14.5%)
American Indian/Alaska Native	0	0	0	0	0	12 (0.1%)	0	20 (0.1%)	0	191 (0.2%)	13,337 (0.5%)	21,559 (0.4%)	43,963 (0.3%)
Asian	34 (3.4%)	166 (1.8%)	0	14 (0.9%)	3 (6.4%)	50 (0.4%)	346 (4.0%)	747 (5.0%)	0	5,438 (6.6%)	147,164 (5.5%)	322,672 (6.2%)	586,934 (4.6%)
Native Hawaiian/ other Pacific Islander	0	0	0	0	0	0	0	0	0	0	1,013 (0.04%)	1,724 (0.03%)	4,050 (0.03%)
Other Race	156 (15.6%)	1,369 (15.0%)	281 (20.6%)	0	0	388 (3.1%)	203 (2.4%)	180 (1.2%)	10 (41.7%)	3,355 (4.1%)	360,493 (13.4%)	551,971 (10.6%)	861,412 (6.7%)
Two or More Races	1 (0.1%)	176 (1.9%)	0	115 (7.2%)	0	71 (0.6%)	207 (2.4%)	628 (4.2%)	1 (4.2%)	1,166 (1.4%)	73,148 (2.7%)	131,770 (2.5%)	289,982 (2.3%)
TOTAL POPULATION	**999**	**9,156**	**1,363**	**1,599**	**47**	**12,556**	**8,619**	**14,888**	**24**	**82,483**	**2,695,598**	**5,194,675**	**12,830,632**
Total Minority	**332**	**6,706**	**1,291**	**800**	**40**	**11,576**	**3,500**	**4,871**	**11**	**64,161**	**1,483,388**	**2,313,189**	**3,647,749**
Hispanic/ Latino[a]	**212**	**1,920**	**301**	**206**	**0**	**1,058**	**618**	**776**	**21**	**7,026**	**778,862 (28.9%)**	**1,244,762 (24.0%)**	**2,027,578 (15.8%)**

Sources: * US Census Bureau, 2010.

US Census Bureau, 2009 – 2013 ACS.

[a] As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. Consistent with US Census data, Hispanic or Latino origins are considered as ethnicity data and a separate designation from race data.

Note: Numbers are rounded to 1 decimal point unless less than 0.05.

Populations comprising the communities of the Project Corridor are diverse, with varying levels of minority population between the communities. This variation can be seen in Oak Park, having the lowest minority population, while Cicero has the highest minority population. Taken as a whole, the communities within the Project Corridor are comprised of 86.3 percent minority population, which is higher than Cook County (68.5 percent) and the State of Illinois (44.2 percent).

> As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. According to the US Census Bureau, the terms "Hispanic" or "Latino" refer to persons who trace their origin or descent to Mexico, Puerto Rico, Cuba, Spanish-speaking Central and South America countries, and other Spanish cultures. Origin can be considered as the heritage, nationality group, lineage, or country of the person or the person's parents or ancestors before their arrival in the US. People who identify their origin as Hispanic or Latino may be of any race, consistent with FHWA Order 6640.23A, thus the Hispanic ratio was not added to percentages for racial categories.

Approximately 9.7 percent of the population of the Project Corridor considers themselves Hispanic or Latino, compared to the 24.0 percent average for Cook County and the 15.8 percent average for Illinois.

Most of the City of Chicago lies outside of the Project Corridor. To better assess the population and demographic characteristics of only the subarea of Chicago, census blocks within the 0.5-mile Project Corridor were examined to provide better detail. The racial makeup of Chicago within the Study Area has a percentage of minority populations similar to the city as a whole, with 86.3 percent of the Chicago Project Corridor subarea being minority versus 83.9 percent for all of the City of Chicago. The largest minority group within the Chicago Project Corridor subarea is African American, comprising 65.4 percent of the Chicago subarea's population.

Within the Project Corridor, populations are generally more diverse than either Cook County or the State of Illinois. Overall, the Project Corridor is just over 64.5 percent African American, compared to only 24.8 percent of Cook County, or 14.5 percent of Illinois. Hispanic/Latino populations make up a smaller percentage of the corridor population (9.7 percent) than Cook County (24 percent) or Illinois (15.8 percent).

Age

Data on ages of populations of communities in the Project Corridor are presented in Table 3-5. Five communities had higher percentages of populations of children (under age 18) than the Cook County average of 23.64 percent. The five communities are the City of Chicago within the I-290 Project Corridor (24.8 percent), Village of Bellwood (25.10 percent), Oak Park (24.89 percent), Maywood (23.92 percent), and Cicero (34.0 percent). Cicero had the highest percentage of its population under 18 of all Project Corridor communities. The average population for seniors (ages 65 +) in Cook County was 12.04 percent. Of the Project Corridor communities, Hillside (14.49 percent), Westchester (21.75 percent), Broadview (13.08 percent), Elmhurst (13.59 percent), and Maywood (12.64 percent) had higher percentages of senior populations than Cook County, with Westchester being the highest.

Table 3-5. Age Characteristics of Project Corridor Communities

Community	Total Population	% < 18	% 18-21	% 22-29	% 30-39	% 40-49	% 50-64	% 65 +
Elmhurst	44,385	21.7	6.3	6.8	10.4	16.7	18.8	13.6
Hillside	8,136	21.6	7.5	8.9	12.1	17.4	18.04	14.5
Bellwood	19,105	25.1	7.1	11.5	13.4	11.3	21.1	10.6
Westchester	16,684	19.6	3.7	8.7	12.9	12.01	21.2	21.8
Broadview	7,938	20.7	4.5	7.6	12.3	17.3	24.5	13.1
Maywood	24,177	23.9	6.2	11.1	13.1	13.7	18.7	12.6
Forest Park	14,194	17.8	3.0	13.6	17.8	13.5	22.6	11.8
Oak Park	51,781	24.9	2.8	10.2	14.4	16.2	21.2	10.3
Cicero	83,756	34.0	4.8	13.1	18.1	11.8	11.4	5.3
Chicago	2,702,471	23.03	5.9	15.3	16.1	13.1	16.1	10.5
Chicago (within I-290 Project Corridor)*	82,432	24.8	7.6	16.2	17.5	10.8	14.5	8.7
Cook County	5,197,677	23.6	5.4	12.8	14.6	13.6	17.9	12.04
Illinois	12,823,860	24.3	5.7	11.1	13.4	14.1	18.8	12.7

Sources: US Census Bureau 2008-2012 ACS, 5-Year Estimates.

* US Census Bureau 2009-2013 ACS, 5-year Estimates.

Note: Numbers are rounded to 1 decimal point unless less than 0.05.

3.1.1.2 Population Impacts

Year 2040 market-driven socio-economic forecasts were developed as part of the I-290 Study (full discussion in Section 3.15.1, Indirect and Cumulative Impacts, and Appendix B). This included both 2040 No Build and 2040 Build population forecasts. The 2040 No Build population forecasts assumed no I-290 Eisenhower Expressway improvements (no additional lanes on I-290) and no high capacity transit (HCT) extension to the west from the Chicago Transit Authority (CTA) Blue Line Forest Park station (no Blue Line Forest Park Branch extension). The 2040 No Build population forecasts assumed the implementation of other major capital transportation projects outside of the Study Area that are included in the approved, fiscally constrained, Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for the region.

The Study Area population forecast for the 2040 No Build is 649,215 persons, and for the 2040 Build Scenario, the 2040 population forecast is 651,912 persons. The build alternatives would result in an additional 2,697 persons, or a 0.4 percent increase in population.

The slight differences between the 2040 Build and No Build population forecasts are due to the transportation improvements included in the I-290 build alternatives. The increase

is small due to the existing built-out urban conditions in the Study Area and that the proposed project reflects improvements to an existing facility that already provides accessibility to the Study Area. These highway and transit improvements result in improved accessibility for the Study Area, which then affect the population forecasts. The improvement of access to developable or redevelopable sites increases the development potential of those sites, attracting development that may have occurred elsewhere in the region. Because the I-290 build alternatives include highway and transit improvements, composite accessibility effects were used to measure changes in accessibility for the build alternatives.

3.1.2 Corridor Economic Characteristics

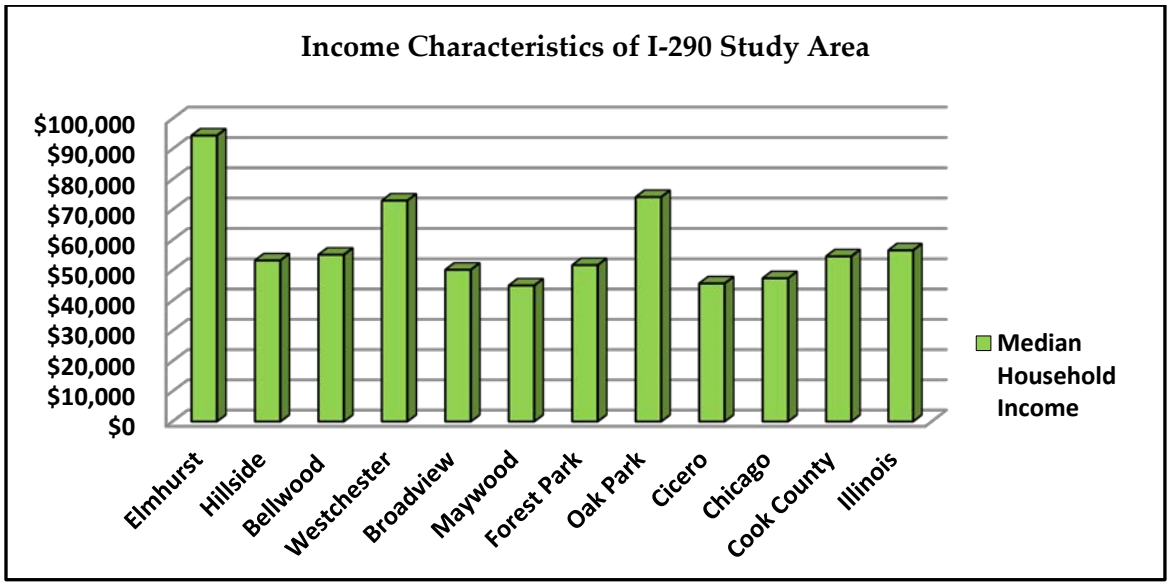
This section provides data on current economic conditions within the Project Corridor, including employment characteristics, income levels, poverty rates, auto ownership, housing, and travel time to work.

3.1.2.1 Existing Conditions

Income and Poverty

The ACS 5-year estimates were used to compile the income characteristics of the communities for the Project Corridor. For comparative analysis, income and demographic data were gathered for Cook County and the State of Illinois. With the exception of Westchester ($72,966), Oak Park ($74,141), Elmhurst ($94,424), and Bellwood ($55,123), each of the communities has a lower median family income level than that of Cook County ($54,598) or the State of Illinois ($56,576) (Figure 3-2). Of the communities analyzed, Elmhurst had the highest median family income, while Maywood had the lowest ($44,979).

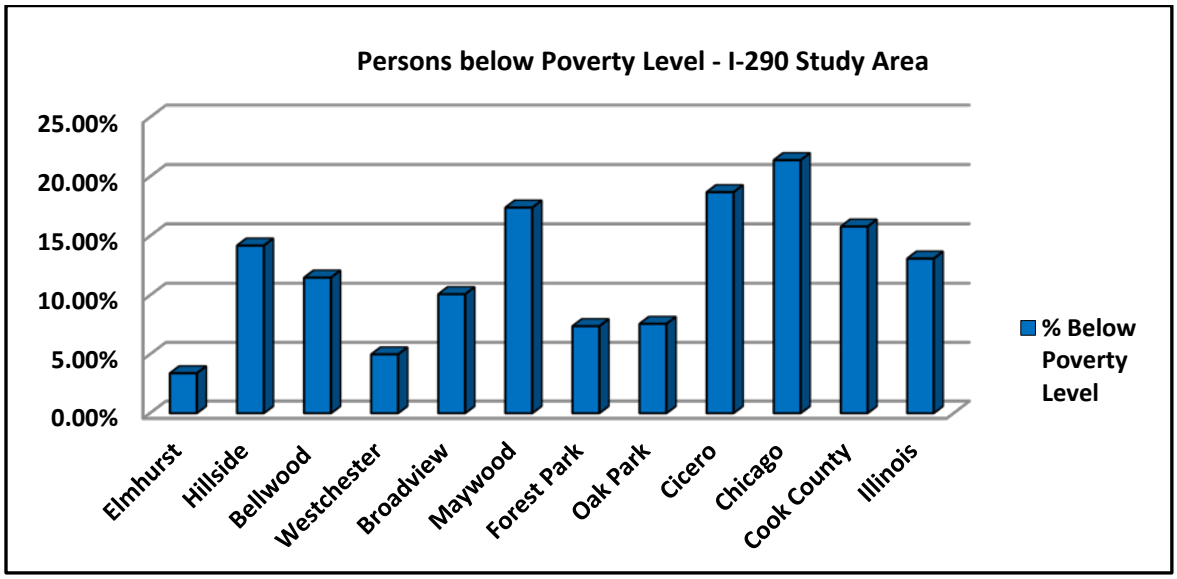
Figure 3-2. I-290 Median Household Income for Project Corridor Communities (2011)



Source: US Census Bureau, 2007-2011 ACS, 5-Year Estimates, 2013.
Note: Income statistics are for the entire City of Chicago since data were not available for only the portion of Chicago within the Project Corridor.

According to the United States Department of Health and Human Services (HHS), the poverty guidelines for 2014 are an income of $19,790 for a family of three and $23,850 for a family of four. The Poverty Guideline for individuals is an income of $11,670. The Poverty Guidelines are issued annually and serve as an administrative function for the federal government in determining eligibility for certain federal programs. Median household incomes for all core communities are higher than the poverty guidelines. Westchester and Elmhurst had the lowest percentages of persons living below the poverty line, while communities with the highest percentage of persons living below the poverty line were generally found on the eastern portion of the corridor. Chicago has the highest percentage of persons below the poverty line at 21.4 percent. Poverty information for the Project Corridor is shown in Figure 3-3. Additional discussion of low-income populations is included in Section 3.1.9, Environmental Justice.

Figure 3-3. Poverty Levels for Project Corridor Communities (2011)



Source: US Census Bureau, 2007-2011 ACS, 5-Year Estimates, 2013.

Unemployment

Unemployment numbers are shown by community in Table 3-6. Over the past decade, US Census data has shown an increase in seasonally adjusted civilian unemployment in the Project Corridor communities and Cook County. This trend is likely the result of the recent economic recession that began in 2008. Increases in unemployment rates are not localized to the Project Corridor, as seen in the national unemployment rate climbing from 4.0 percent in 2000 to 9.6 percent in 2010.[1]

[1] United States Bureau of Labor Statistics, 2013. https://data.bls.gov/timeseries/LNS14000000

Table 3-6. Project Corridor Community Unemployment Percentages 2000 – 2014

Community	Percent Civilian Workforce Unemployed 2000	Percent Civilian Workforce Unemployed 2014
Elmhurst	1.9 [a]	4.8 [c]
Hillside	4.4 [a]	6.7 [c]
Bellwood	6.5 [a]	10.3 [c]
Westchester	2.5 [a]	4.7 [c]
Broadview	5.3 [a]	10.9 [c]
Maywood	7.5 [a]	11.4 [c]
Forest Park	2.5 [a]	8.7 [c]
Oak Park	2.4 [a]	5.9 [c]
Cicero	5.5 [a]	9.2 [c]
Chicago	6.2 [a]	8.7 [c]
Cook County	7.4 [b]	7.8 [c]
Illinois	6.8 [b]	6.6 [c]

Sources: [a] US Census Bureau, 2000 Decennial Census.
[b] Illinois Department of Employment and Security, October 2013.
[c] US Bureau of the Census, 2010 – 2014 ACS, 5-Year Estimate.
Note: Numbers are rounded to one decimal point unless less than 0.05.
Note: Statistics are presented for the entire City of Chicago since 2014 data were not available for the portion of Chicago within the Project Corridor.

Housing

The total number of occupied housing units within communities of the Project Corridor was 1,121,652 according to the ACS 5-year estimates (Table 3-7). In the State of Illinois, the average rate of home ownership is 68 percent, and in Cook County, it is 59 percent. Of the Project Corridor communities listed in Table 3-7, the only communities with lower percentages of home ownership than that of Cook County were Forest Park (47.4 percent), Chicago within the Project Corridor (34.1 percent), and Cicero (52.5 percent). The Village of Westchester had the highest percentage of owner-occupied homes in the Project Corridor at 91.1 percent.

Table 3-7. Housing Characteristics of Project Corridor Communities

Community	Total Occupied Housing Units	% Owner Occupied	% Renter Occupied
Elmhurst	15,307	81.4	18.6
Hillside	2,994	68.9	31.1
Bellwood	5,974	75.3	24.7
Westchester	6,381	91.1	8.9
Broadview	3,164	64.4	35.6
Maywood	7,708	63.5	36.5
Forest Park	6,894	47.4	52.6
Oak Park	21,750	62.2	37.8
Cicero	21,404	52.5	47.5
Chicago	1,030,076	46.1	53.9
Chicago (within Project Corridor)	30,377	34.1	65.9
Cook County	1,933,670	59.0	41.0
Illinois	4,774,275	68.0	32.0

Sources: US Bureau of the Census, 2008-2012 ACS 5-Year Estimates.
Note: Numbers are rounded to 1 decimal point unless less than 0.05.

Auto Ownership

The percent of autos owned per household indicates whether people rely on personal vehicles or another form of transportation (e.g., walking, bicycle, bus) to get to and from work, the grocery store, school, etc.

Within the Project Corridor communities, the only community to have a higher percentage of zero and one car households than both the State of Illinois and Cook County was the City of Chicago at 26.8 percent for zero car and 44.5 percent for one car (Table 3-8). The portion of the City of Chicago that lies within the Project Corridor 0.5-mile buffer has 31.4 percent of its population without access to a car and 48.4 percent of the population with access to one car. This indicates that 31.4 percent of households (without a car) within the Chicago portion of the Project Corridor rely on another form of transportation besides a personal car. Outside of the City of Chicago, the Project Corridor communities with the highest percentage of zero car households are Forest Park (15.8 percent) and Maywood (15.2 percent). Both are slightly below the Cook County average but higher than the statewide average.

Table 3-8. Auto Ownership Characteristics of Project Corridor Communities

Community	% 0 Cars	% 1 Car	% 2 Cars
Elmhurst	0.7	13.9	52.3
Hillside	10.6	37.8	34.3
Bellwood	8.4	37.1	34.6
Westchester	4.9	33.7	47.7
Broadview	6.9	50.1	30.4
Maywood	15.2	35.3	33.4
Forest Park	15.8	52.6	28.3
Oak Park	12.8	47.0	34.2
Chicago (within I-290 Project Corridor)*	31.4	48.4	17.0
Cicero	5.0	25.1	39.3
Chicago	26.8	44.5	22.1
Cook County	17.7	40.7	30.3
Illinois	10.7	34.9	37.2

Sources: US Bureau of the Census 2008-2012 ACS, 5-Year Estimates.
* US Bureau of the Census 2009-2013 ACS, 5-Year Estimates.
Note: Numbers are rounded to 1 decimal point unless less than 0.05.

Travel Time to Work

Generally, travel times to work of employees within the Project Corridor communities grow longer in the eastern portions of the corridor. In the State of Illinois, the percent of employees whose travel time to work was greater than 30 minutes was 42.8 percent. For Cook County, the average was 53.6 percent. With the exception of the Village of Broadview (41.6 percent), every community in the Project Corridor had a greater percentage of its population with a 30-minute or greater travel time to work than the statewide average (Table 3-9). According to US Census 2011-2014 data, the average commuter in the Chicago metropolitan region has a one-way commute of 30 minutes, while the national average is 26 minutes.

Oak Park (61.4 percent), Cicero (55.4 percent) and Chicago (58.3 percent) were greater than Cook County and the statewide average for a 30-minute or greater travel time to work. Of all Project Corridor communities, the Village of Oak Park had the greatest percentage of its population with travel time to work at 30 minutes or higher. Of the communities in the Project Corridor (using the US Census definition of a 'long commute' as traveling 60 or more minutes to work), Forest Park has the highest percentage of long commuters at 15 percent with Elmhurst second at 11.4 percent.

Travel time to work is important to analyze because it:
- Provides an understanding how the entire transportation system serves each community getting to and from jobs;
- Is a measure of the efficiency of the transportation system; and
- Plays a role in shaping residential and commercial land use patterns (i.e., people may base their decision of where to live and work based on the convenience and duration of their commute).

A shorter travel time to work is preferred over a longer travel time.

Table 3-9. Travel Time to Work Characteristics of Project Corridor Communities

Minutes to Work	Percentage of Population											
	Illinois	Cook County	Elmhurst	Hillside	Bellwood	Westchester	Broadview	Maywood	Forest Park	Oak Park	Cicero	Chicago
Less Than 10	12.6	7.3	14.4	10.2	8.6	7.6	9.7	7.8	6.4	7.4	6.0	5.3
10 - 14	13.0	9.7	11.9	9.8	11.0	12.9	19.3	13.4	10.2	8.8	8.2	8.1
15 -19	13.1	11.0	11.1	14.5	14.5	13.5	10.7	11.3	11.3	7.6	11.8	10.0
20 - 24	12.9	13.0	12.6	15.4	14.2	16.6	10.9	13.6	13.7	10.4	14.1	13.2
25 - 29	5.6	5.4	5.8	5.1	4.8	5.0	7.8	7.0	6.6	4.4	4.6	5.1
30 - 34	14.0	17.9	15.2	18.4	18.2	18.0	25.0	18.8	14.6	20.8	22.6	19.6
35 - 44	7.9	9.6	8.3	10.9	8.6	5.2	2.8	9.7	9.2	14.1	8.6	9.8
45 - 59	9.9	12.7	9.1	9.2	9.5	9.8	10.6	10.5	13.0	17.8	12.1	14.0
60 +	11.0	13.4	11.6	6.5	10.6	11.4	3.2	7.9	15.0	8.7	12.1	14.9
Greater Than or Equal to 30	42.8	53.6%	44.2	45.0	46.9	44.5	41.6	46.9	51.8	61.4	55.4	58.3
Less Than 30	57.2	46.4	55.8	55.0	53.1	55.6	58.4	53.1	48.2	38.6	44.7	41.7
Mean Time in Minutes	28.1	31.8	27.8	N/A	29.3	29.6	N/A	27.7	31.3	31.7	30.9	33.5

Source: US Bureau of the Census 2008-2012 ACS, 5-Year Estimates.

N/A: Not available.

Note: Numbers are rounded to 1 decimal point unless less than 0.05.

Note: Statistics are presented for the entire City of Chicago since 2014 data were not available for only the portion of Chicago within the Project Corridor.

Employment

A summary of those industries providing the greatest number of jobs in the corridor communities is presented in Table 3-10. Generally, the greatest numbers of jobs are located in the eastern portion of the Project Corridor in the communities of Forest Park, Oak Park, and Chicago. The healthcare and manufacturing industries tend to provide the largest number of jobs in the Project Corridor communities. Bolded numbers in Table 3-10 indicate the largest employment sector for each community along the Project Corridor.

The Project Corridor is home to hundreds of businesses and employers of varying types and sizes. Many of the largest employers in the corridor are medical facilities, such as the University of Illinois Medical Center (Chicago), Rush University Medical Center (Chicago), Jesse Brown Veterans Administration Medical Center (Chicago), and Loyola Medical Center (Maywood). Other large employers within the Project Corridor include Corn Products International (Westchester), Dynamic Manufacturing (Hillside), United States Postal Service Bulk Mail Facility (Forest Park), and Ferrara Candy Company (Forest Park). Corn Products International is headquartered in Westchester and processes corn, wheat, potatoes, and other raw materials to provide ingredients for food, beverage, pharmaceutical, and other industries. Corn Products International employs more than 11,000 worldwide. Dynamic Manufacturing in Hillside manufactures automotive, off-road, industrial, and racing powertrain products. The United States Postal Service Bulk Mail facility in Forest Park is part of a greater network of Network Distribution Centers located around the country used to sort and process mail for a large geographic region. The Ferrara Candy Company, directly south of I-290 at Circle Avenue in Forest Park, is a candy manufacturer best known for producing Atomic Fireballs and Lemon Heads. Each of these employers, along with other businesses in the Project Corridor, are dependent on reliable connections to local roadways, freight rail access, and I-290 to ship and receive goods and to move customers and employees to their locations.

3.1.2.2 Economic and Employment Impacts

All of the build alternatives would result in long-term benefits associated with improved access to and from I-290. In addition, the reduction in vehicle hours of travel (VHT) associated with all of the alternatives would provide productivity savings, which is measured by multiplying the travel time savings by the time value of money. The alternatives provide the following savings in daily VHT compared to the No Build Alternative (Table 3-11).

Assuming a $24 per hour value of time per the National Cooperative Highway Research Program (NCHRP) *Report 456 Guidebook for Assessing the Social and Economic Effects of Transportation Projects,* the annual benefit to productivity in 2040 would range from $83 to $152 million depending on the alternative, as shown in Table 3-11.

Table 3-10. Employment by Major Industries for Project Corridor Communities

Industry	Elmhurst	Hillside	Bellwood	Westchester	Broadview	Maywood	Forest Park	Oak Park	Cicero	Chicago	Cook County
All Industries Total	27,554	5,489	3,145	7,795	7,674	9,181	5,217	14,312	15,383	1,088,765	2,095,533
Manufacturing	1,973	**936**	**1,491**	144	**3,151**	415	**1,049**	197	2,773	63,074	188,427
Wholesale Trade	3,445	728	245	302	1,244	128	199	115	1,992	36,501	100,774
Retail Trade	2,347	516	189	253	677	98	1,000	953	486	90,128	224,306
Transportation & Warehousing	612	423	121	20	329	228	A/	24	92	60,328	111,375
Finance and Insurance	1,596	131	45	925	33	29	105	470	328	103,217	142,393
Professional, Scientific & Tech Services	1,795	394	17	1,038	39	49	79	959	125	138,046	199,214
Administrative & Waste Services	1,263	66	74	**2,922**	732	421	748	417	**5,215**	91,549	176,056
Healthcare & Social Assistance	**6,508**	915	383	777	46	A/	561	**6,092**	1,392	**164,465**	**326,892**
Accommodations & Food Service	1,940	418	154	287	173	**455**	711	1,800	1,102	110,257	206,848

Source: Illinois Department of Employment and Security, 2013. Where Workers Work 2014.

A/ = Numbers omitted to avoid disclosure of individual data.

BOLD: Indicates largest employment sector for each community.

Note: Statistics are presented for the entire City of Chicago since data were not available for only the portion of Chicago within the Project Corridor.

Table 3-11. Alternatives Daily Vehicle Hours of Travel Savings and Annual Productivity Benefits Change vs. No Build Alternative

Build Alternatives	GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Daily Vehicle Hours of Travel Change	-9,840	-9,773	-16,161	-17,300
2040 Annual Productivity Change	$83 Million	$86 Million	$142 Million	$152 Million

Changes caused by the build alternatives are not anticipated to generate substantial new areas of developable land along the Study Area. With the proposed construction of a single-point urban interchange (SPUI) at the interchange at 25th Avenue, the existing ramps to the northwest, southwest, and southeast of the interchange would be removed. The quadrants to the south would then be used for stormwater management areas. The area northwest of 25th Avenue and I-290 could be available for future development.

Employment Impacts

Year 2040 market-driven socio-economic forecasts were developed as part of the I-290 Study (full discussion in Section 3.15.2.1). This included 2040 No Build and 2040 Build employment forecasts. The 2040 No Build population forecasts assumed no I-290 Eisenhower Expressway improvements (no additional lanes on I-290) and no HCT extension to the west from the CTA Blue Line Forest Park Station (no Blue Line Forest Park Branch extension). The 2040 No Build employment forecasts assumed the implementation of other major capital transportation projects outside of the Study Area that are included in the approved, fiscally constrained, MTP and TIP for the region.

The Study Area employment forecast for the 2040 No Build is 309,334 jobs, and for the 2040 Build Scenario, the 2040 employment forecast is 310,967 jobs, or a 0.5 percent increase in employment. This relatively small increase is due to the existing built-out urban conditions in the Study Area and that the proposed project reflects improvements to an existing facility that already provides accessibility to the Study Area.

The differences between the 2040 Build and No Build employment forecasts are due to the transportation improvements included in the I-290 build alternatives (full discussion in Section 3.15.1, Indirect and Cumulative Impacts, and Appendix B). These highway and transit improvements result in improved accessibility for the Study Area, which then affect the employment forecasts. The improvement of access to developable or redevelopable sites increases the development potential of those sites, attracting development that may have occurred elsewhere in the region. Because the I-290 build alternatives include highway and transit improvements, composite accessibility effects were used to measure changes in accessibility for the build alternatives.

3.1.3 Project Corridor Neighborhoods

3.1.3.1 Existing Conditions

Residential neighborhoods exist along the entire length of the Project Corridor, with many of these neighborhoods directly adjoining the Eisenhower Expressway. Neighborhoods in the Project Corridor are well established and include single- and multi-family housing, which has developed in a fairly compact pattern. These neighborhoods are served by a full range of community services, including hospitals, schools, libraries, parks, commercial/retail, churches, police, fire, post offices, public transit, and many others that are detailed in Section 3.1.4, Public Facilities and Services.

For the purposes of this Final Environmental Impact Statement (FEIS), the term "neighborhood" refers to the portions of the nine communities plus the City of Chicago that are fully or partially within the Project Corridor. From west to east these neighborhoods are the City of Elmhurst; Villages of Hillside, Bellwood, Westchester, Broadview, Maywood, Forest Park, and Oak Park; the Town of Cicero, and the City of Chicago. Brief summaries of each neighborhood, as well as graphics depicting the neighborhood's place in the Project Corridor, are detailed below.

Existing land uses throughout the Project Corridor are presented in Figure 3-4 through Figure 3-7. Overall, residential uses are the primary land use throughout the Project Corridor, making up slightly less than 30 percent of the total land use. Non-parcel and unclassified right-of-way comprises the second largest overall land usage with approximately 26 percent of total usage. Non-parcel right-of-way is typically composed of roadways. The third largest land use in the Project Corridor is Civic and Institutional usage (e.g., hospitals, schools, churches, cemeteries, government) at just over 13 percent. In general, the entire Project Corridor is mostly built out, with only four percent of the current land use vacant for residential, commercial, or industrial usage.

City of Elmhurst

The City of Elmhurst was incorporated in 1882. In 2010, Elmhurst had a population of almost 43,000 (US Census Bureau, 2010). Although not directly adjacent to I-290, Elmhurst is located at the westernmost edge of the Project Corridor's 1-mile-wide corridor. Only a small portion of Elmhurst falls within the Project Corridor. The southeasternmost portion of Elmhurst is in the Project Corridor. This very small portion of the city is all residential land uses.

Figure 3-4. Existing Land Use – I-290 Study Area (Subarea 1)

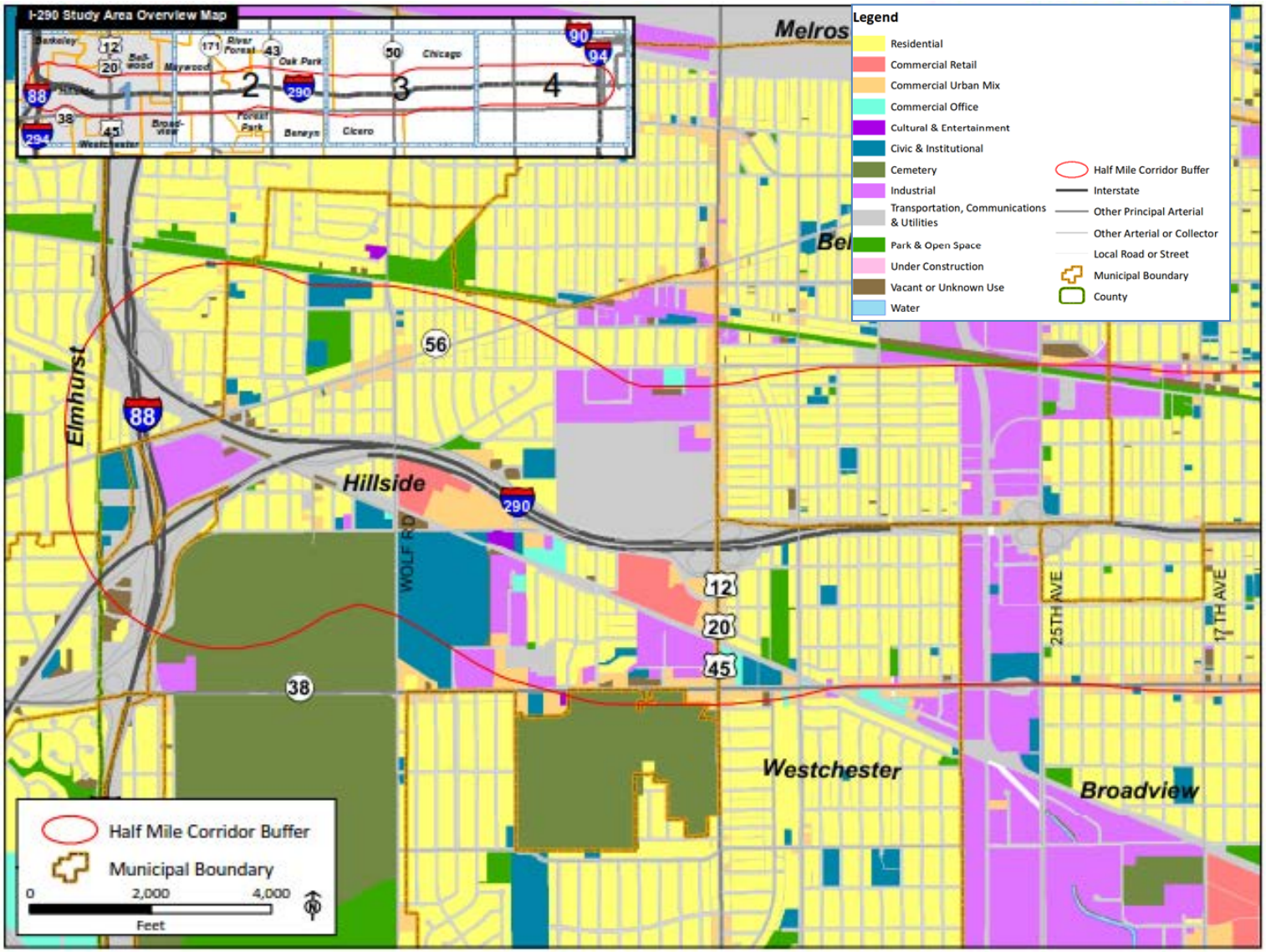


Figure 3-5. Existing Land Use – I-290 Study Area (Subarea 2)

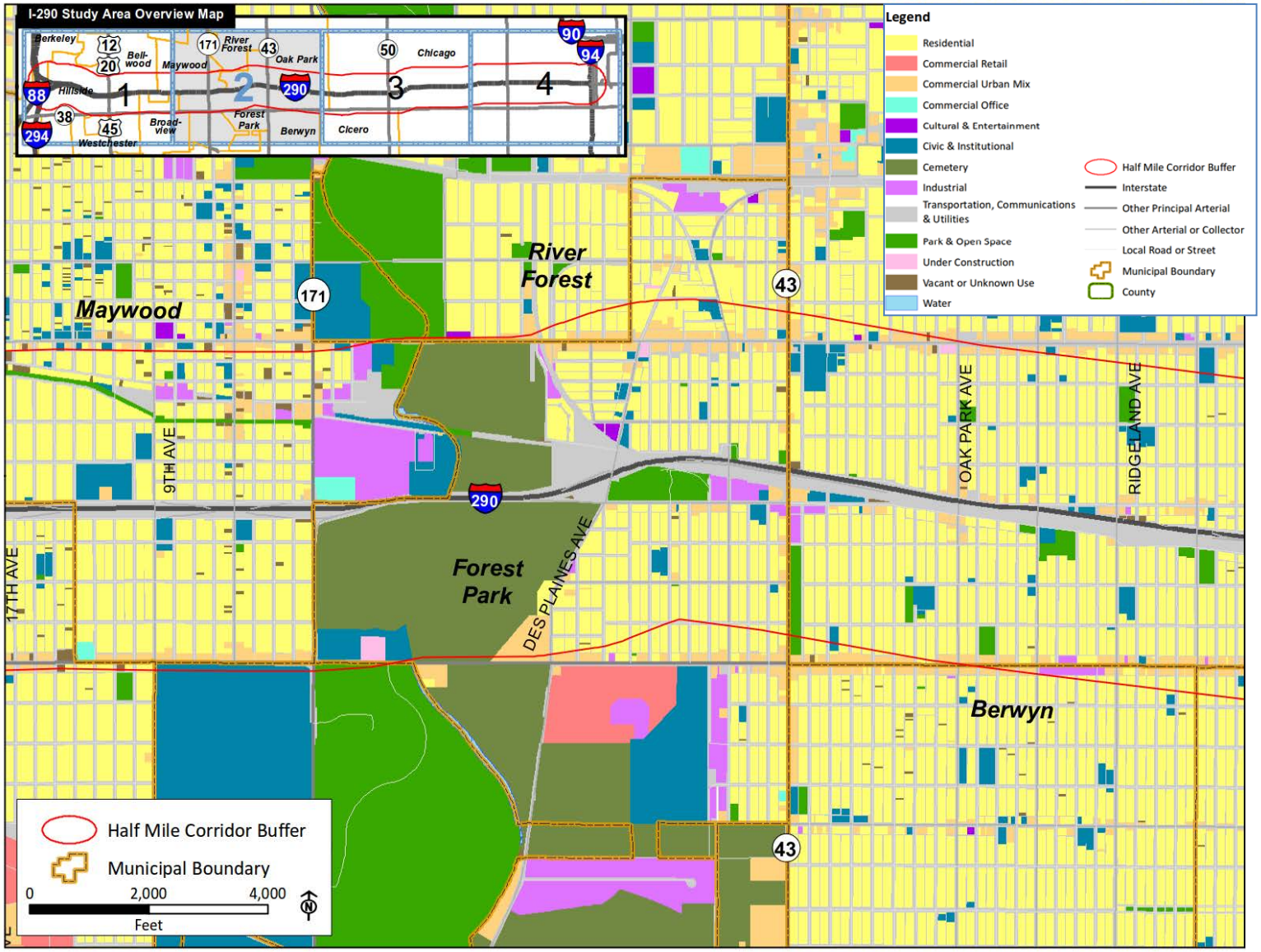


Figure 3-6. Existing Land Use – I-290 Study Area (Subarea 3)

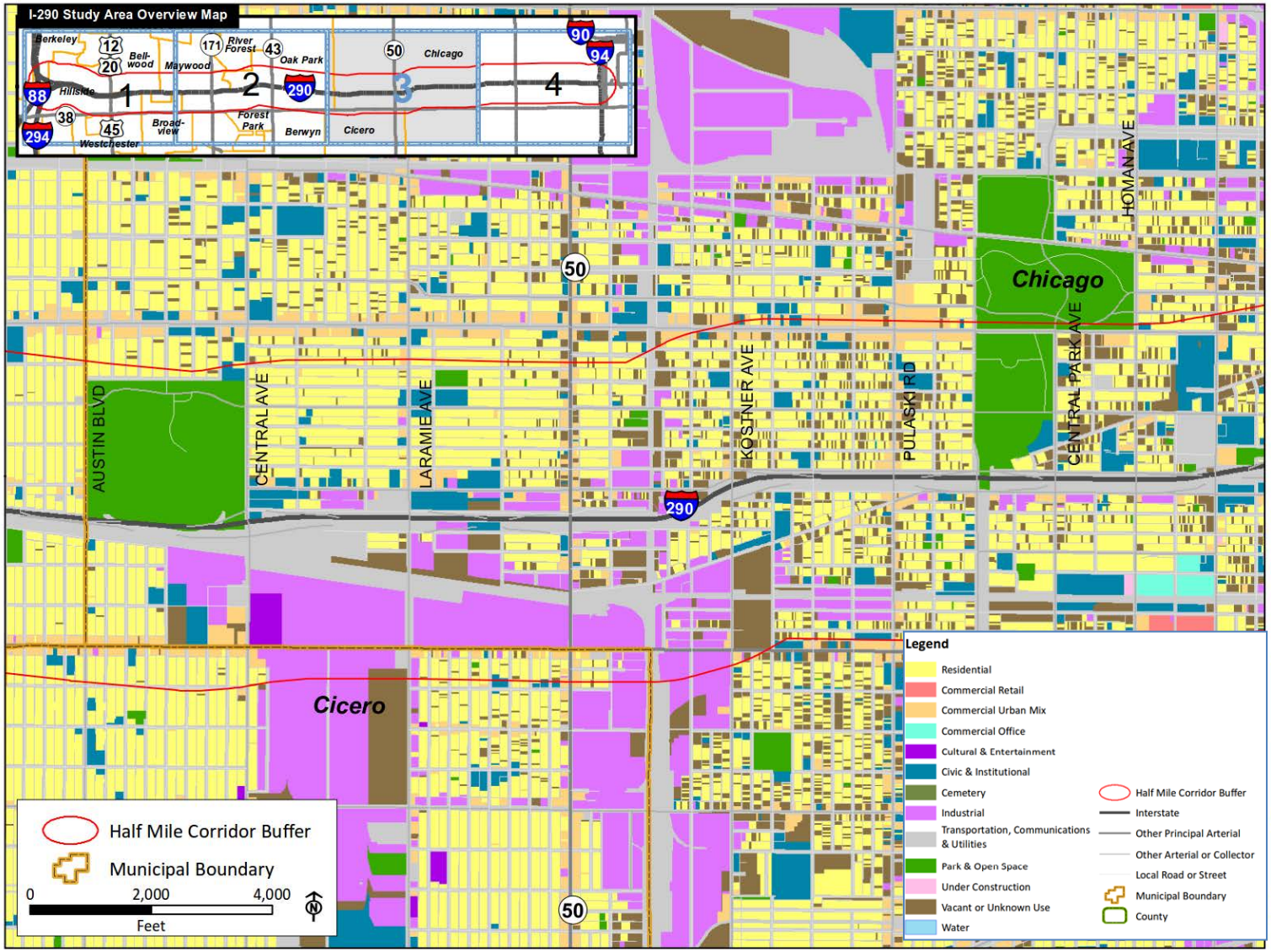
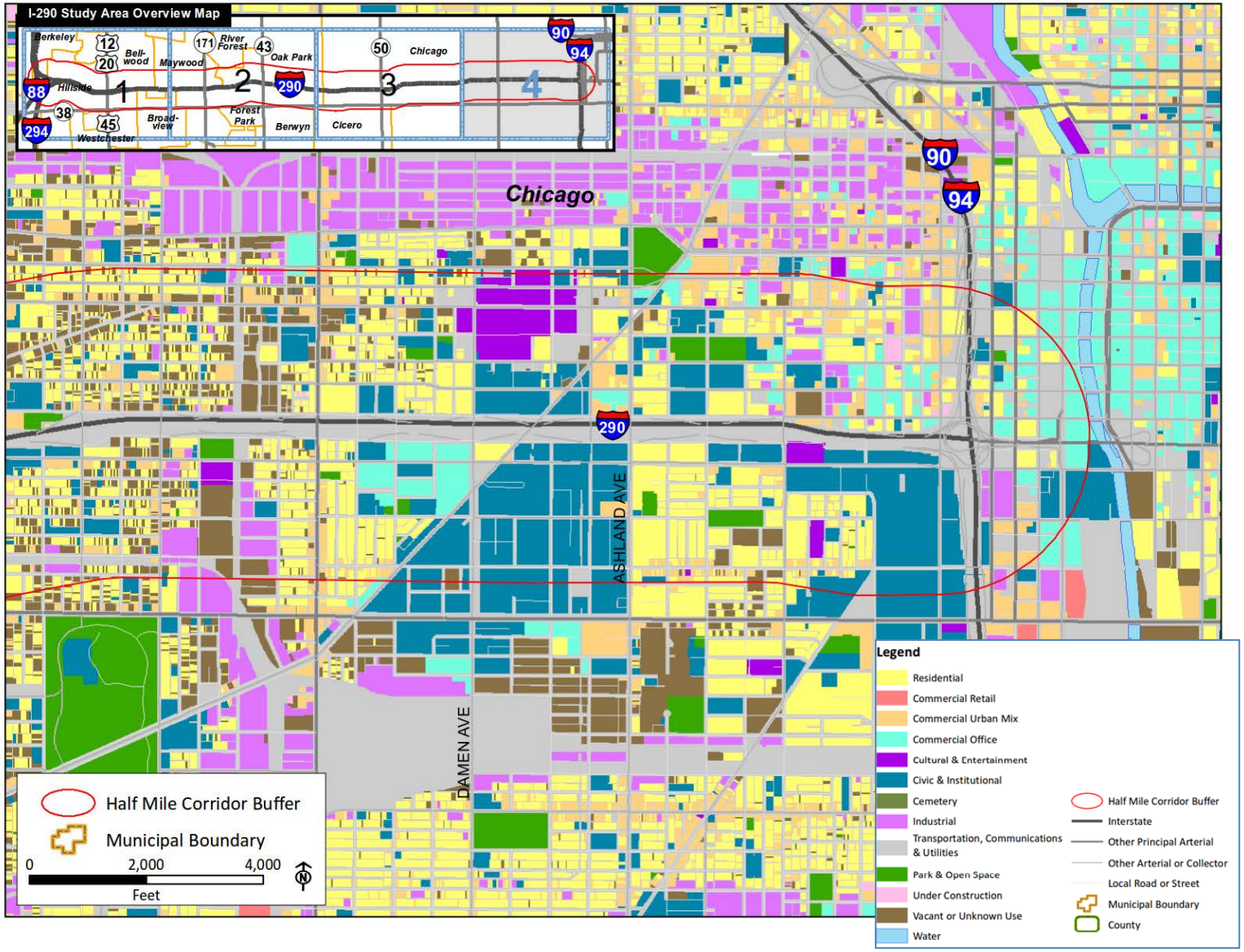


Figure 3-7. Existing Land Use – I-290 Study Area (Subarea 4)



Village of Hillside

The Village of Hillside was established in 1905 and had a population of 8,157 in 2010 (US Census Bureau, 2010). The village has an approximate land area of 3.2 square miles and sits on the northwestern edge of the Project Corridor near the convergence of I-290, I-294, and I-88. The Project Corridor extends approximately 1.7 miles through Hillside. The Village of Hillside's main point of access to I-290 is at Mannheim Road (US Route 12/20/45).The land uses in Hillside that are adjacent to I-290 vary as the facility crosses the village from west to east. An industrial district exists on the far western edge of the village close to where I-290 and I-88 converge. Single-family and multi-family land uses exist on the north and south sides of I-290 in the west/central area of Hillside. South of I-290 at Wolf Road, there is a large commercial development with a Menards hardware store and Car Max auto dealership. Opposite this commercial district, on the north side of I-290, are two hotels. Near the intersection of Mannheim Road and the Project Corridor, the land north of the expressway is vacant, but it is zoned for office and limited industrial uses. Southwest of I-290 and Mannheim Road is retail big box development, such as Target, Petco, and Michaels.

Village of Bellwood

The Village of Bellwood is located east of the Village of Hillside in the northwest portion of the Project Corridor. Bellwood sits north of I-290 with a portion of the expressway forming its southern boundary from 22nd Avenue to Mannheim Road and extends approximately 1.25 miles through Hillside. The Village of Bellwood was formally incorporated in 1900. In 2010, the village's population was 19,071 (US Census Bureau, 2010). The village's Comprehensive Plan states its total land area at 2.3 square miles. Bellwood's main point of access to I-290 is at the Mannheim Road (US Route 12/20/45) interchange and 25th Avenue.

Land uses directly adjoining the I-290 right-of-way are predominantly single-family residences. At the northwest corner of the interchange of I-290 and 25th Avenue is a business/light industrial area. Located northeast of the 25th Avenue interchange is the vacant Wilson Elementary School building and more single-family residences.

Village of Westchester

The Village of Westchester is located in the southwest area of the Project Corridor, south of I-290. The village was founded in 1924 and has a total land area of 3.69 square miles, with a 2010 population of 16,718 (US Census Bureau, 2010). Only a small northeastern portion of the village between Mannheim Road to the west and Gardner Road to the east directly abuts I-290 for an approximate distance of 0.8 mile. This area is generally a mix of commercial uses and single-family residences. The primary access point for the Village of Westchester to I-290 is at Mannheim Road (US Route 12/20/45).

Village of Broadview

The Village of Broadview is located directly east of the Village of Westchester on the south side of I-290. The Village of Broadview was formally incorporated in 1914. I-290 forms the northern boundary of the village from Gardner Road to South 25th Avenue

and from South 17th Avenue to South 13th Avenue. The overall land area of Broadview is 1.3 square miles,[2] with a population of 7,932 (US Census Bureau, 2010). Broadview's main access points to I-290 are at South 25th Avenue and South 17th Avenue. The two separate portions of Broadview that share right-of-way with I-290 have a combined distance of approximately 0.5 mile.

The two primary areas of Broadview that directly abut I-290 have two distinct land uses. The area between Gardner Road and 25th Avenue is zoned for office and industrial uses, while the area of Broadview between 17th Avenue and 13th Avenue is mostly comprised of single-family residences and some commercial uses along 17th Avenue.

Village of Maywood

The Village of Maywood was established in 1881. As of 2010, the village's population was 24,090 (US Census Bureau, 2010) with an approximate land area just under 3 square miles. The Village of Maywood is located in the west-central portion of the Project Corridor and is bounded on the east by the Des Plaines River, on the south by the Village of Broadview, on the north by Melrose Park, and on the west by the Village of Bellwood. Most of the village is located north of I-290, but two small portions are located south of the expressway. The approximate length of I-290 through Maywood is 2 miles.

The primary land uses adjacent to I-290 are single-family residential. Multi-family uses are found along 5th Avenue directly south of I-290. North of I-290, along 1st Avenue (Illinois Route 171) is a commercial district. Northeast of 1st Avenue and I-290 is the Maywood Town Center, Cook County Sheriff's office, Circuit Court of Cook County – Fourth Municipal District Courthouse, and Cook County Clerk's office.

Maywood has four main access points to I-290 located at South 25th Avenue, South 17th Avenue, South 5th Avenue, and South 1st Avenue.

Village of Forest Park

The Village of Forest Park was established in 1884 and is located in the central portion of the Project Corridor. Portions of the village are located on the north and south sides of the expressway. The total land area of Forest Park is 2.4 square miles according to the US Census Bureau. Much of that area is taken up by three large cemeteries located in Forest Park: Forest Home, Waldheim, and Concordia. Forest Park had 14,167 residents in 2010 (US Census Bureau, 2010).

The Forest Home Cemetery is located directly south of I-290, west of 1st Avenue and east of DesPlaines Avenue. Directly north of I-290, between the Des Plaines River on the west and Van Buren Street on the east, is Concordia Cemetery.

North of I-290 and west of DesPlaines Avenue is the terminus station and park-and-ride for the CTA Blue Line.

[2] Village of Broadview. http://www.broadview-il.gov/common.php?id=16.

Single-family residential areas are found in Forest Park directly north of I-290 between DesPlaines Avenue and the eastern boundary of the village at Harlem Avenue. South of I-290 between DesPlaines Avenue and Circle Avenue is the village's municipal offices and parks. South of Harrison Street are single- and multi-family residences. Major access points to I-290 in Forest Park are at DesPlaines Avenue and Circle Avenue. The approximate length of I-290 through Forest Park is 1.5 miles.

Village of Oak Park

The Village of Oak Park is located centrally along the Project Corridor, directly west of the City of Chicago. Oak Park was established in 1902 and had a total population of 51,878 in 2010 (US Census Bureau, 2010). The total land area for Oak Park is 4.7 square miles. The main points of access for Oak Park to I-290 are located at Harlem Avenue and Austin Boulevard. The approximate distance of I-290 through Oak Park is 1.6 miles.

On the north and south sides of I-290 through Oak Park, the primary land use is residential, which varies from single-family homes to higher density multi-family uses along Oak Park Avenue, Harrison Street, and Austin Boulevard.

Several parks in proximity to I-290 in Oak Park include Rehm Park located between East Avenue and Gunderson Avenue, Barrie Park between Lombard Avenue and Taylor Avenue, the Elsie Jacobsen Discovery Garden at the Oak Park Conservatory between Clarence Avenue and East Avenue, and the Wenonah Tot Lot located at Wenonah Avenue and Harrison Street.

Town of Cicero

The Town of Cicero was established in 1857 and had a population of nearly 84,000 residents in 2010 (US Census Bureau, 2010). Cicero is located south of I-290 and shares its eastern border with the City of Chicago. Only the northernmost edge of Cicero is located within the Project Corridor. Within this portion of Cicero, along Roosevelt Road, land uses include industrial, transportation, and residential.

City of Chicago

The City of Chicago was founded in 1837. Today, Chicago is the third largest city in the US with a population of 2,695,598 (US Census Bureau, 2010). The city's total land area is approximately 234 square miles. The I-290 expressway is one of several major transportation corridors providing access to and from downtown Chicago. Chicago accounts for approximately 46 percent of the overall Project Corridor, or approximately 6 miles.

Chicago has multiple access points to I-290, including (from west to east):

- Austin Boulevard;
- South Central Avenue;
- South Laramie Avenue;
- South Cicero Avenue;

- South Kostner Avenue;
- South Independence Boulevard;
- South Homan Avenue;
- South Sacramento Boulevard;
- South California Avenue;
- South Western Avenue;
- South Oakley Boulevard;
- South Damen Avenue;
- South Paulina Street;
- South Ashland Avenue; and
- South Racine Avenue.

Land uses in Chicago along the Project Corridor vary widely as the facility moves from Austin Boulevard on the west into the downtown loop where I-290 connects with I-94 and I-90 on the east end of the Project Corridor. At the western edge of Chicago, between Austin Boulevard and Central Avenue, is Columbus Park along the north side of I-290. The park was created in the early 1900s and is approximately 135 acres in size.

South of I-290, between Central Avenue and Kostner Avenue, is a large manufacturing district. On the north side of I-290 from Central Avenue east to Hamlin Boulevard is largely residential uses. Residential uses are also predominant south of I-290 from Kostner Avenue east to Western Avenue.

The Illinois Medical District is located south of I-290, west of Ogden Avenue, and east to Ashland Avenue. This medical district is home to several major hospitals in the region, including John H. Stroger Cook County Hospital, Rush University Medical Center, University of Illinois Medical Center, and Jesse Brown VA Medical Center.

Southwest of the confluence of I-290, I-90, and I-94 on the eastern end of the Project Corridor in Chicago is the University of Illinois – Chicago (UIC). The UIC campus is generally located between Racine Avenue on the west and I-94 on the east, extending south to approximately 16th Street.

A major attraction in this area is the United Center, located approximately 0.3 mile north of I-290 between Damen Avenue and Wood Street. The United Center is home to the Chicago Bulls and Chicago Black Hawks, as well as hosts of numerous events throughout the year attracting thousands of visitors. A new practice facility is also being completed north of I-290 at South Damen Avenue.

The northeasternmost portion of the Project Corridor in Chicago is a dense mix of residential and commercial uses from Ashland Avenue east to I-90.

3.1.3.2 Impacts to Neighborhoods and Land Use

Each of the build alternatives would not result in any changes to the existing surrounding land uses. Access to and from I-290 would be maintained, with the exception of four ramps between 1st Avenue and 25th Avenue. Because the build alternatives do not require large areas of new right-of-way, the permanent impacts to the areas surrounding I-290 would be minimal. In many cases, improvements to traffic flow, pedestrian access, and bicycle access would help enhance residential and commercial land uses along the Project Corridor.

3.1.4 Public Facilities and Services

3.1.4.1 Existing Conditions

This section provides a summary of the existing public facilities and services within the Project Corridor. For the purposes of this analysis, public facilities include schools, hospitals, emergency services (police/fire), places of worship, cemeteries, parks, recreation centers, libraries, and other municipal/government facilities such as city halls and post offices. Specific impacts to parks, recreation facilities, and other special land uses are discussed in greater detail in Section 3.12, Special Lands. Information used to locate public facilities was gathered through secondary sources, city/village websites, and field visits. The Section 3.0 Map Set shows the public facilities within the Project Corridor.

There are 271 public facilities and services located within the Project Corridor (Table 3-12). The most common facility types found in the Study Area are churches (137) and schools (68). Most of these facilities are located in the eastern half of the Project Corridor, within the City of Chicago.

Table 3-12. Public Facilities/Services in the Project Corridor

Facility	Elmhurst	Hillside	Bellwood	Westchester	Broadview	Maywood	Forest Park	Oak Park	Cicero	Chicago (within the Project Corridor)	Total
Schools	0	4	2	1	1	4	4	5	3	44	68
Libraries	0	1	0	0	0	0	1	1	0	3	6
Parks	0	0	1	1	0	0	1	7	0	23	33
Churches	0	4	1	2	8	11	4	9	0	98	137
Cemeteries	0	1	0	0	0	0	2	0	0	0	3
Emergency Services	0	0	0	2	0	2	2	0	0	3	9
Hospital/ Medical	0	0	0	0	0	0	1	1	0	3	5
Municipal/ Government	0	1	0	1	0	1	3	2	0	2	10
Total	0	11	4	7	9	17	18	25	3	176	271

Source: WSP Parsons Brinkerhoff, 2013.

While the number of cemeteries found in the Project Corridor is relatively low (three), the location of these cemeteries is worth noting. On the western edge of the Study Area, Mount Carmel Cemetery is located near the I-294/I-290 interchange at 1400 South Wolf Road in the Village of Hillside. The Village of Forest Park has two sizable cemeteries that are adjacent to I-290. The 230-acre[3] Forest Home Cemetery established in 1876 is located on the south side of I-290 at 863 DesPlaines Avenue. Directly north of I-290 and Forest Home Cemetery is Concordia Cemetery located at 7900 Madison Street in Forest Park.

Schools

The communities along the Project Corridor are served by multiple public schools, private schools, colleges, and universities. There are 10 public school districts within the Project Corridor that are detailed in Table 3-13. Many of these school districts serve multiple communities in the Project Corridor and are largely made up of elementary and middle schools.

Table 3-13. School Districts Serving Project Corridor Communities

School District	School Type	Project Corridor Community Served
Hillside School District 93	Elementary, Middle School, High School	Hillside
Proviso Township District 209	High School	Maywood, Broadview, Forest Park, Bellwood, Hillside
Bellwood School District 88	Elementary, Middle School	Bellwood, Hillside, Maywood, Broadview
Westchester School District 92-5	Elementary, Middle School	Westchester, Broadview
Lindop School District 92	Elementary, Middle School	Broadview
Maywood-Melrose Park-Broadview School District 92	Elementary, Middle School	Maywood, Broadview
Forest Park School District 91	Elementary, Middle School	Forest Park
Oak Park District 97	Elementary	Oak Park
Oak Park & River Forest District 200	High School	Oak Park
Chicago School District 299	Elementary, Middle School, High School	Chicago

Three higher education institutions are located at the eastern end of the Project Corridor in the City of Chicago. The largest of these is UIC, located south of I-290 and west of I-90/I-94, in western Chicago. As of the 2015 fall semester, UIC had a total enrollment of 29,048 students.[4] Rush University and Rush University Medical Center are located

[3] Forest Home Cemetery. 2013. http://www.foresthomecemetery.net/.

[4] University of Illinois at Chicago. 2015. UIC Key Facts. www.uic.edu/uic/about/keyfacts/index.shtml.

directly south of I-290 at 600 South Paulina Street in Chicago and have approximately 2,000 students.[5] The third higher education institute located in the eastern portion of the Study Area is Malcolm X College, located directly north of I-290 at 1900 W. Jackson Boulevard in Chicago. Malcolm X College, hosting 5,000 students per semester,[6] is one of seven colleges that make up the City Colleges of Chicago network.

Religious Institutions

As shown in the Section 3.0 Map Set, there are numerous religious institutions scattered within the Project Corridor. These religious institutions represent a diverse range of denominations and vary in congregation size. The greatest concentration of religious institutions is located in the eastern portion of the Study Area, in the City of Chicago. Within the Chicago portion of the Project Corridor, there are nearly 100 religious institutions. Outside of the Chicago portion of the Study Area, the highest number of religious institutions is located in Maywood (11), Oak Park (9), and Broadview (8).

Medical and Public Safety Services

Within the Project Corridor, there are nine major hospitals serving local residents and the greater Chicago metropolitan area. Loyola University Medical Center is just outside the southern edge of the Project Corridor, but due to its size and high volume of visitors (more than 1.38 million[7]), it was included in this analysis. According to the Illinois Department of Public Health, Loyola University Medical Center is the only designated trauma center in the Project Corridor. Hospitals located in the Project Corridor are listed in Table 3-14. The John H. Stroger, Jr. Hospital of Cook County has the highest number of emergency room visits with almost 110,000 annually.[8] Along with serving the medical needs of the surrounding communities, these medical centers also serve as economic generators for the local areas by employing large numbers of people.

Table 3-14. Major Hospitals / Medical Centers in the Project Corridor

Hospital Name	Type of Facility	Size (# of Beds)	Annual Patients (2012)	Number of Employees*
University of Illinois Hospital 1740 W. Taylor Street Chicago, IL 60612	General medical and surgical hospital	483	• Admissions: 17,984 • Outpatient Visits: 486,828 • Emergency Room Visits: 42,190	Full Time: 509 Part Time: 957

[5] Rush University. 2013. About Rush University. https://www.rushu.rush.edu/about-rush-university.

[6] Malcolm X College. 2013. About the College. http://www.ccc.edu/colleges/malcolm-x/menu/Pages/About-the-College.aspx.

[7] US News and World Report: Health. Loyola University Medical Center: Stats and Services. http://health.usnews.com/best-hospitals/area/il/loyola-university-medical-center-6430841.

[8] Cook County Health & Hospital System. About Us – John H. Stroger, Jr. Hospital of Cook County. http://www.cookcountyhhs.org/locations/john-h-stroger-jr-hospital/about-us/. 10/27/14.

Table 3-14. Major Hospitals / Medical Centers in the Project Corridor (continued)

Hospital Name	Type of Facility	Size (# of Beds)	Annual Patients (2012)	Number of Employees*
John H. Stroger Jr. Hospital of Cook County 1901 West Harrison Street Chicago, IL 60612	General medical and surgical hospital	460	• Admissions: 23,133 • Outpatient Visits: 724,215 • Emergency Room Visits: 136,618	Full Time: 1,748 Part Time: 12
Jesse Brown Veterans Affairs Medical Center 820 S. Damen Chicago, IL 60612	General medical and surgical hospital	240	• Admissions: 9,819 • Outpatient Visits: 897,361 • Emergency Room Visits: 16,899	Full Time: 553 Part Time: 43
Rush University Medical Center 1653 W. Congress Parkway Chicago, IL 60612	General medical and surgical hospital	664	• Admissions: 30,259 • Outpatient Visits: 415,508 • Emergency Room Visits: 50,123	Full Time: 1,533 Part Time: 871
Rush Oak Park Hospital 520 S. Maple Avenue Oak Park, IL 60304	General medical and surgical hospital	114	• Admissions: 4,383 • Outpatient Visits: 94,386 • Emergency Room Visits: 23,814	Full Time: 157 Part Time: 82
Riveredge Hospital 8311 W. Roosevelt Road Forest Park, IL 60130	Psychiatric Hospital	224	• Admissions: N/A • Outpatient Visits: N/A • Emergency Room Visits: N/A	Full Time: N/A Part Time: N/A
RLM Specialty Hospital 3435 W. Van Buren Chicago. IL 60624	Long Term Care – Catastrophic/Acute Illness	150	• Admissions: N/A • Outpatient Visits: N/A • Emergency Room Visits: N/A	Full Time: N/A Part Time: N/A
Loretto Hospital 645 S. Central Avenue Chicago, IL 60644	General medical and surgical hospital	187	• Admissions: N/A • Outpatient Visits: 33,000 • Emergency Room Visits: N/A	Full Time: 600 + Part Time: N/A
Loyola University Medical Center 2160 S. First Street Maywood, IL 60153	General medical and surgical hospital	535	• Admissions: 24,496 • Outpatient Visits: 1,260,000 • Emergency Room Visits: 51,231	Full Time: 1,770 Part Time: 512

Source: US News and World Report: Best Hospitals.[9]

* *Many hospital's physicians and dentists are not on staff. They are paid as faculty by a medical school or through other arrangements and may not be included in this total.*

[9] US News and World Report. 2013. US News Best Hospitals 2013-14. http://health.usnews.com/best-hospitals/rankings

Located in the southeastern portion of the Project Corridor is the Illinois Medical District (IMD). The District consists of 560 acres of medical research facilities, labs, biotech business incubators, raw development areas, universities, and more than 40 health care-related facilities.[10]

Fire Protection

Each of the communities in the Project Corridor has its own municipal fire department providing fire protection and emergency medical services. Fire stations within the Project Corridor are identified in the Section 3.0 Map Set. All of the Project Corridor communities are part of the Mutual Aid Box Alarm System (MABAS). The MABAS allows all member communities' fire and emergency services to work together in situations where emergency events overwhelm the capabilities of local emergency services. The Villages of Oak Park and Forest Park are in MABAS Division 11. The Villages of Bellwood, Broadview, Hillside, Maywood, and Westchester are in MABAS Division 20. The City of Chicago makes up MABAS Division 9. There are 10 fire stations located within the Project Corridor.

Police

Police protection and law enforcement is provided by each of the municipalities in the Project Corridor. There are five law enforcement stations within the Project Corridor, including municipal police stations, Cook County Sheriff's Office, and Illinois State Police (ISP). The ISP has 21 divisions across the State of Illinois, with the Chicago District providing highway and expressway protection and enforcement in Cook County.

Courts

The State of Illinois Circuit Court of Cook County Fourth Municipal District (Maywood Courthouse) at 1500 Maybrook Drive in Maywood is one of six Circuit Court facilities in Cook County, and serves the western suburbs of the county.

3.1.4.2 Impacts to Public Facilities and Services

No impacts to public facilities and services would occur with the No Build Alternative, although growing congestion along local streets, arterials, and the Eisenhower Expressway may be anticipated to occur over time as traffic volumes increase. The build alternatives would only impact parking capacity at the State of Illinois Circuit Court of Cook County Fourth Municipal District (Maywood Courthouse). Approximately 27 parking spaces would be impacted due to right-of-way required for widening the I-290 Expressway; however, reconfiguration of the parking area is anticipated to result in the permanent loss of only 17 parking spaces. Cook County will be compensated for loss of parking space in accordance with IDOT land acquisition policy (Section 3.1.7.2).

Improvements to interchange performance and travel times with all of the build alternatives would improve emergency access to many areas. Improvements in accessibility associated with local traffic volumes on the local street network were also

[10] Illinois Medical District Commission. 2013. http://www.imdc.org/.

evaluated based on the proposed access modifications and mainline improvements to I-290. Overall, it was determined the average local road network daily vehicle miles traveled (VMT) would be reduced for the GP Lane and HOT 3+ Alternatives, though increased for the HOV 2+ and HOT 3+ & TOLL Alternatives. Generally, the overall VMT reduction can be attributed to the capacity and operational improvements on I-290 that would shift regional, non-local pass-through trips onto the newly reconstructed expressway. These regional, non-local pass-through trips currently use the local network to bypass expressway traffic. Section 3.1.8.2, Impacts to Transportation, provides a more detailed description of future highway and local road network conditions.

3.1.5 Local Planning

3.1.5.1 Existing Conditions

This section describes the scope and status of planning documents for the multiple communities along the Project Corridor, along with a brief description of each community within the Project Corridor. Each community has been analyzed to assess the current planning, land use, and zoning policies and how they relate to the build alternatives.

Metropolitan Transportation Plan

The region's Metropolitan Planning Organization (MPO), the MPO Policy Committee, is responsible for reviewing and programming projects that use federal transportation dollars. In 2014, the MPO adopted an updated MTP. The plan update's primary transportation emphasis is to bring the transportation system to a state of good repair, but it contains a handful of major capital projects that would maximize regional benefits of mobility and economic development.[11] The fiscally constrained projects in the plan update include expressway additions. The I-290 Eisenhower project is included in the expressway addition list.

Village of Hillside

The Village of Hillside has a comprehensive plan, but the most recent formally adopted plan was developed in 1976.

Village of Westchester

In June 2014, the Village of Westchester finalized an update of its comprehensive plan. For the most part, single-family residential and commercial uses are currently found in Westchester in the Project Corridor.

While no specific plans are noted relating to the I-290 project alternatives, the comprehensive plan does state a desire for the Village of Westchester to reach out to

[11] Chicago Metropolitan Agency for Planning (CMAP). 2014. *GO TO 2040 Plan Update Summary.* pp. 20. http://www.cmap.illinois.gov/about/2040/update.

IDOT to identify improvements to state-owned routes running throughout the community.[12]

Village of Bellwood

In 2013, the Village of Bellwood adopted its first village-wide comprehensive plan. An important goal of this plan is to maintain and enhance access to the Project Corridor to attract new business and employers to the village.

Land uses near the Project Corridor are largely residential, consisting of single-, or two-family residential dwellings. There are some small pockets of multi-family residential along Bellwood Avenue. West of 25th Avenue and north of I-290 is a business park used for light industrial and manufacturing purposes.

The Village of Bellwood sees the reconstruction of the I-290 at the 25th Street interchange as a significant opportunity to develop a signature street in the community and to provide an attractive gateway into Bellwood.

Village of Broadview

The Village of Broadview completed its most recent comprehensive plan update in April 2006. Areas of Broadview within the Project Corridor are largely single-family residential and office/industrial areas.

The central goal of the comprehensive plan related to transportation issues is to maintain and enhance the high-quality transportation opportunities that are available to Broadview residents.[13] The Plan recommends improvements to its 17th Street corridor to improve access to I-290 for residential and truck traffic. Outside of this goal, there are no specific plans listed for the Project Corridor. Each of the proposed I-290 build alternatives include a reconstructed interchange at the 25th Street interchange and maintaining current access to and from the east at the 17th Street interchange in Broadview. Therefore, each of the build alternatives would conform to the Village of Broadview's 2006 Comprehensive Plan.

Village of Maywood

The Village of Maywood's Comprehensive Plan was adopted in December 2014. The central transportation goal of Maywood's Comprehensive Plan is to support regional access and circulation through multimodal mobility.[14] The Plan recommends that Maywood stay involved in the I-290 planning process to ensure that their needs and desires are heard.[15]

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[12] Ibid. p.55.

[13] Village of Broadview. 2006. Village of Broadview Comprehensive Plan. p. 7. http://www.broadview-il.gov/upload/Broadview%20Comprehensive%20Plan1377292129.pdf.

[14] Ibid. p. 8.5.

[15] Ibid. p. 8.5.

Village of Forest Park

In December 2014, the Village of Forest Park updated its community-wide Comprehensive Plan. The Comprehensive Plan outlines the goals and vision for the Village for the coming 15 to 20 years. The plan states that the I-290 Eisenhower Expressway provides essential regional connections, but it is a pronounced barrier for bicyclists and pedestrians because the few streets that cross over the expressway are not hospitable to walking and bicycling.[16]

In relation to Transportation Goals related to I-290, the Plan identifies multimodal improvement goals along DesPlaines Avenue, Circle Avenue, and Harlem Avenue. Along DesPlaines and Circle avenues, the plan calls for the Village to continue working with IDOT on potentially widening these streets as part of the I-290 reconstruction to improve overall travel safety and provide better accommodations for bicyclists and pedestrians[17]. With respect to providing improved access to the CTA Blue Line, the Plan calls for the Village to continue working with IDOT and CTA to ensure that the Village takes advantage of the proposed project. The Village should make significant improvements for pedestrian and bicycle safety, and maximize access convenience to the transit stations.[18]

Village of Oak Park

The current Village of Oak Park Comprehensive Plan, *Envision Oak Park*, was adopted in September 2014. Planning for improvements or changes to the Project Corridor were issues of high importance in the final document.

The *Envision Oak Park Comprehensive Plan* sets as a goal to make the 'Eisenhower Transportation Corridor safe, convenient, and reliable with multimodal options that support environmental sustainability and livable communities.'[19] To achieve this goal, *Envision Oak Park* sets four objectives:

1. Ensure that the Eisenhower Expressway supports both local and regional travel needs and improves public transit access to destinations to the west of Oak Park;
2. Maintain the existing expressway footprint, soften the visual barrier, and preserve the established built form, character, and historic assets;
3. Improve nonmotorized mobility across the Eisenhower corridor by widening bridge sidewalks to safely accommodate bicycles and pedestrians and create small areas of open space; and
4. Explore and test creative solutions for managing transportation patterns, integrating all modes of travel, and designing infrastructure in order to maximize mobility and minimize impacts on surrounding neighborhoods.[20]

[16] Village of Forest Park. 2014. Village of Forest Park Comprehensive Plan. p. 50.
[17] Ibid p. 101.
[18] Ibid p.102.
[19] Village of Oak Park. Envision Oak Park - Comprehensive Plan. p. 148. 9/15/14.
[20] Village of Oak Park. Envision Oak Park - Comprehensive Plan. p. 148-149. 9/15/14.

Most of the land uses in the Project Corridor in Oak Park are single-family or multi-family residential uses, with commercial uses along Garfield Street and Oak Park Avenue. It is the Village's desire to maintain these neighborhoods and minimize negative impacts on the Project Corridor to the greatest extent possible. The Plan suggests that as improvements to the Project Corridor are considered, Village government should work closely with IDOT, CTA, and Pace to see that project alternatives generated would comply with the newly adopted comprehensive plan. This would help maintain the character of its neighborhoods surrounding the Project Corridor and continue to advocate for the goals outlined in *Envision Oak Park.*

City of Chicago

The City of Chicago does not have a current city-wide comprehensive master plan. The most recent comprehensive plan for the City of Chicago was adopted in 1966. Chicago does have several citywide plans, such as the *Nature and Wildlife Plan, Adding Green to Urban Design Plan*, and *Transit Friendly Development Guide*, but none that relate directly to the I-290 Study. The City of Chicago also has multiple area plans that are highly focused on specific areas. The *Near West Area Plan* (2009) is the only one of these area plans with proximity to the Project Corridor. The I-290 Eisenhower Expressway is the southern boundary of the Near West Study Area. This plan is largely focused on land use issues within the Study Area, and it does not include any specific recommendations for improvements to the Project Corridor.

3.1.5.2 Impacts to Local Planning

The build alternatives comply with regional and local comprehensive plans. All of the build alternatives conform to the recommendations, goals, and priorities of *GO TO 2040.*[21] Not all of the Project Corridor communities address I-290 in their comprehensive plans; however, below is a discussion of how the community plans are consistent with the Project:

- The Village of Hillside: The Hillside Comprehensive Plan is from 1976 and does not discuss I-290.
- The Village of Westchester: The build alternatives are consistent with the Village of Westchester's comprehensive plan, which seeks to create a multimodal transportation system in Westchester that enables the use of transit, bicycling, and walking for daily trips.
- The Village of Bellwood: The build alternatives are consistent with the Village of Bellwood's comprehensive plan.
- The Village of Broadview: Each of the build alternatives includes a reconstructed interchange at the 25th Avenue interchange and maintains current access at the 17th Avenue interchange in Broadview. Therefore, each of the build alternatives would conform to the Village of Broadview's 2006 Comprehensive Plan.

[21] Chicago Metropolitan Agency for Planning (CMAP). 2014. *GO TO 2040 Plan Update Summary.*

- The Village of Maywood: The build alternatives would comply with the Village of Maywood's Comprehensive Planning documents. In addition, the proposed 1st Avenue interchange improvements are consistent with the Village of Maywood's redevelopment plans.
- The Village of Forest Park: The build alternatives are consistent with Forest Park's Comprehensive Plan, which calls for the Village to continue working with IDOT on the potential to widen these streets as part of the I-290 reconstruction to improve overall travel safety and provide better accommodations for bicyclists and pedestrians.
- The Village of Oak Park: While the specific improvements in the build alternatives are not discussed in Oak Park's Comprehensive Plan, many of the goals and objectives expressed in the Plan are in line with the outcomes sought by all of the proposed project alternatives.
- City of Chicago: The Chicago Comprehensive Plan is from 1966 and does not discuss I-290 because it focused mainly on land use.

3.1.6 Community Cohesion and Community Changes

3.1.6.1 Existing Conditions

The existing Project Corridor is extensively developed with a diverse mix of land use typical of a major metropolitan center. While the Eisenhower Expressway is one of several primary east-west transportation arteries in the western Chicago land region, it was constructed approximately 60 years ago as one of the earliest sections of the Interstate Highway System. Its inception as a major east-west transportation facility was influenced, in part, by Daniel Burnham and Edward H. Bennett's 1909 *Plan of Chicago,* which proposed a west side boulevard along Congress Street to connect the city to the western parks and the suburbs beyond the Chicago city limits. Over the following decades, City plans preserved the West Side route right-of-way for future expressway developments. Later, the City's 1940 Comprehensive Superhighway Plan included a West Side route along the Congress Street alignment and was the City's first priority in establishing a comprehensive superhighway system. After World War II, the Congress Expressway route followed the proposed West Side route and Garfield Park "L" through Chicago, the "L" and railroad right-of-way through Oak Park and Forest Park, and continued near the alignment of Congress Street through the western suburbs, dipping south of Harrison Street through Maywood, Broadview, Bellwood, and Westchester. In Hillside, construction angled northwest through the countryside to the present day location of the I-290/I-294/I-88 interchange. The Congress Expressway opened in sections between 1955 and 1960. A large extent of impacts to community cohesion, consequently, occurred with the original construction of the Eisenhower Expressway as now reflected by the project's setting.

Many of the proposed improvements are intended to improve community cohesion and the urban environment. Design features include expanded/widened cross-road bridge sidewalks; pedestrian plaza areas; Americans with Disabilities Act (ADA)-compliant sidewalks and street crossings; additional green spaces; and a shared-use path extension of the regional Illinois Prairie Path trail. The proposed I-290 build alternatives would

improve safety of the traffic operations on the Eisenhower Expressway for local residents and interstate commuters, as well as improve access to existing transit facilities and bus/rail transfers. In addition, proposed noise barriers, landscape and streetscape improvement opportunities, created green spaces, and improved aesthetic appearance would help restore the overall quality of life in each of the communities.

3.1.6.2 Impacts to Community Cohesion and Community Changes

The No Build Alternative would not change the communities since no infrastructure improvements would be completed. This section provides a summary of the proposed changes at the community level. For additional reference, a summary of the proposed interchange types is provided in Section 2.5.2, Interchange Type Selection and Refinement Summary, and a more detailed explanation of the interchange design, analysis, operational evaluations, and selection process is provided in the I-290 Phase I Combined Design Report.

Each of the build alternatives for the Project Corridor share the same right-of-way footprint. This footprint would require only a small amount of new right-of-way outside of the existing I-290 right-of-way area and would cause no residential, business, public facility, or other displacements or relocations.

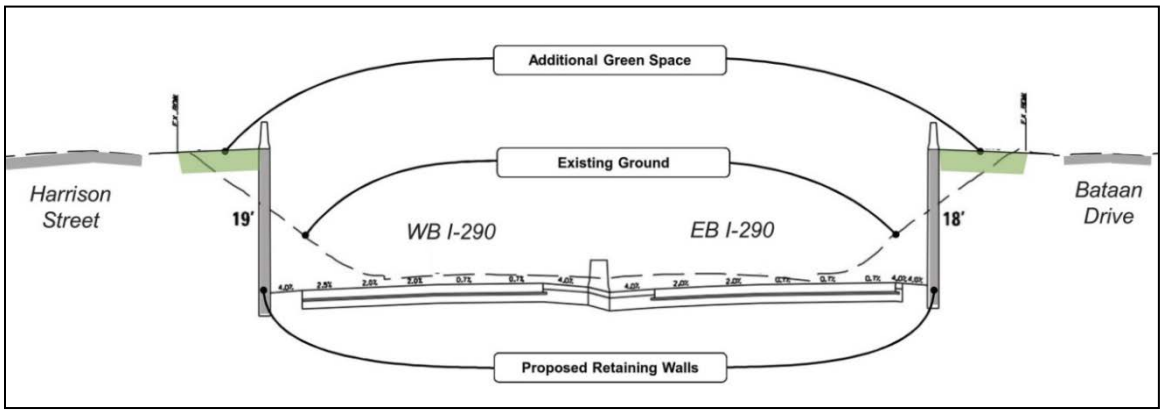
The existing I-290 affects community cohesion by historically separating communities to the north and south of the highway. All of the proposed build alternatives would improve community cohesion by providing wider crossings for motorized and nonmotorized travel, safer access to and from the expressway, and improved traffic flow on north-south arterials at the major interchanges.

For all of the build alternatives, some residents would experience changes in noise levels; however, most of the properties evaluated for noise impacts have existing noise levels that exceed the Noise Abatement Criteria (NAC) and, for most of these properties in the corridor, there would be no perceptible difference in noise levels between the projected 2040 No Build condition and the build alternatives. For areas where noise walls were found to be reasonable and feasible, the affected residents and property owners were provided an opportunity to vote on whether a noise wall in their area should be implemented (through a viewpoint solicitation process in accordance with IDOT policy). See Section 3.4, Traffic Noise, for a more detailed discussion of traffic noise analysis and mitigation.

Edges and Green Space

The proposed mainline design provides several plans for expanded green space areas (flat, unpaved areas at the community level next to the expressway), additional sidewalk and pedestrian plaza spaces, and additional shared-use path space. The green spaces are generally accommodated where some alignment shifts and new retaining walls are proposed within the existing right-of-way that would convert existing expressway side slopes into flat green space areas that can provide additional opportunities to local communities. Figure 3-8 illustrates how new green space area is accommodated behind the proposed expressway retaining walls. This illustration is for the expressway section between 25th Avenue and 1st Avenue, but the concept is similar for other new green space areas provided adjacent to the expressway.

Figure 3-8. New and Additional Green Space Typical Section



Source: WSP Parsons Brinckerhoff, 2016.

Overall, there is a combined total 12.99 acres of new edge and green space provided by the proposed project. The 12.99 acres consists of 7.36 acres of additional green space, 2.75 acres of additional sidewalk area and pedestrian plaza space, and 2.88 acres for the shared-use path. The expanded green space and sidewalk areas can be utilized by the communities for edge treatment improvements that could include improved landscaping, hardscaping, park space, or other community uses.

Villages of Bellwood, Broadview, and Maywood

Within the expressway section between 25th Avenue and 1st Avenue, approximately 4.65 acres of new edge and green space are provided. Approximately 3.84 acres of new green space would be added along the north and south side of I-290 between the frontage roads and the proposed I-290 retaining walls, and 0.81 acre of additional sidewalk and pedestrian plaza areas would be added along the reconstructed crossroad bridges. Within the three communities in the section, the additional edge and green space area provided is: Bellwood (0.33 acre), Broadview (0.42 acre), Maywood (3.90 acres).

Village of Forest Park

Within the Village of Forest Park, approximately 2.16 acres of new edge and green space would be created adjacent to, and over the expressway. Approximately 0.62 acre of green space area would be added along the north side of I-290 between the CSX railroad bridge and Circle Avenue, and between Circle Avenue and Harlem Avenue (between the proposed Harlem Avenue interchange ramp and the frontage road). In addition to the green space area, approximately 0.64 acre and 0.90 acre of new sidewalk and shared-use path area would also be created associated with the reconstructed crossroad bridges.

Village of Oak Park

Within the Village of Oak Park, the proposed design results in approximately 4.87 acres of edge and new green space area along the north side of I-290 between the proposed I-290 retaining wall and the adjacent frontage roads, and over the expressway along the reconstructed crossroads. Approximately 1.98 acres of new green space area would be created, along with 1.98 acres of shared-use path (parallel to I-290) and 0.91 acre of additional sidewalk and pedestrian plaza areas.

City of Chicago – Columbus Park

In the City of Chicago, 1.31 acres of new edge and green space areas is being created within the proposed mainline Reconstruction Section of the corridor associated with the proposed Austin Boulevard and Central Avenue interchange improvements adjacent to Columbus Park. Approximately 0.39 acre of new sidewalk and pedestrian plaza areas would be created as part of the reconstructed crossroad bridges, and 0.92 acre of additional greenspace would be created along the south edge of Columbus Park.

Public Services/Facilities

As with fire and ambulance services, any build option selected for the Project Corridor would need to be closely coordinated and planned with local, county, and state law enforcement agencies to ensure access is maintained to I-290 throughout the construction phases. The build alternatives are not expected to result in impacts to public services/facilities.

3.1.7 Relocations and Right-of-Way

3.1.7.1 Existing Conditions/Impacts

Within the 13-mile-long Project Corridor, the proposed project would require approximately 5.972 acres of right-of-way including right-of way by ownership and permanent easements, primarily associated with expressway and interchange improvements at 25th Avenue, 1st Avenue, DesPlaines Avenue, and Harlem Avenue, as well as a 10-foot-wide strip of parallel CTA right-of-way for expressway improvements. The area of right-of-way required is the same for all four build alternatives and does not require any displacements or relocations. It is anticipated that all right-of-way acquisitions would be made by IDOT. A summary of the new right-of-way required for the project is shown in Table 3-15 and described by location along the Project Corridor below.

Table 3-15. New Right-of-Way Required for Reconstruction of the I-290 Expressway

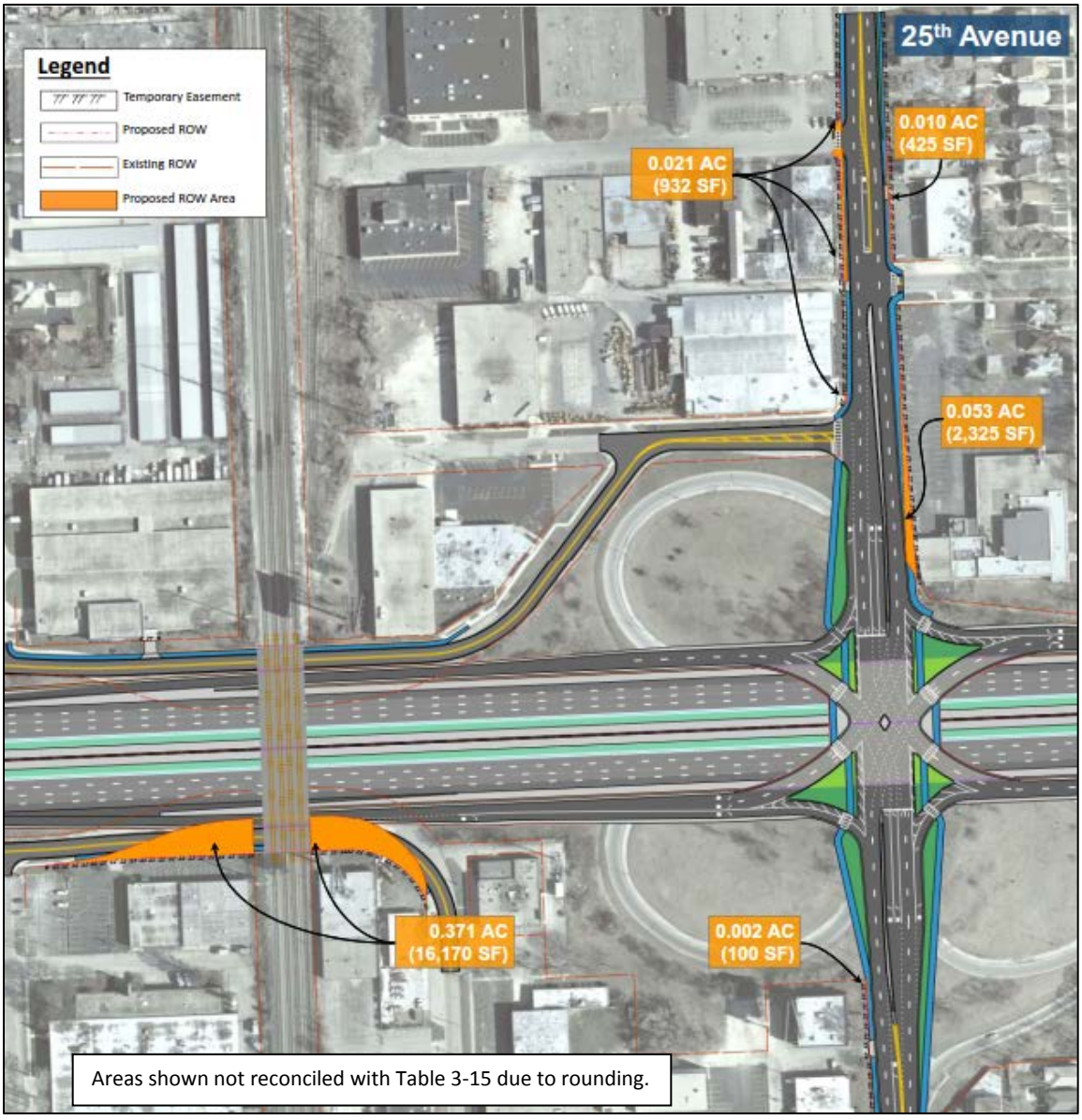
Location	Purpose	Area (acres)	No. of Parcels
25th Avenue (Bellwood & Broadview)	Expressway and interchange ramp improvements	0.459	16
1st Avenue (Maywood)	Expressway and interchange ramp improvements	2.768	8
DesPlaines Avenue (Forest Park)	Cross-road sidewalk improvements	0.050	2
Circle Avenue (Forest Park)	Cross-road sidewalk improvements	0.031[22]	2
Harlem Avenue (Forest Park)	Cross-road sidewalk improvements	0.014	4
CTA Blue Line (10-foot strip)	Expressway and interchange ramp improvements	2.650	1
Total		5.972	33

[22] Includes use of Section 4(f) property (see Section 3.12)

25th Avenue

Approximately 0.459 acre of new right-of-way is required from 16 parcels at 25th Avenue for interchange and mainline expressway improvements (Figure 3-9). Along 25th Avenue, some additional right-of-way is required to accommodate revised north and south interchange approaches associated with the proposed SPUI design. Along the mainline, additional right-of-way is required along the south side of the expressway, west of 25th Avenue, to accommodate an envelope for a potential future transit facility in the median of the expressway and new direct ramp connections to 25th Avenue.

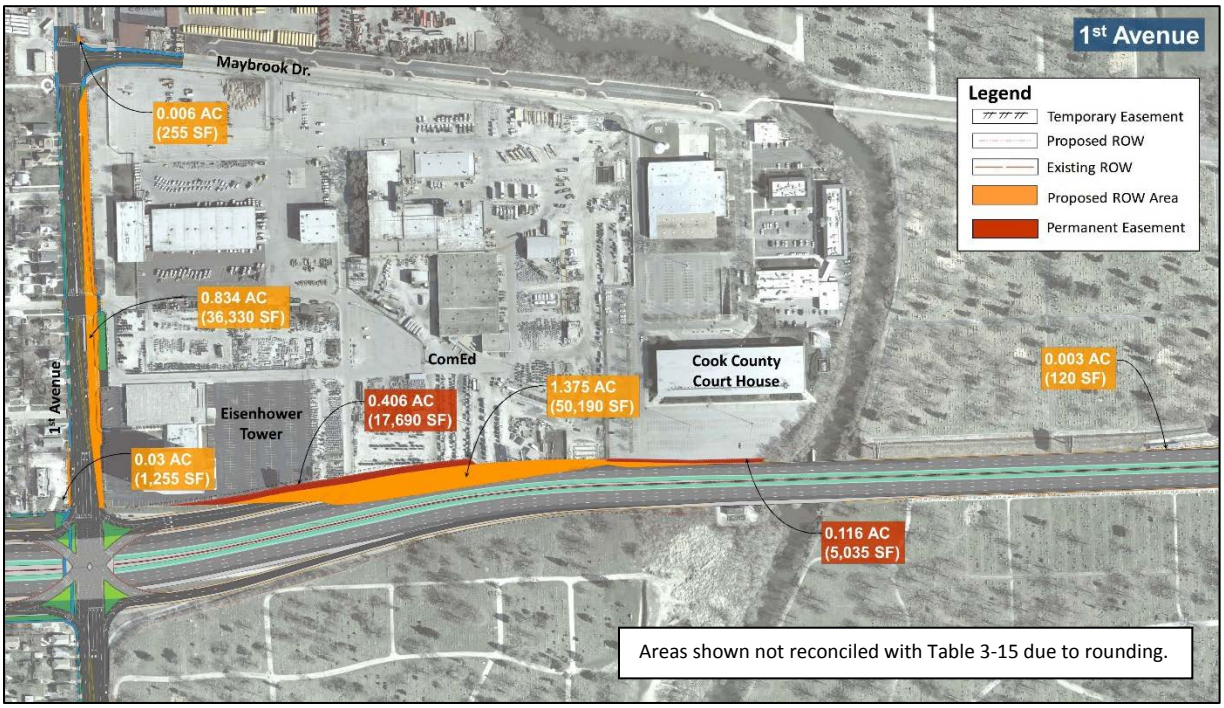
Figure 3-9. 25th Avenue Additional Right-of-Way Required



1st Avenue

A total of approximately 2.248 acres of right-of-way (ownership) and 0.522 acres of permanent easement are required from eight parcels for improvements to the 1st Avenue interchange approaches and mainline expressway improvements (Figure 3-10). Along 1st Avenue, improvements include dual left-turn lanes and improved channelization as part of the proposed SPUI design. Along the mainline of I-290, additional right-of-way is required to accommodate an envelope for a potential future transit facility in the median of the expressway and for improvements to the 1st Avenue ramps. As noted in Section 3.1.4.2, 27 parking spaces are impacted by the proposed improvement at the State of Illinois Circuit Court of Cook County Fourth Municipal District Maywood Courthouse.

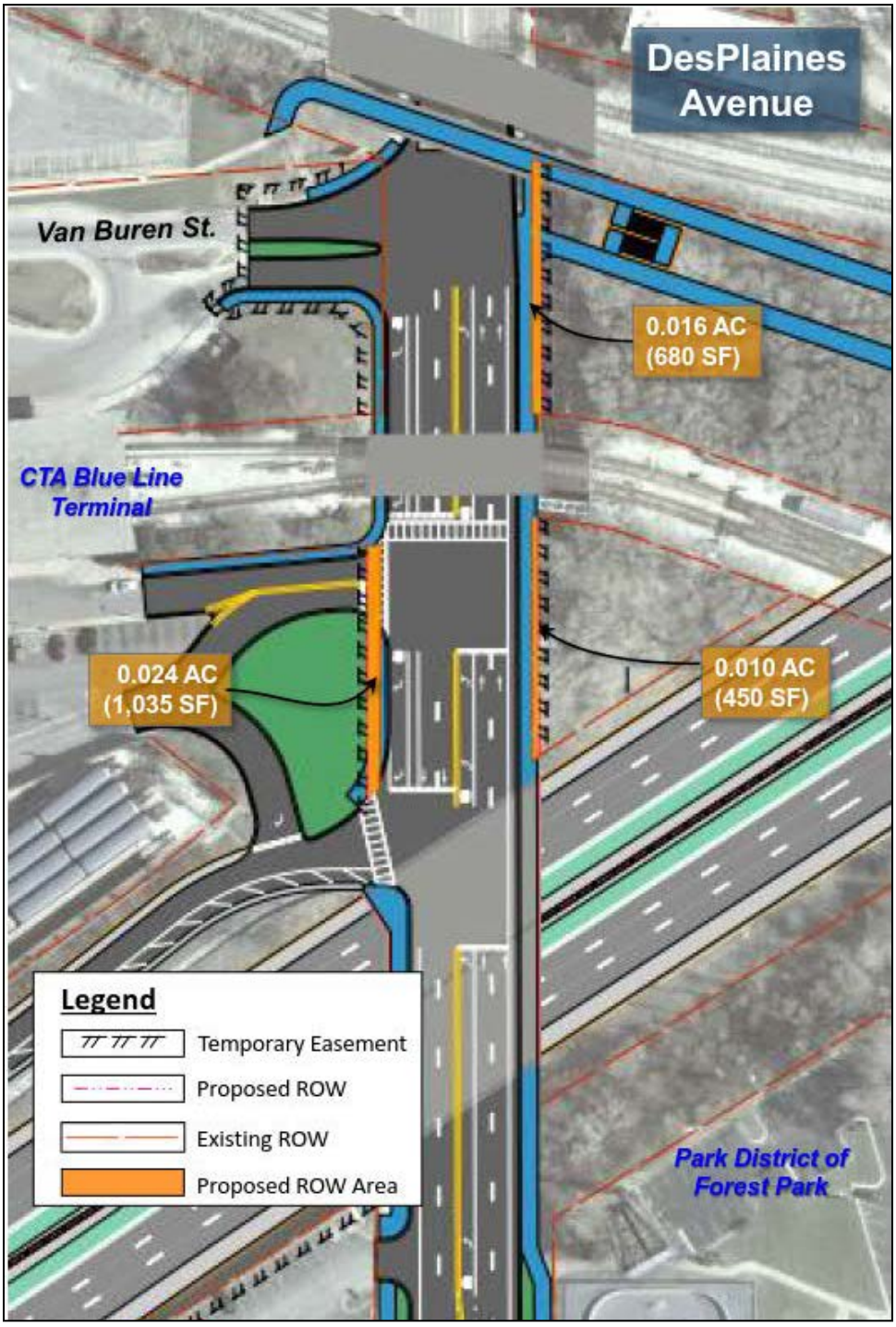
Figure 3-10. 1st Avenue Additional Right-of-Way Required



DesPlaines Avenue

Approximately 0.050 acre of new right-of-way is required from two parcels along DesPlaines Avenue associated with the proposed improvements to this street that include on-street bicycle lanes and sidewalk widening (Figure 3-11).

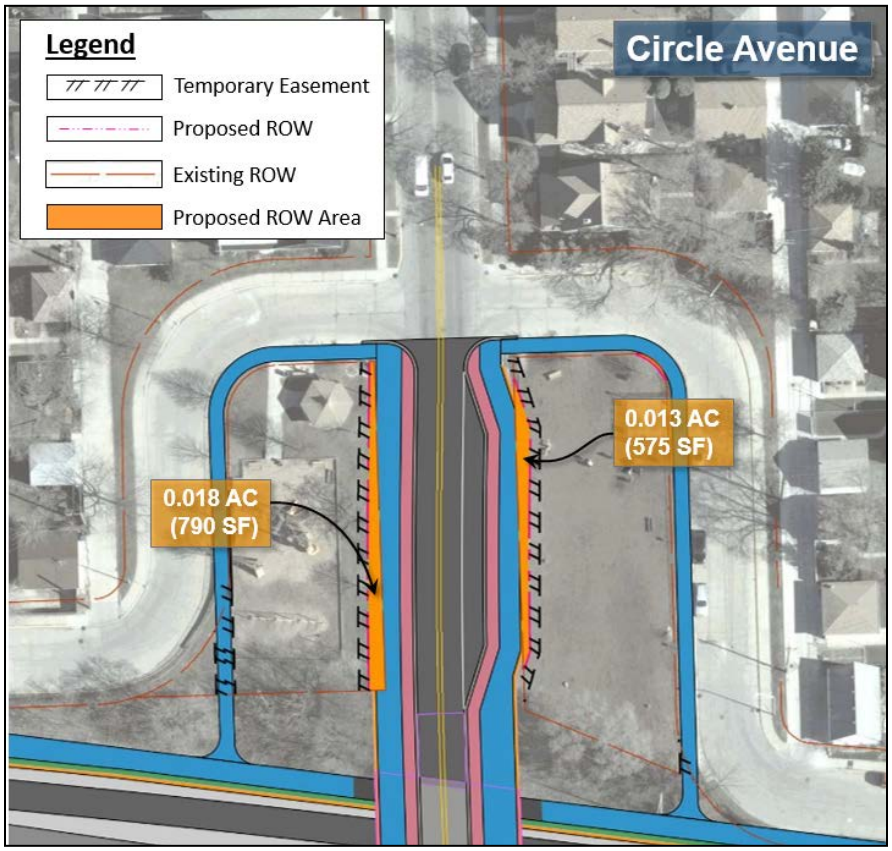
Figure 3-11. DesPlaines Avenue Additional Right-of-Way Required



Circle Avenue

Approximately 0.031 acre of new right-of-way is required from two parcels adjacent to Circle Avenue north of the expressway (Figure 3-12). The right-of-way required is associated with on-street bicycle lanes, sidewalk widening, and a vehicle turn out/CTA Blue Line kiss-and-ride waiting area. This right-of-way is also discussed in Section 3.12 as it is a Section 4(f) use of existing parkland.

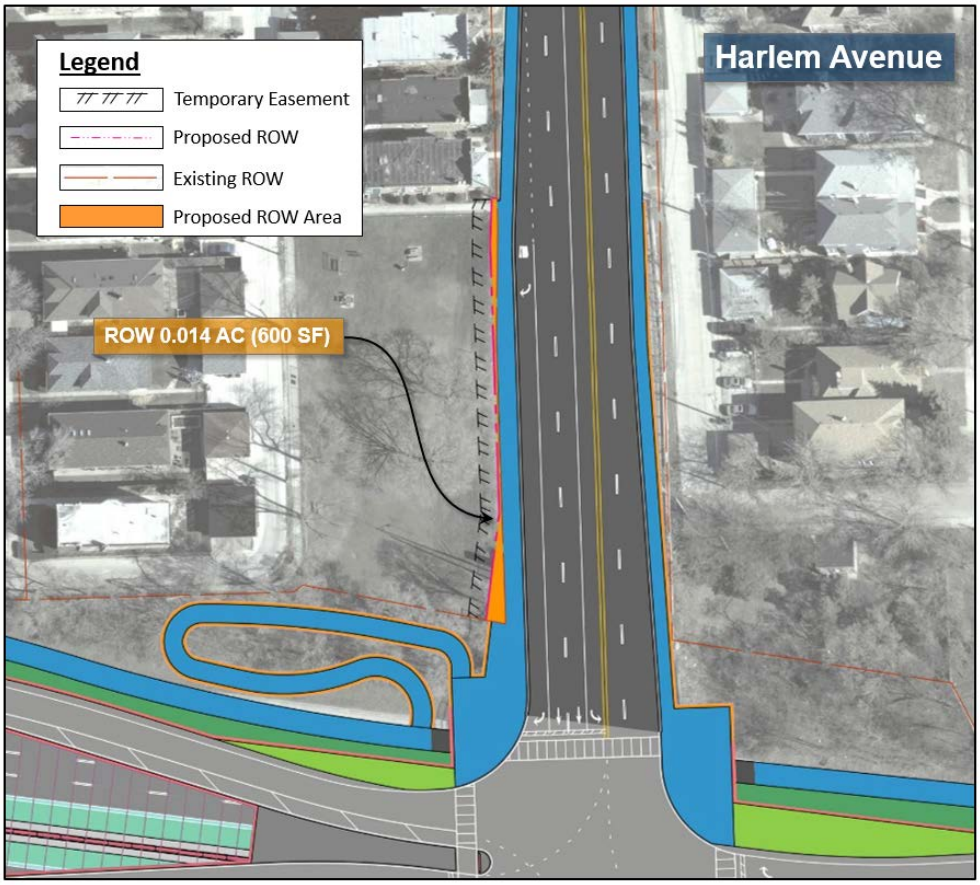
Figure 3-12. Circle Avenue Additional Right-of-Way Required



Harlem Avenue

An approximately 0.014 acre strip of new right-of-way is required from four parcels along the northwest quadrant of Harlem Avenue associated with the proposed sidewalk widening improvements (Figure 3-13).

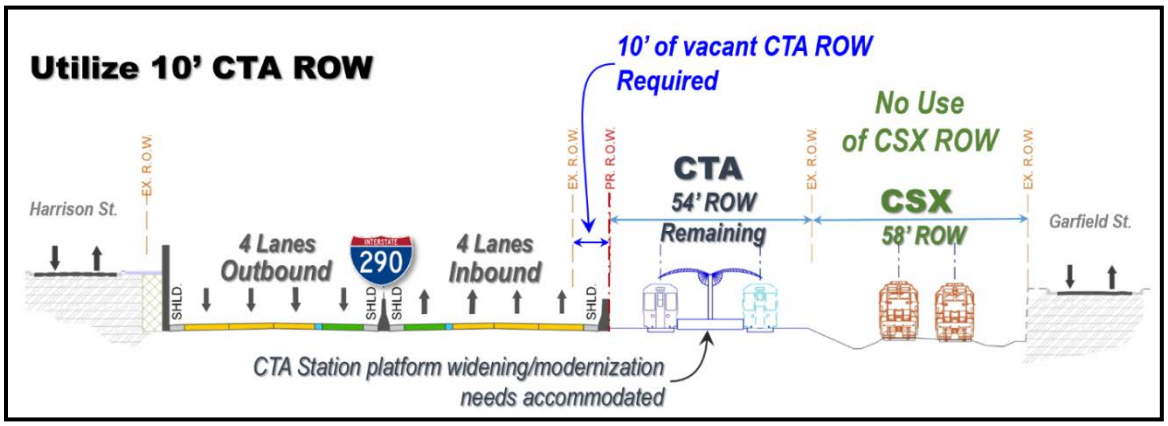
Figure 3-13. Harlem Avenue Additional Right-of-Way Required



CTA Right-of-Way

As part of the proposed project, a 10 foot-wide strip of existing vacant CTA Blue Line right-of-way would be utilized to accommodate expressway improvements, including wider shoulders and reconfigured ramps at Harlem Avenue and Austin Boulevard. The 2.65-acre strip of proposed right-of-way required from CTA comprises nearly half (44 percent) of the new right-of-way, extending approximately 11,700 feet (2.2 miles) along the north side of the CTA Blue Line generally from 700 feet west of Circle Avenue to 1,600 feet east of Austin Boulevard. The method of valuation and conveyance of right-of-way will be determined during Phase II Design. The remaining CTA right-of-way accommodates CTA's future track and station platform improvement needs. No right-of-way from CSX is required (Figure 3-14).

Figure 3-14. CTA Additional Right-of-Way Required



3.1.7.2 Mitigation of Impacts to Relocations and Right-of-way

The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) [Title 42 US Code (USC) Sections 4601-4655], as amended, applies to all federal or federally assisted activities that involve the acquisition of real property or the relocation of residences or businesses. Just compensation would be provided for any property acquired for project right-of-way. Just compensation is monetary payment most often equivalent to the "fair market" value of the property. Fair market value is the highest price estimated in terms of money that the property would bring. The fair market value is based on exposure to sale on the open market, a reasonable time allowed to find a buyer, the knowledge of all of the uses to which it is adapted, and uses for which the property is capable. Mitigation of relocation impacts or displaced structures would be in the form of financial remuneration or compensation for property loss and relocation expenses, as outlined in the Uniform Relocation Act.

In summary, areas of the Project Corridor where new right-of-way may be required have been identified in and around the interchanges of I-290 with 25th Avenue, 1st Avenue, DesPlaines Avenue, Circle Avenue, and Harlem Avenue, along with a narrow strip of vacant CTA right-of-way. All necessary right-of-way acquisitions would conform to the Uniform Relocation Act, Real Property Acquisition Policies Act and the IDOT Land Acquisition Procedures Manual.

3.1.8 Transportation Network

3.1.8.1 Existing Conditions

The transportation network within the Study Area consists of local roads, highways, freight facilities, airports, heavy rail transit, intercity passenger bus, and nonmotorized (e.g., pedestrian, bicycle) facilities.

The Study Area roadway network includes facilities with different functional classifications to accommodate a variety of trip types in a manner consistent with historical travel patterns. The roadway functional classification system provides the

foundation for highway planning and the framework for determining the geometric design of individual roadways. Within a transportation system, the different functional classifications create a hierarchy of facilities designed to serve a range of travel demands from the local trip that is generally slower, shorter, and has higher accessibility to the longer trip, that is generally higher speed, longer distance, and with fewer access options.

The hierarchy of the functional classification systems for rural and urban areas generally consists of principal arterials, minor arterials, and collectors, followed by local roads and streets. The Project Corridor is completely within urban areas. The Project Corridor contains 35 miles of Interstate facilities and 26 miles of roads designated as principal or minor arterials; however, approximately 79 percent of roadways (293 miles) are local or municipal streets. The distribution of miles based on functional classification is shown in Table 3-16.

Table 3-16. Project Corridor Lane Miles by Functional Class and Direction

Functional Classification	Total Lane Miles	Percentage of Total
Interstate	35	12
Other Principal Arterial (Urban)	6	2
Minor Arterial (Urban)	20	7
Collector (Urban)	46	15
Local Road or Street (Urban)	193	64
Total	**300**	**100**

Other east-west roads in the Project Corridor are primarily local roads, collectors, or minor arterials.

Trucks

The Surface Transportation Assistance Act (STAA) of 1982 resulted in the designation of a national network of highways to allow the passage of trucks of specified minimum dimensions and weight. The objective was to promote uniformity throughout the nation for legal truck sizes and weights on a National Truck Network.

The network includes all Interstate highways, designated as Class I truck routes, and large portions of the federal-aid primary system (portions designated as Class II truck routes). Class I Highways are the Interstates and other four-lane, divided highways that are fully access controlled. Class II Highways are typically those routes with at least 11-foot-wide lanes and no history of abnormal accidents. Class I and II Highways can legally carry 80,000 pounds maximum gross weight and the wider 102-inch vehicle.

Within the Project Corridor, Class I truck routes include all of the Interstates, including I-290, I-294, I-88, and I-90/I-94. In general, the Class II truck routes include all or portions of the other US and state marked routes. Table 3-17 lists the Class I and II routes in the Project Corridor.

Table 3-17. Class I and Class II Truck Routes in Project Corridor

Route	Location	Class
I-88	Interstate 80 to Interstate 290 (Including Tollway)	I
I- 90	Wisconsin State Line to Indiana State Line (Including Tollway)	I
I- 94	Wisconsin State Line to Indiana State Line (Including Tollway)	I
I-290	Interstate 90 (Tollway) to Interstate 94	I
Illinois Route 43	US Route 30 to Illinois Route 60	II
Illinois Route 50	Manhattan/Monee Road to Illinois Route 19	II
US Route 12	Wisconsin State Line to Interstate 290	II

Source: Illinois Department of Transportation.

Class III truck routes are typically two-lane highways. This class can also carry the 80,000-pound load, but the vehicle width is restricted to a maximum of 96 inches, the same as allowed on most state and local designated truck route systems. There are no Class III truck routes in the Study Area.

Public Transportation (Transit)

Public transportation in the Project Corridor is provided by CTA, and Metra and Pace, which are operating divisions of the Regional Transportation Authority (RTA).

CTA

CTA provides HRT and bus service to the City of Chicago and 35 nearby suburbs, carrying more than 1.6 million riders on an average weekday. The CTA Blue Line Forest Park Branch provides 24-hour rapid transit train service between downtown Chicago and the Forest Park terminal station along the I-290 right-of-way. Service on the Forest Park Branch began operations as the Congress Branch of CTA's West-Northwest Route in June 1958.

The Congress Branch opened with stations on approximate 1-mile spacing. Connections to CTA and suburban bus routes (now PACE bus routes) have been a feature of these stations since their opening. An additional station was added to the line after it opened, and the west end of the line was relocated adjacent and to the south of the expressway right-of-way in 1959 and 1960. The two stations at either end of the Study Area, Clinton/Congress and DesPlaines Avenue (now Forest Park) terminal stations, are not located in the expressway median. The Clinton/Congress Station is a subway station located east of the end of the expressway. In the case of the Forest Park terminal,

sufficient land was required to provide bus interchange facilities, park-and-ride lots, a storage yard, repair shop, and the rapid transit terminal facilities. Three of the 15 stations (California, Kostner, and Central) on the branch were closed approximately 40 years ago as ridership declined. Current ridership on the Forest Park Branch is 33,000 average weekday riders, resulting in 60 percent utilization of its capacity.

Blue Line Forest Park Branch Feasibility/Vision Study

CTA conducted the *Blue Line Forest Park Branch Feasibility/Vision Study* concurrently with the I-290 EIS. The CTA Forest Park Branch originally began service in late June 1958. Many of the current infrastructure assets are original, while other facilities have undergone interim repair or replacement but are overdue for replacement. Over time, maintenance has been conducted to sustain safe operations. This approach has not been able to sustain the level of service (LOS) intended for the route, resulting in aged infrastructure, slow zones, and an overall reduced quality of service for customers. To provide a quality, efficient service for customers, there is a need for near total replacement and modernization of assets for the Blue Line Forest Park Branch.

CTA recommends that the entire Forest Park Branch be reconstructed in its entirety, similar to the programs that have addressed similar needs on the Red Line Dan Ryan Branch. Key recommendations include:

- Maintain existing entrance locations;
- Remove stations closed in 1970s;
- Improve infrastructure to a state of good repair;
- No third track or express service
- Improve the terminal site at Forest Park;
- Maintain existing service; and
- Work with IDOT on Project Corridor improvements through design, construction, and funding.

In the short term, CTA would continue to perform interim slow zone and other maintenance work.

Given the scope and extent of upgrades needed along the Forest Park Branch, CTA plans to continue evaluating funding options and project phasing in conjunction with their larger mission of modernization and bringing the transit system to a state of good repair.

Blue Line Extension

An extension of the Blue Line Forest Park Branch was introduced early in the I-290 Study by stakeholders and received strong support for testing as an initial alternative in Round 1. As described in Section 2.3.3.1, a 3.5-mile-long extension of the Forest Park Branch from its existing terminus west to a new terminal station near Mannheim Road was the most cost-effective extension. Most (54 percent) of the new ridership is estimated to consist of diversions from existing CTA, Metra, and Pace services, and more critically, current land

uses along a Blue Line extension do not generate forecasted ridership to support an HRT extension. As described above, CTA's current focus is on their backlog of bringing the existing HRT system to a state of good repair, as well as other capacity enhancement priorities. CTA acknowledged that future land use changes would be needed along the extension before the agency can support this major capital investment. For these reasons, CTA is not currently pursuing an extension of the Blue Line.

As part of this I-290 Study, IDOT has committed to a multimodal approach to alternatives development and, as part of this approach, all DEIS build alternatives include reserving space within the existing right-of-way from east of Forest Park to Mannheim Road as a potential future transit corridor either as an extension of the Blue Line or other fixed guideway transit extension. Express bus service could be provided as an initial transit extension service concept in this section, operating on the proposed shoulder or in a managed lane prior to any future heavy rail transit extension. Figure 2-28 depicts the convertible expressway section with the ultimate configuration accommodating the proposed Blue Line extension. The Blue Line Forest Park Branch west extension is listed as an unconstrained major capital project in the Chicago Metropolitan Agency for Planning (CMAP) *GO TO 2040 Comprehensive Regional Plan Update.*

Metra Commuter Rail

Metra operates 12 commuter rail lines that together currently carry more than 300,000 customers per day in the Chicago region.[23] Metra's Union Pacific West Line serves an area north and parallel to I-290, and it offers frequent service during traditional rush-hour patterns and less frequent service on off-peak weekday hours, holidays, and weekends.

Pace Bus Service

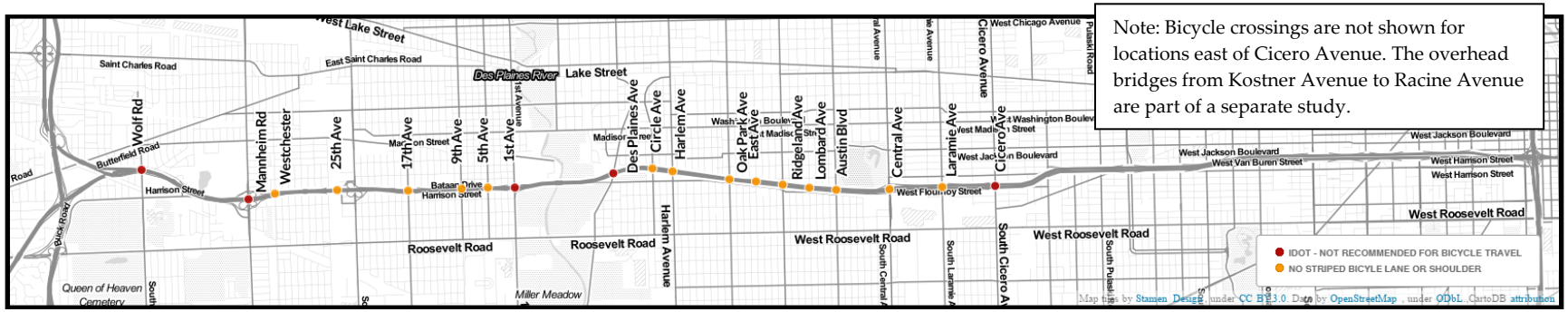
RTA's suburban bus division, Pace, provides fixed-route and express bus services between main boarding points, dial-a-ride, and paratransit service in less densely developed areas and for elderly and disabled patrons. Service is typically provided between 5:00 a.m. and 7:00 p.m. The weekend service varies by route.

Bicycle and Pedestrian Trails

There is limited pedestrian and bicycle access across the Project Corridor. Only two out of 21 existing crossings of I-290, Home and Lavergne avenues, are dedicated for pedestrian/bicycle use. Five major street crossings of I-290 (Wolf Road, Mannheim Road, 1st Avenue, DesPlaines Avenue, and Cicero Avenue) are designated 'Not Recommended for Bicycle Travel' by IDOT's Bicycle Map. The remainder of the streets crossing I-290 do not have shoulders or dedicated bicycle lanes that would provide safer, more comfortable operating zones for bicyclists. Figure 3-15 presents the existing bicycle crossings of I-290 in the Reconstruction Section of the Project Corridor, including those that are considered to be unsuitable.

[23] Metra. Operations and Ridership Data: July 2011 – June 2012. https://metrarail.com/about-metra/reports-documents/operations-ridership-data.

Figure 3-15. I-290 Bicycle Crossings – Reconstruction Section



In the Study Area communities, there are several shared-use trails, bicycle lanes, or designated bicycle routes that either cross or parallel I-290, as shown in Figure 3-16. Along with these existing bicycle and pedestrians facilities, there are also several planned future bicycle routes in the Project Corridor.

There are several dedicated bicycle lanes along existing roads within the Project Corridor in addition to existing and planned shared lane bicycle routes. Most of the dedicated bicycle lanes are located in the City of Chicago, including portions of Madison Street, Jackson Boulevard, Taylor Street, and Central Park Avenue. There are several dedicated lanes that cross I-290, including Clinton Street, Halsted Street, Ogden Avenue, and Central Park Avenue in Chicago, and DesPlaines Avenue and Circle Avenue in the Village of Forest Park. Also in Forest Park, dedicated bicycle lanes parallel I-290 along Lehmer Street and Harrison Street.

The Village of Forest Park has several bicycle lanes and bicycle routes/shared lanes. These routes cross I-290 at DesPlaines Avenue and Circle Avenue. The Village of Oak Park, Hillside, Westchester, and Broadview have no bicycle routes or shared lanes in the project area. Oak Park has marked shared lanes along Ridgeland Avenue and along the Ridgeland Avenue/I-290 overhead bridge. The City of Chicago has multiple existing and planned future bicycle routes crossing I-290.

The City of Chicago owns the Divvy bicycle sharing system, which allows users to make one-way trips using publicly available bikes. The bikes are locked into a network of docking stations and can be unlocked from one station and returned to any other station. There are currently 580 docking stations and 5,800 bikes located in Chicago, Oak Park, and Evanston with several stations located in the Project Corridor.

3.1.8.2 Impacts to Transportation

Traffic Changes

The four build alternatives all provide additional capacity in the form of an added lane in each direction on I-290 generally between east of Mannheim Road and Austin Boulevard. Table 3-18 presents forecasted 2040 average daily traffic (ADT) on I-290 for each of the build alternatives.

Table 3-18. Projected 2040 I-290 Average Daily Traffic (ADT)

I-290 Segment	No Build	GP Lane Alternative		HOV 2+ Alternative		HOT 3+ Alternative		HOT 3+ & TOLL Alternative	
	2040 Avg. Vol.	2040 Avg. Vol.	Δ from NB	2040 Avg. Vol.	Δ from NB	2040 Avg. Vol.	Δ from NB	2040 Avg. Vol.	Δ from NB
I-88 to 1st	182,000	215,000	18.1%	206,000	13.2%	210,000	15.4%	190,000	4.4%
1st to Central	200,000	234,000	17.0%	222,000	11.0%	225,000	12.5%	200,000	0.0%
Central to Sacramento	222,000	233,000	5.0%	220,000	-0.9%	224,000	0.9%	195,000	-12.2%
Sacramento to Racine	210,000	216,000	2.9%	204,000	-2.9%	208,000	-1.0%	175,000	-16.7%
Average	203,500	224,500	10.3%	213,000	4.7%	216,750	6.5%	190,000	-6.6%

Source: WSP Parsons Brinckerhoff, 2015.
Note: Numbers are rounded to 1 decimal point unless less than 0.05.

What is the difference between HOV Lanes and Managed Lanes?
HOV (High-Occupancy Vehicle) lanes are for vehicles with more than one occupant, and other exempt vehicles. Managed lanes can allow HOV use, but they also may accept single-occupant vehicles that pay a toll. Managed lanes that allow both HOV and tolled use are referred to as HOT (High-Occupancy Toll) lanes.

The GP Lane Alternative results in the highest increase in ADT on I-290 versus the No Build Alternative, with 10.3 percent more traffic. This is because the additional GP lane in each direction does not have any restrictions on who can use the lane (as opposed to a managed lane, which is restricted to HOVs and those paying tolls). The added GP lane carries more traffic, but it has the least improvement in I-290 travel time compared to the other three build alternatives with added managed lanes. This is because the additional capacity of the GP lane is unmanaged and, with strong demand, can result in saturated capacity conditions with unstable or forced stop-and-go traffic flow. As a result, on the western portion of I-290 between I-88 and Central Avenue, the GP lane has the highest projected increase in traffic (between 17 and 18.1 percent). This added traffic on the western portion results in an increase in through traffic on I-290 on the eastern portion between Central Avenue and Racine Avenue. This is caused by regional trips being drawn into the corridor due to the I-290 capacity improvements west of Austin Boulevard.

The HOV 2+ and HOT 3+ Alternatives average 4.7 percent and 6.5 percent more traffic, respectively, along I-290 than the No Build Alternative. This traffic growth is less than the traffic growth for the GP Lane Alternative, as the additional capacity and lane conversion is managed in the HOV 2+ and HOT 3+ Alternatives. With the added managed lane capacity in the western portion of I-290, there is between 11 and 13.2 percent increase in traffic for the HOV 2+ Alternative, and between 12.5 and 15.4 percent increase in traffic for the HOT 3+ Alternative. This traffic growth is less than

that of the GP Lane Alternative due to the use of the managed lane by only carpools, transit vehicles, and those vehicles paying tolls. The HOV 2+ and HOT 3+ Alternatives show a small decrease in traffic in the eastern portion of I-290 due to the conversion of a GP lane to an HOV or HOT lane. As described above, the managed lane would generally carry less traffic than a GP lane under congested conditions, but it would have faster travel times and more reliability. Increased reliability of the managed lanes is due to the high-occupancy and toll restrictions controlling the amount of traffic that enters into them, allowing traffic to flow at an approximate minimum 45 miles per hour (mph) during peak periods.

The HOT 3+ & TOLL Alternative is the only build alternative that results in a decrease in I-290 ADT compared to the No Build Alternative, with an overall average of 6.6 percent less traffic. This is due to the tolling of all lanes on I-290, resulting in traffic diversion from I-290 to the arterial system. The western portion of I-290 exhibits similar traffic levels to the No Build Alternative, even though there is an added lane in each direction. The eastern portion of I-290 shows between 12.2 and 16.7 percent less traffic as a result of the tolling of all lanes.

The I-290 improvements in the four build alternatives are also expected to result in changes to arterial traffic in the Study Area. Table 3-19 presents forecasted 2040 daily changes in VMT and VHT in the Study Area for the build alternatives relative to the No Build Alternative. This table shows that the HOT 3+ & TOLL Alternative, which tolls all lanes on I-290, is expected to attract more traffic and increase congestion on the Study Area arterial system, with higher VMT and VHT compared to the No Build Alternative, due to diverted traffic off of I-290 because of the tolling of all lanes. The GP Lane, HOT 3+, and HOV 2+ Alternatives are expected to improve Study Area arterial performance, because the added capacity on I-290 west of Austin Boulevard is expected to draw longer distance traffic from the arterial system. A more detailed discussion regarding differences in Study Area arterial performance among the build alternatives is presented below.

Table 3-19. Daily 2040 Study Area Arterial Travel Performance

Study Area Arterial Performance	2040 No Build	GP Lane	HOV 2+ Lane	HOT 3+ Lane	HOT 3+ & TOLL
Vehicle Miles of Travel	4,294,000	-24,600	+6,900	-8,900	+147,800
Vehicle Hours of Travel	255,300	-2,000	-1,000	-1,600	+6,800

Source: WSP Parsons Brinckerhoff, 2015.

Figure 3-16 presents the forecasted change in 2040 ADT for the build alternatives on east-west arterials relative to the No Build Alternative. The following conclusions can be drawn from the information presented.

GP Lane Alternative:

- Traffic volumes are reduced on east-west arterials west of Central Avenue due to increased capacity of I-290 from the additional GP lane, drawing traffic off the arterials between Mannheim Road and Austin Boulevard.
- East-west arterial sections experience an increase in traffic east of Central Avenue from additional traffic being drawn to the I-290 corridor due to the increased mainline capacity west of Austin Boulevard.

HOV 2+ Alternative:

- Traffic is reduced on most east-west arterials west of Central Avenue due to increased mainline capacity from the HOV 2+ lane drawing traffic off the arterials between Mannheim Road and Austin Boulevard.
- East-west arterial sections experience an increase in traffic east of Central Avenue from additional traffic being drawn to the I-290 corridor due to the increased mainline capacity west of Austin Boulevard. Additionally, east of Central Avenue, the HOV 2+ lane conversion of the GP lanes result in a reduction to existing mainline capacity, resulting in greater diversion of I-290 traffic to the arterial routes in this section than with the GP Lane Alternative.

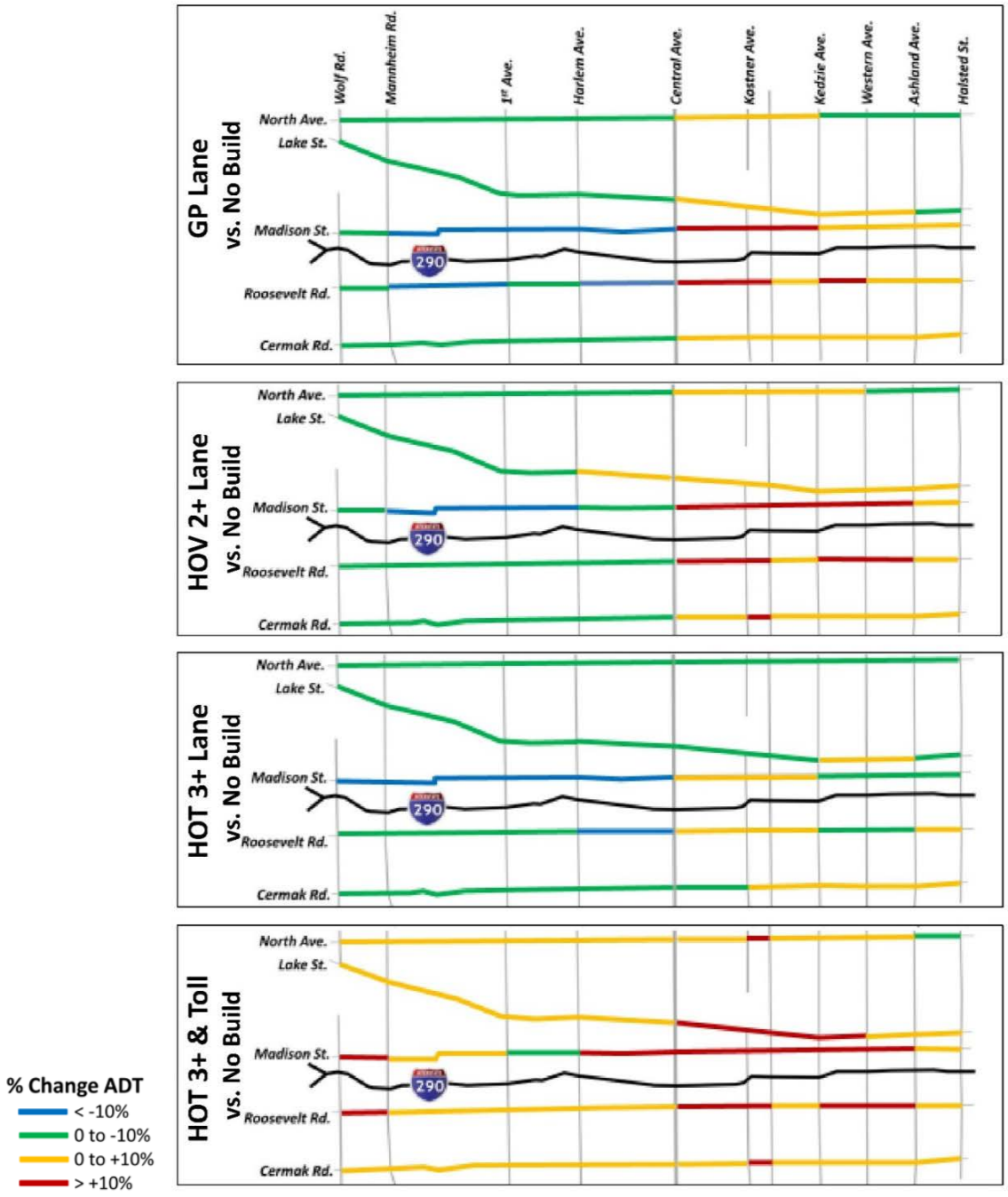
HOT 3+ Alternative:

- Traffic volumes are reduced on east-west arterials west of Central Avenue due to increased capacity provided by the HOT 3+ lanes on I-290 between Mannheim Road and Austin Boulevard. The HOT 3+ lanes perform better than the HOV 2+ lanes in that they provide more vehicle throughput than the HOV 2+ lanes.
- East of Central Avenue, the HOT 3+ Alternative also results in reductions to some east-west arterial traffic. This is due to an improvement in overall expressway throughput as a result of more efficient traffic management of the added HOT 3+ lane capacity west of Austin Boulevard in conjunction with the expressway lane conversion to HOT 3+ use to the east.

HOT 3+ & TOLL Alternative:

- Traffic volumes are increased on nearly all east-west arterials due to more longer-distance trips diverting from I-290 to avoid the tolls.

Figure 3-16. Projected 2040 East-West Arterial Volume Change for Alternatives versus No Build Alternative



Overall, the forecasted change in 2040 east-west arterial ADT for each build alternative provides an indication of the benefit of moving traffic from the arterial roadways back to I-290. In some cases, this improved mobility attracts growth in population and jobs, which provide economic benefit, but can also bring new traffic demand. For example, east of Cicero Avenue, there is an increase in forecasted Study Area population of

1,502 people and 417 jobs in the build scenario, but also a corresponding slight increase in arterial traffic (Cicero Avenue is between Central and Kostner Avenues in Figure 3-17 below).

Roadway Network Modifications

Existing expressway access modifications within the Project Corridor, along with some supporting local roadway network changes, are limited to the 25th Avenue and 1st Avenue interchanges (Figure 3-17 and Figure 3-18). The proposed changes are common to all four build alternatives and are proposed to address existing design, operational, and safety deficiencies. The proposed changes occur in the communities of Westchester, Maywood, and Bellwood.

Figure 3-17. 1st Avenue Proposed Access Modifications

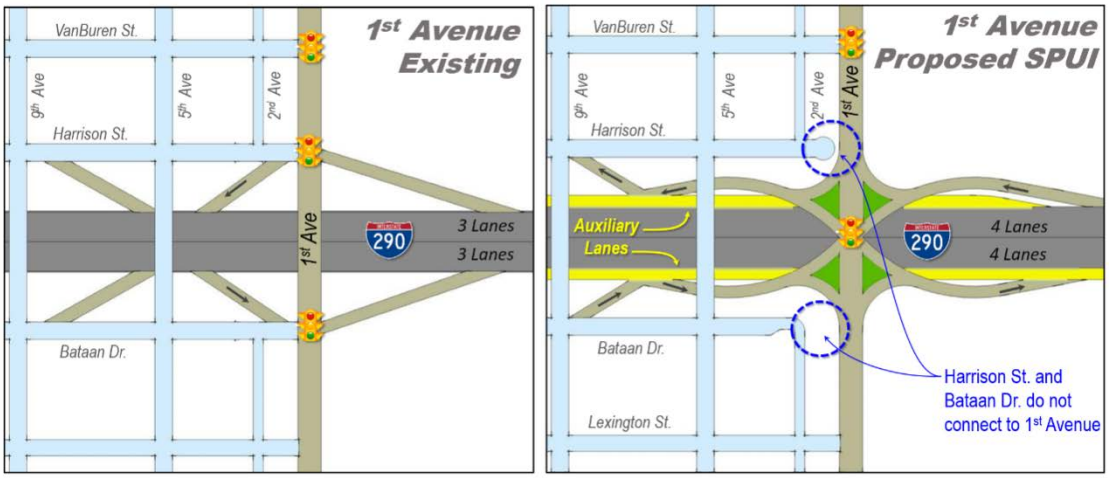
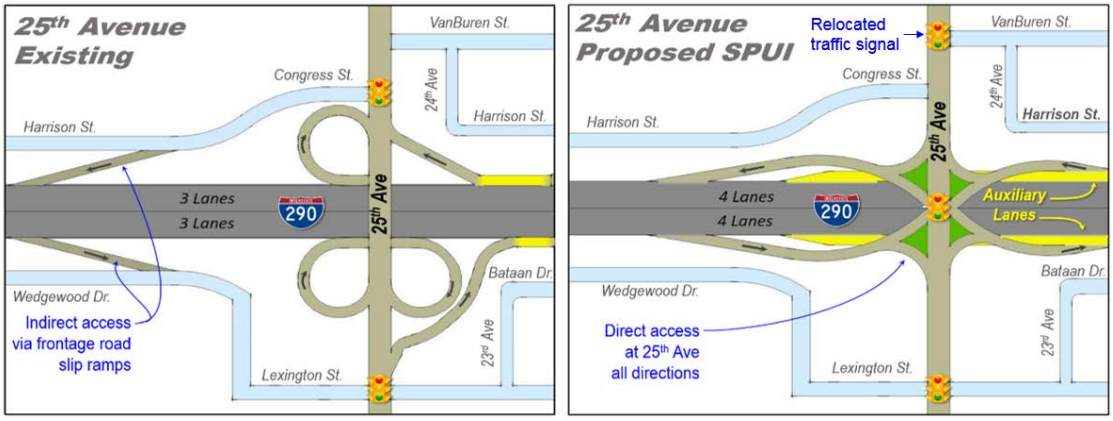


Figure 3-18. 25th Avenue Proposed Access Modifications



The access modifications at 25th Avenue include reconfiguring the existing indirect frontage road ramp connections as direct ramp connections at 25th Avenue. The proposed interchange is a SPUI, which accommodates expressway access to/from all directions directly at 25th Avenue.

The access modifications at 1st Avenue involve reconfiguring the existing tight diamond interchange and frontage road slip ramp type access as a SPUI with full directional access to/from the expressway at 1st Avenue. As part of the reconfiguration, the Harrison Street and Bataan Drive frontage roads would no longer connect to 1st Avenue. As part of the local Maywood outreach process, the frontage road connections were found not to serve as a primary local community access point. Disconnecting the frontage roads resulted in the greatest local benefit of improved operational efficiency of this very congested interchange, while discouraging expressway traffic using the local frontage roads as an expressway bypass.

Overall, these local network modifications and associated interchange reconfigurations result in a 23 percent improvement in local travel times to both economic and residential areas within the adjacent communities between 1st Avenue and 25th Avenue. Much of this improvement in local travel times can be attributed to the proposed geometric and operational improvements at 1st Avenue, which would reduce peak-period traffic queuing by as much as 77 percent and intersection delay by 74 percent, compared to the No Build condition.

Truck Traffic

The I-290 build alternatives all reduce truck hours of travel in the Study Area and have mixed results for truck miles of travel, as seen in Table 3-20.

Table 3-20. Projected Daily 2040 I-290 Study Area Truck Performance

Measure	No Build Alternative	GP Lane Alternative	HOV 2+ Alternative	HOT 3+ Alternative	HOT 3+ & TOLL Alternative
Truck Miles of Travel	1,215,700	+46,300	-7,900	+19,900	-116,600
Truck Hours of Travel	57,510	-150	-410	-240	-7,320

Source: WSP Parsons Brinckerhoff, 2015.

The GP Lane Alternative adds a GP lane in each direction on I-290 west of Austin Boulevard, resulting in increased truck capacity in this section. This results in increased truck travel on I-290 in 2040 ranging from 13,000 to 19,000 daily trucks compared to 12,000 to 16,000 daily trucks in the No Build Alternative. The increased number of trucks forecasted to use I-290 in the GP Lane Alternative results in an increase in truck miles of travel (+46,300); however, the I-290 travel times for the GP Lane Alternative are improved over the No Build Alternative by more than 9 minutes (Table 3-9), resulting in an overall decrease in truck hours of travel in the Study Area.

The HOV 2+ Alternative adds an HOV lane in each direction on I-290 west of Austin Boulevard; however, the added capacity provided by the HOV lane does not benefit trucks because they would be restricted from using the HOV lane. As a result, 2040 truck volumes on I-290 for the HOV 2+ Alternative are forecast to be 11,000 to 16,000 daily trucks, which is slightly less than the No Build truck volumes. Both truck miles of travel

and truck hours of travel for the HOV 2+ Alternative are expected to decrease in the Study Area, as I-290 travel times for the GP lanes are improved by more than 7 minutes (Table 3-9).

The HOT 3+ Alternative adds an HOT lane in each direction on I-290 west of Austin Boulevard; however, similar to the HOV 2+ Alternative, the added capacity provided by the HOT lane does not benefit trucks because they would be restricted from using the HOT lane. Forecasted 2040 truck volumes on I-290 are between 12,000 and 17,000 daily trucks, which is slightly higher than the No Build Alternative truck volumes. Those passenger cars using the HOT lane by paying a toll frees up a little more capacity in the GP lanes compared to the HOV 2+ Alternative, resulting in this small increase in trucks using I-290. This results in an increase in truck miles of travel in the Study Area but a decrease in truck hours of travel due to the decrease in I-290 travel times by more than 7 minutes (Table 3-9) compared to the No Build Alternative.

The HOT 3+ & TOLL Alternative adds an HOT lane in each direction on I-290 west of Austin Boulevard and tolls all of the GP lanes. The combined result of tolling all lanes and trucks not being able to use the HOT lane is a drop in the number of trucks using I-290. The HOT 3+ & TOLL Alternative is forecasted to carry between 5,000 and 10,000 trucks, which is a 40 to 60 percent decrease in trucks compared to the No Build Alternative. The HOT 3+ & TOLL Alternative is diverting trucks off of I-290 due to the tolling of all lanes, resulting in an overall reduction in truck miles of travel and truck hours of travel in the Study Area.

Pedestrian and Bicycle Facilities

All bicycle and pedestrian facilities proposed as part of the project have been coordinated with each local community in the corridor. Improvements to these nonmotorized facilities are primarily associated with the proposed improvements to the cross-roads and pedestrian bridges, as well as a new shared-use path paralleling I-290. All proposed bicycle and pedestrian facilities:

- Meet or exceed sidewalk width design standards;
- Accommodate current ADA standards;
- Include high-visibility, well-marked crossings; and
- Include updated signals with pedestrian countdown timers and/or signage.

Cross-Roads

Within the Reconstruction Section, the existing roads crossing I-290 are proposed to be reconstructed with bicycle and/or pedestrian improvements. These include:

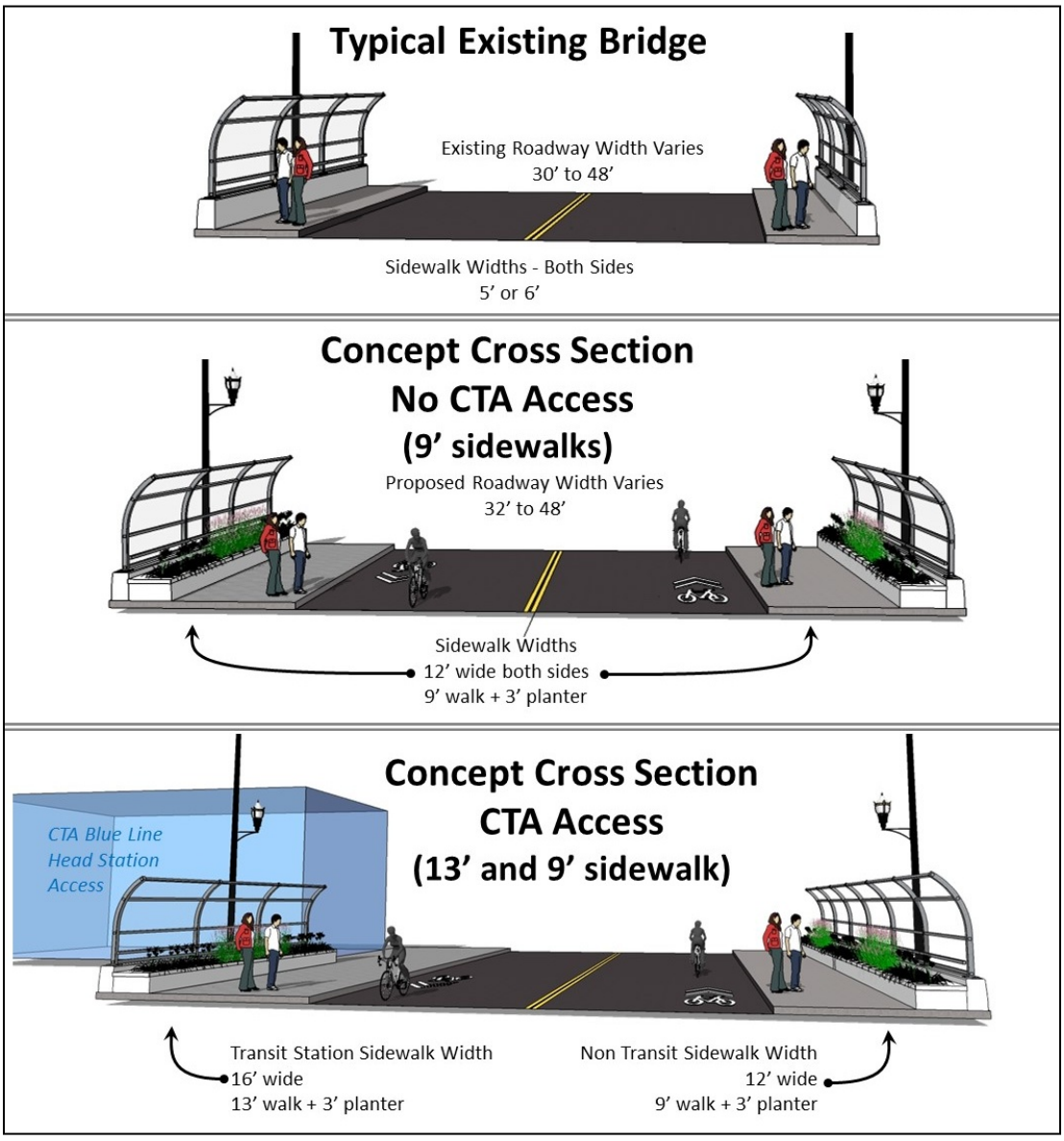
- 25th Avenue (US 12/45)
- 17th Avenue
- 9th Avenue
- 5th Avenue
- 1st Avenue (IL 171)
- DesPlaines Avenue
- Circle Avenue
- Harlem Avenue (IL 43)
- Oak Park Avenue
- East Avenue
- Ridgeland Avenue
- Lombard Avenue
- Austin Boulevard
- Central Avenue
- Laramie Avenue
- Cicero Avenue (IL 50)

Proposed bicycle and pedestrian improvements associated with each crossing were coordinated with the local municipalities, transit agencies, and stakeholders. Sidewalk widths and bicycle accommodations vary by location as determined through stakeholder coordination.

For more local cross-street bridges that were not part of a direct connection interchange with the expressway, a standard sidewalk typical section was developed and applied. This urban stitching approach to the local cross-street typical section was developed to improve north-south community connectivity, nonmotorized transportation and circulation across the expressway, improve transit connections, and accommodate hardscape and landscaping features that could be implemented by the local communities. This local cross-street typical section is illustrated in Figure 3-19 and was applied to the following local cross streets:

- 17th Avenue
- 9th Avenue
- 5th Avenue
- Oak Park Avenue (CTA Access)
- East Avenue (CTA Access)
- Ridgeland Avenue
- Lombard Avenue (CTA Access)

Figure 3-19. Local Cross-Street Bridge Typical Sidewalk Widths

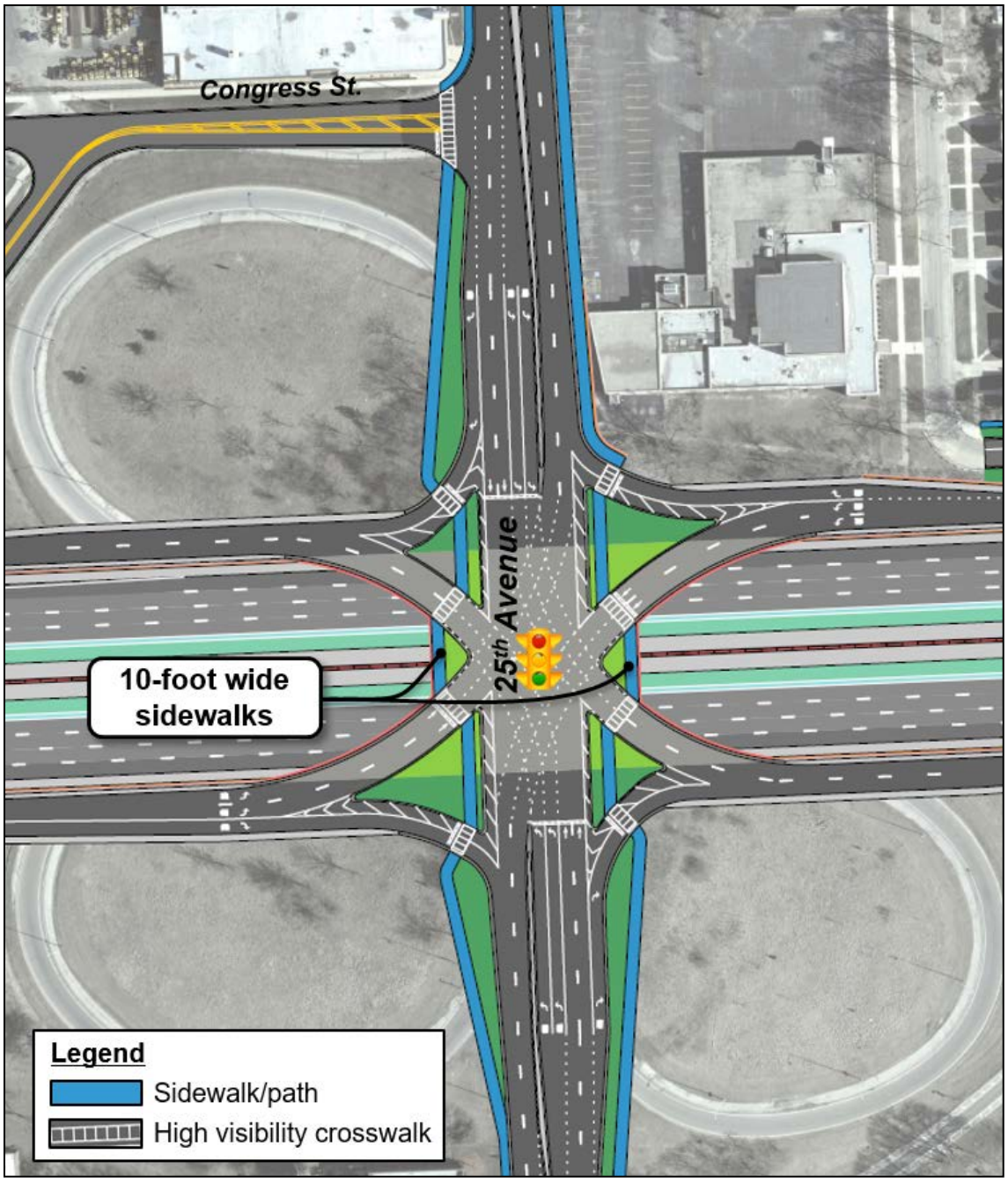


From west to east, the following bicycle and pedestrian improvements are proposed along the roads crossing I-290 in the Reconstruction Section:

25th Avenue (US 12/45)

Along the east and west side of 25th Avenue, a 10-foot-wide sidewalk would be constructed over the expressway and through the proposed interchange (Figure 3-20). The 10-foot-wide sidewalks would transition back to 5-foot-wide sidewalks north and south of the interchange to minimize impacts and to tie back into existing sidewalks.

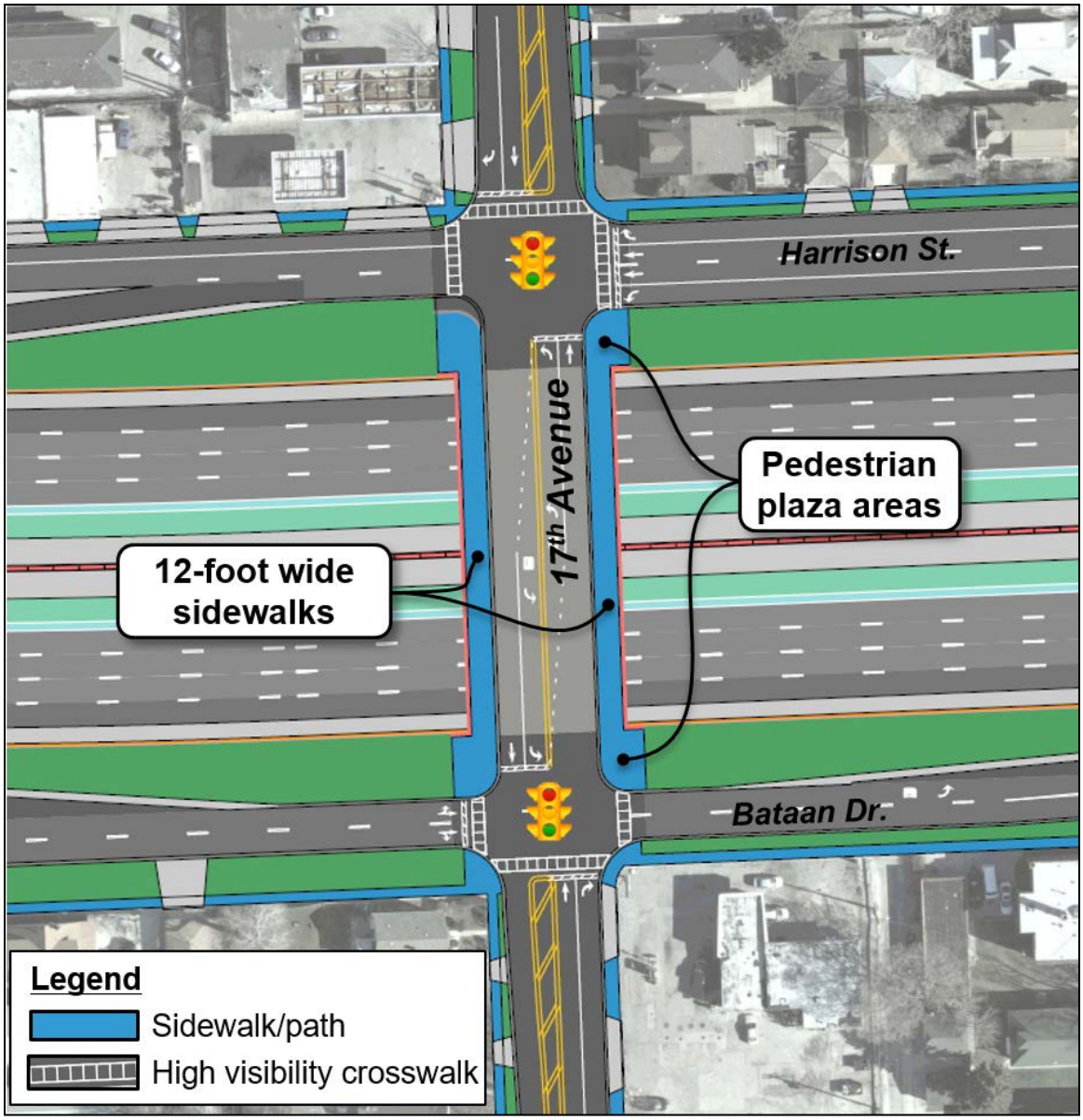
Figure 3-20. 25th Avenue Pedestrian and Bicycle Facility Improvements



17th Avenue

Twelve-foot-wide sidewalks would be provided along both sides of the proposed 17th Avenue bridge over I-290 between Harrison Street and Bataan Drive, which are signalized intersections (Figure 3-21). Wider sidewalks and pedestrian plaza areas are provided in each corner to provide additional area for pedestrian visibility and queuing, and also provide space for hardscape/street furniture/aesthetic features if implemented by the local community.

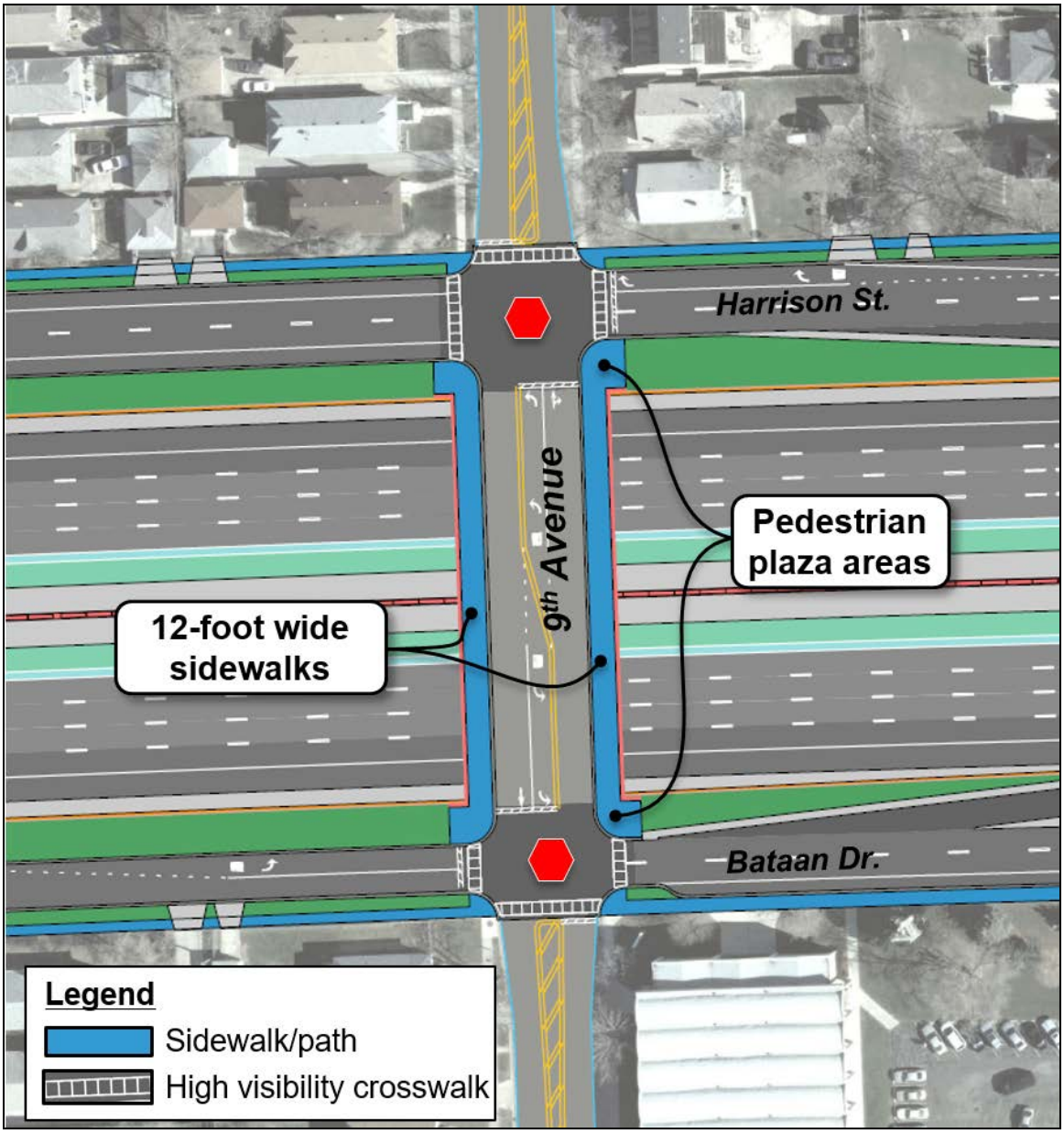
Figure 3-21. 17th Avenue Pedestrian Improvements



9th Avenue

Twelve-foot-wide sidewalks would be provided along both sides of the proposed 9th Avenue bridge over I-290 between Harrison Street and Bataan Drive, which are stop-controlled intersections (Figure 3-22). Wider sidewalks and pedestrian plaza areas are provided in each corner to provide additional area for pedestrian visibility and queuing, and also provide space for hardscape/street furniture/aesthetic features if implemented by the local community.

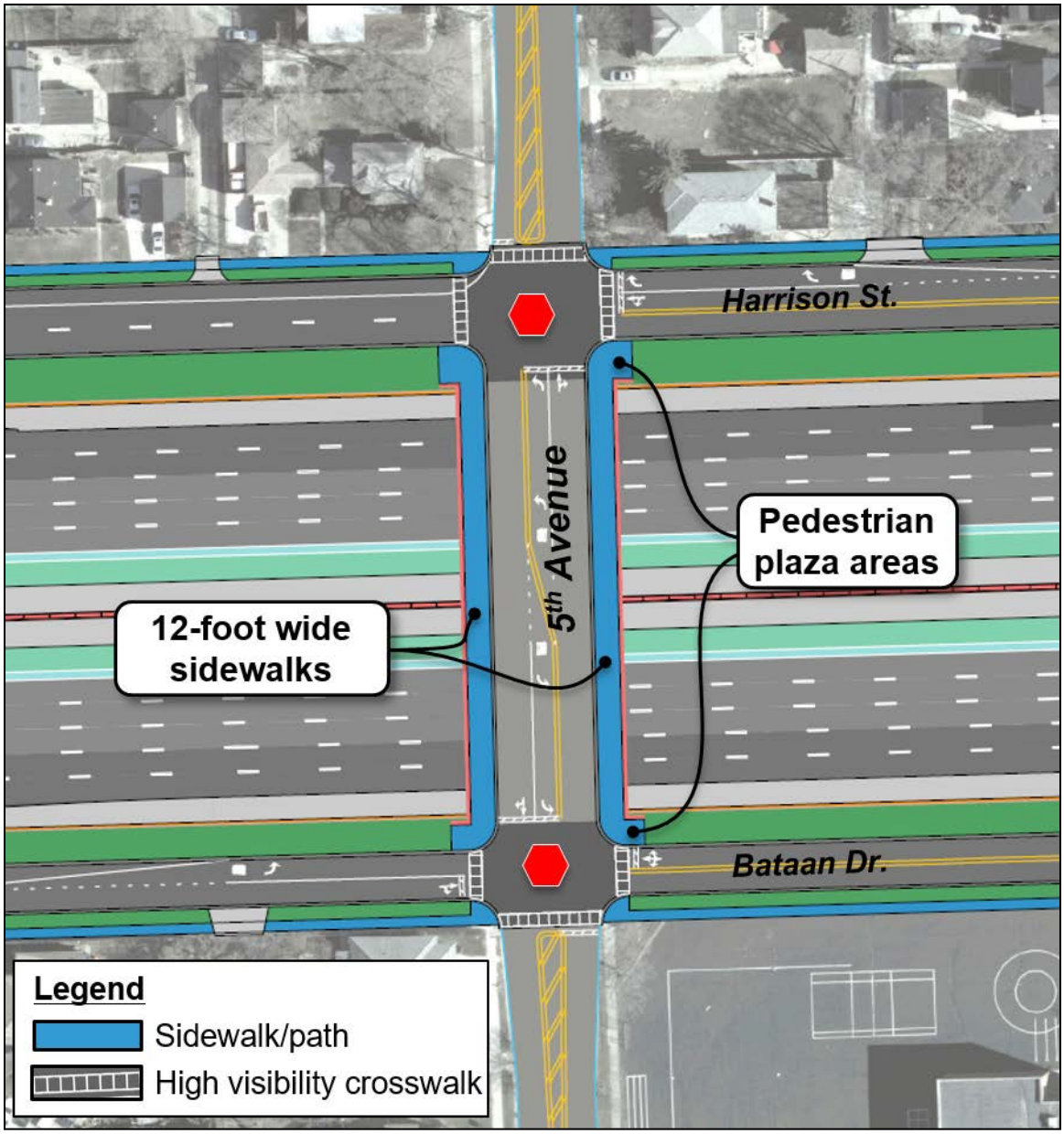
Figure 3-22. 9th Avenue Pedestrian Improvements



5th Avenue

Twelve-foot-wide sidewalks would be provided along both sides of the proposed 5th Avenue bridge over I-290 between Harrison Street and Bataan Drive, which are stop-controlled intersections (Figure 3-23). Wider sidewalks and pedestrian plaza areas are provided in each corner to provide additional area for pedestrian visibility and queuing, and also provide space for hardscape/street furniture/aesthetic features if implemented by the local community.

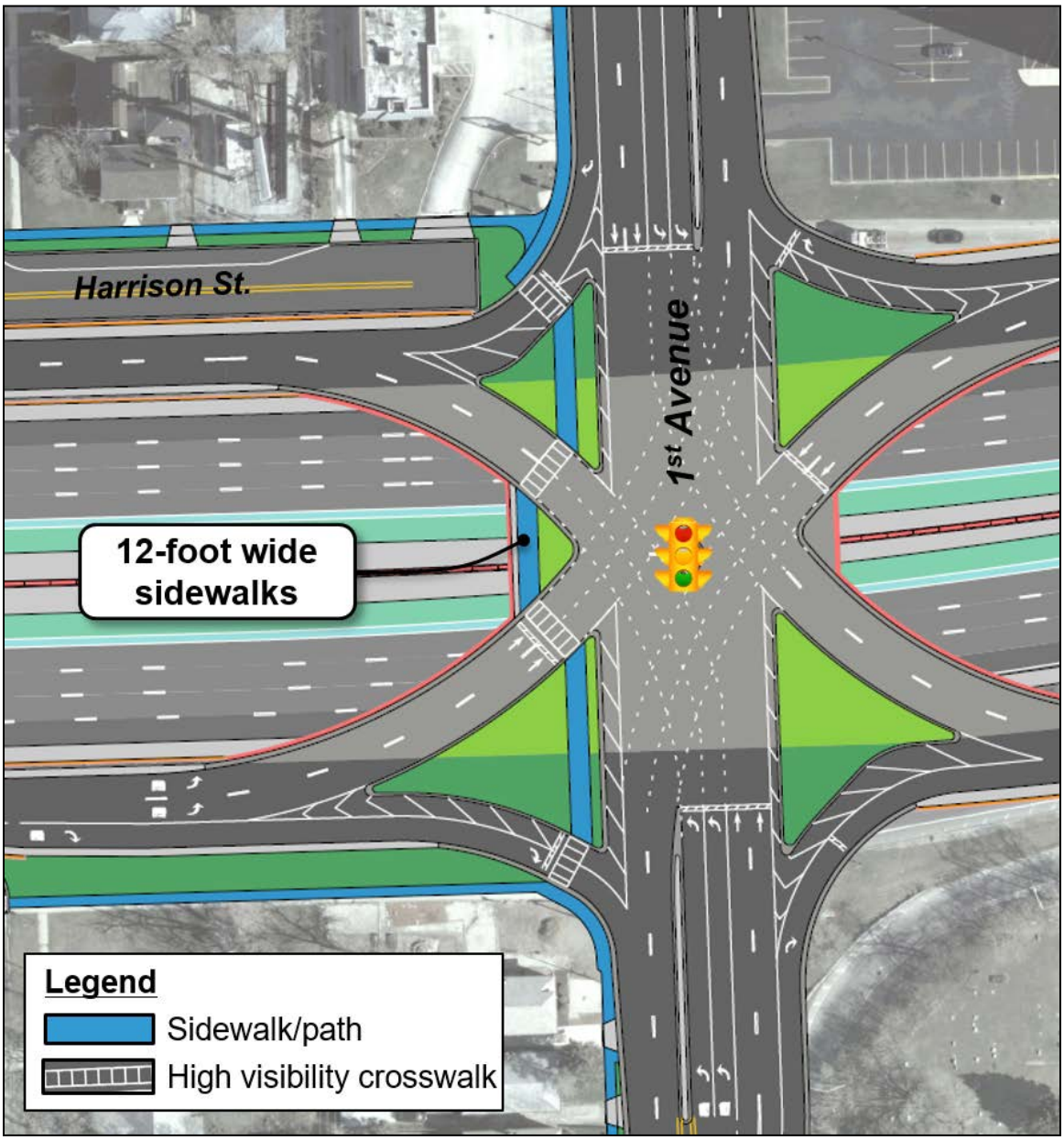
Figure 3-23. 5th Avenue Pedestrian Improvements



1st Avenue

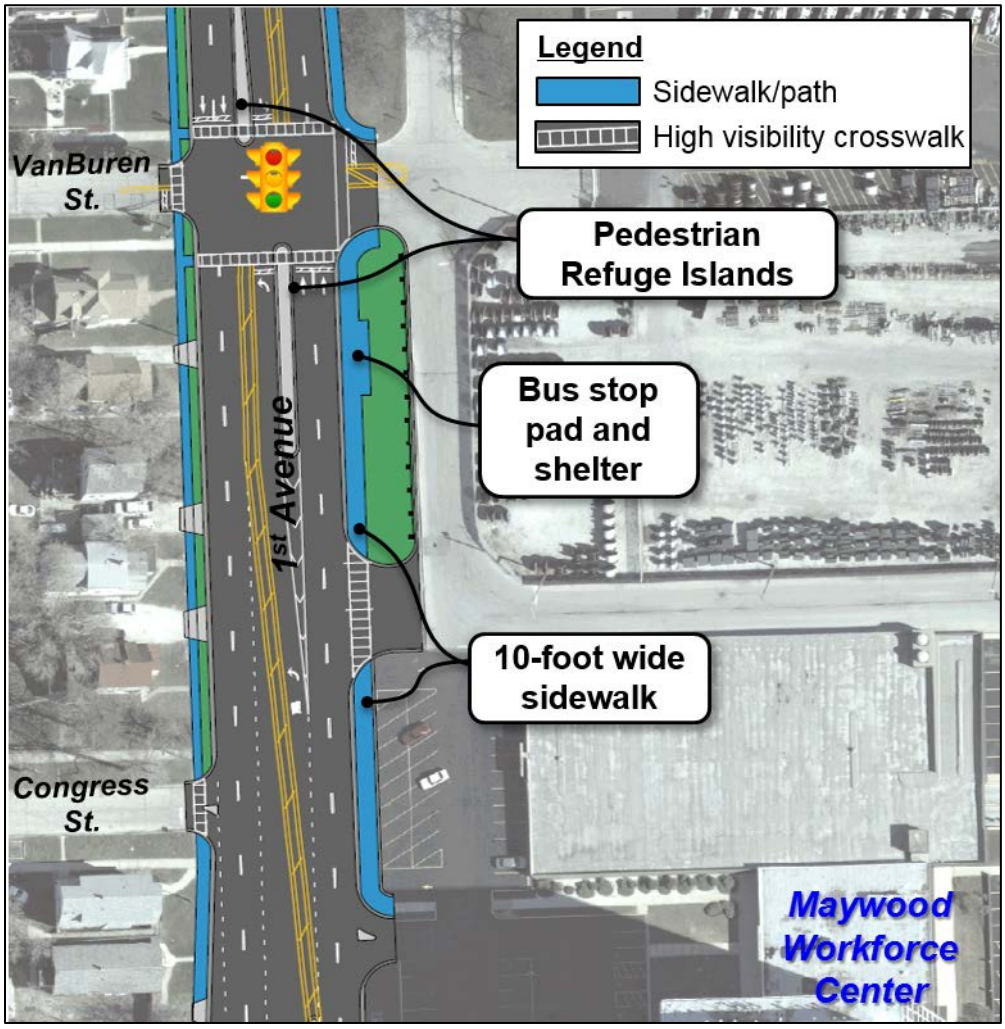
Along the west side of 1st Avenue, a 10-foot-wide sidewalk/shared-use path would be constructed over the expressway and through the proposed interchange (Figure 3-24). The 10-foot-wide sidewalk would transition back to a 5-foot-wide sidewalk north and south of the interchange to minimize impacts and to tie back into existing sidewalks along 1st Avenue, Harrison Street, and Bataan Drive.

Figure 3-24. 1st Avenue Interchange Pedestrian Improvements



At 1st Avenue and Van Buren Street, a Pace Bus Route 320 shelter would be located in the southeast corner (Figure 3-25). This bus shelter would service the Maybrook Workforce Center, located in the Eisenhower Tower building to the south, via a 10-foot-wide sidewalk. Raised concrete pedestrian refuge islands would be located along 1st Avenue at the north and south approaches to the Van Buren Street intersection.

Figure 3-25. 1st Avenue and Van Buren Street Pedestrian Improvements



At 1st Avenue and Maybrook Drive, intersection improvements would add three new signalized bicycle and pedestrian crossings, including two east-west crossings of 1st Avenue and a north-south crossing of Maybrook Drive (Figure 3-26). These bicycle and pedestrian crossings would complete the missing connection of the Illinois Prairie Path to the existing Des Plaines River bicycle and pedestrian bridge crossing to the east, and provide connections to the CTA Blue Line Terminal and the proposed east-west shared-use path that would extend along I-290 between DesPlaines Avenue and Central Avenue.

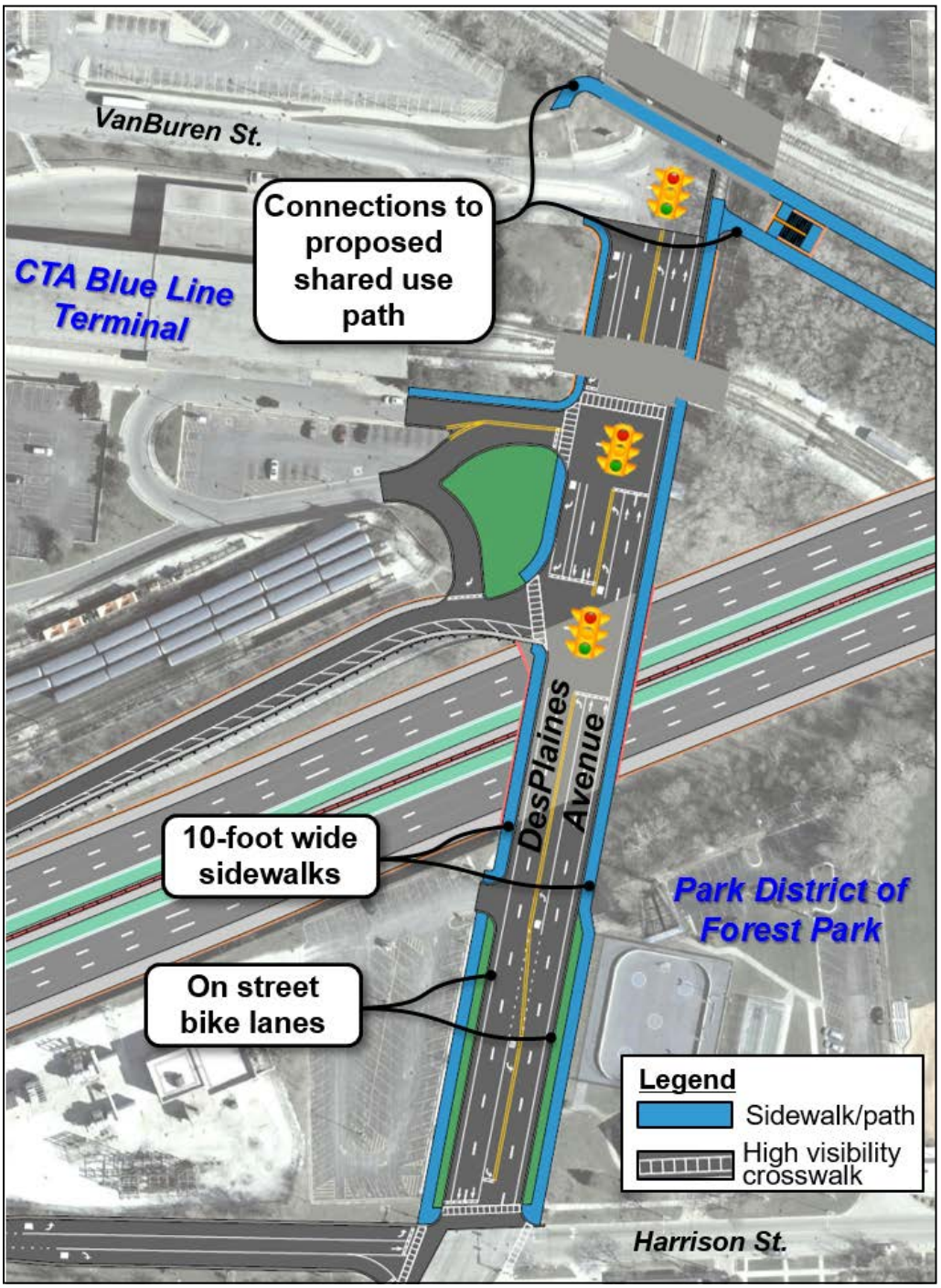
Figure 3-26. 1st Avenue and Maybrook Drive Bicycle and Pedestrian Improvements



DesPlaines Avenue Interchange

Ten-foot-wide sidewalks and on-street bicycle lanes are proposed along both sides of DesPlaines Avenue between Harrison Street and Van Buren Street (Figure 3-27). Connections from DesPlaines Avenue to the proposed east-west shared-use path would also be provided via ramps and stairs. The shared-use path would cross over DesPlaines Avenue along to the south of the existing CSX railroad bridge.

Figure 3-27. DesPlaines Avenue Pedestrian and Bicycle Facility Improvements



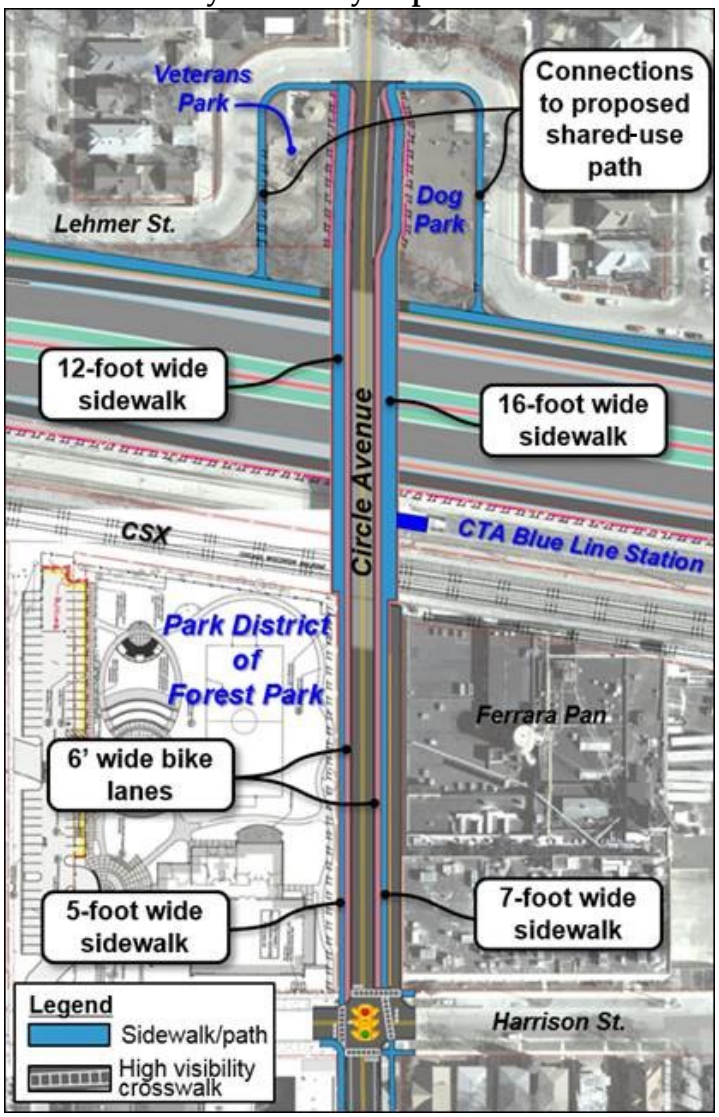
Circle Avenue

Circle Avenue is designated by the Village of Forest Park as its primary north-south bicycle route and is the only crossing of I-290 not associated with an interchange. Circle Avenue connects between the Park District of Forest Park, located just south of I-290, and two pocket parks just north of the expressway (Veterans Park and a Dog Park). Also, a CTA Blue Line station entrance is located along the east side of the bridge.

A 12-foot-wide sidewalk is proposed along the entire west side of the bridge, and a 16-foot-wide sidewalk is proposed along the east side of the bride where the CTA Blue Line station access is located (Figure 3-28). Along the southeast side of the bridge, the sidewalk would narrow to 7 feet wide to maintain the existing alley access to the Ferrara Candy Company. The Village of Forest Park is also considering adding a marked pedestrian crossing of Circle Avenue near the CTA Blue Line station entrance.

Six-foot-wide dedicated and marked bicycle lanes are also accommodated along Circle Avenue in each direction between Harrison Street and Garfield. To provide some physical separation between the street traffic and the bicycle lanes, the bicycle lanes would be located behind the street curb and be at the same level as the sidewalk. The 6-foot bicycle lane widths would be in addition to the proposed sidewalk widths.

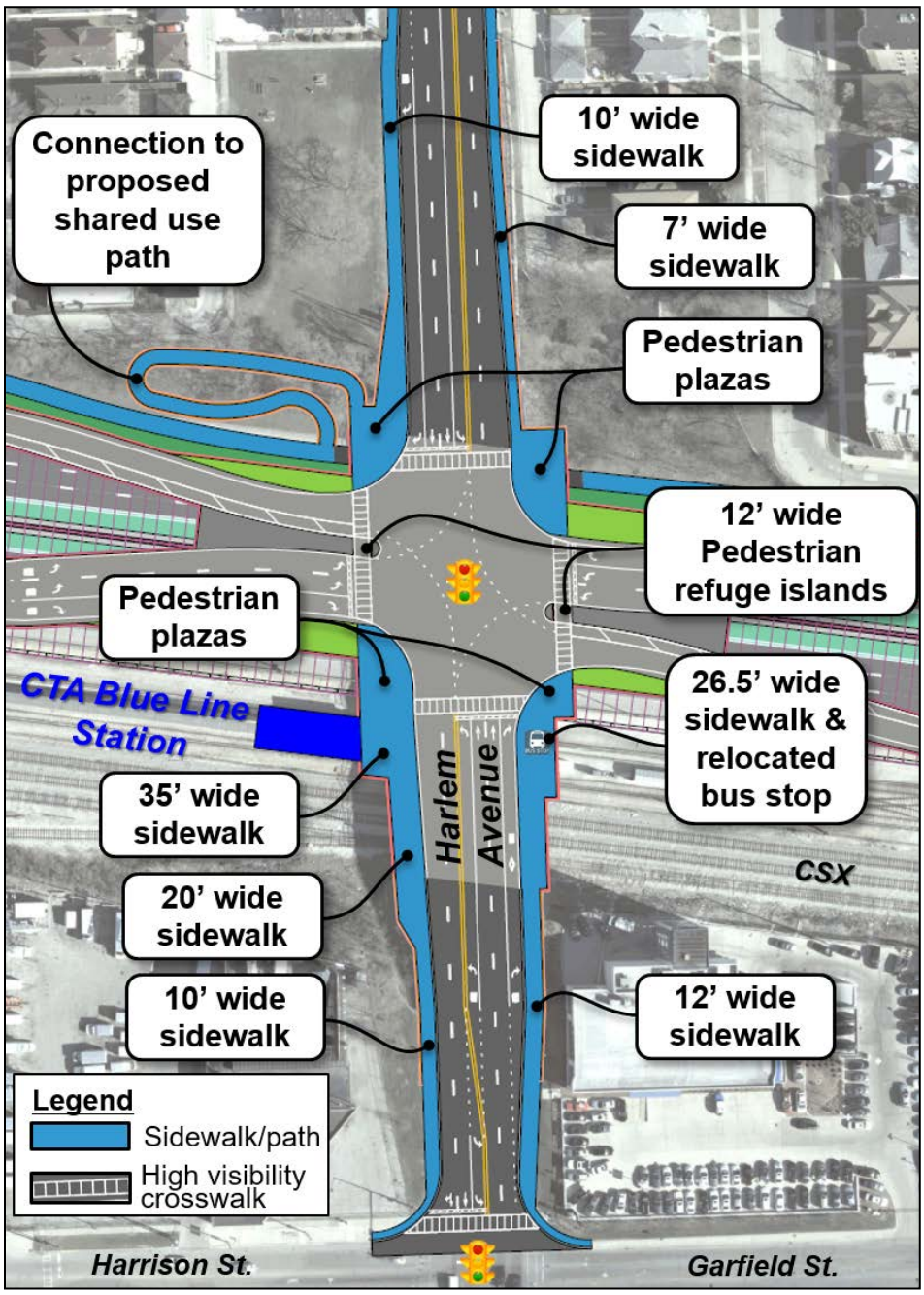
Figure 3-28. Circle Avenue Pedestrian and Bicycle Facility Improvements



Harlem Avenue

Approximately 15,200 square feet of additional sidewalk area is proposed along Harlem Avenue in connection with the proposed reconstruction of this interchange (Figure 3-29). Wider sidewalks, pedestrian plaza areas, and pedestrian refuge islands between the ramps are accommodated, as well as a bicycle and pedestrian connection to the proposed east-west shared-use path that passes underneath Harlem Avenue. Additional sidewalk width can also be utilized for hardscape/street furniture/aesthetic features if implemented by the local community.

Figure 3-29. Harlem Avenue Pedestrian and Bicycle Facility Improvements



Oak Park Avenue, East Avenue, Lombard Avenue, Ridgeland Avenue

Unless restricted by an existing right-of-way or other existing constraint, minimum 12-foot-wide sidewalks are proposed to be included in the baseline design (Figure 3-30 through Figure 3-33). If the sidewalk provides access to an existing Blue Line transit station, a 16-foot-wide sidewalk is proposed. At Oak Park Avenue, 16-foot-wide sidewalks are proposed along both sides of the street as this street serves to connect the Oak Park central business district (CBD). The 12- and 16-foot-wide sidewalks could also accommodate other aesthetic treatments such as locally funded and maintained hardscape or planter box features.

Figure 3-30. Oak Park Avenue Pedestrian and Bicycle Facility Improvements

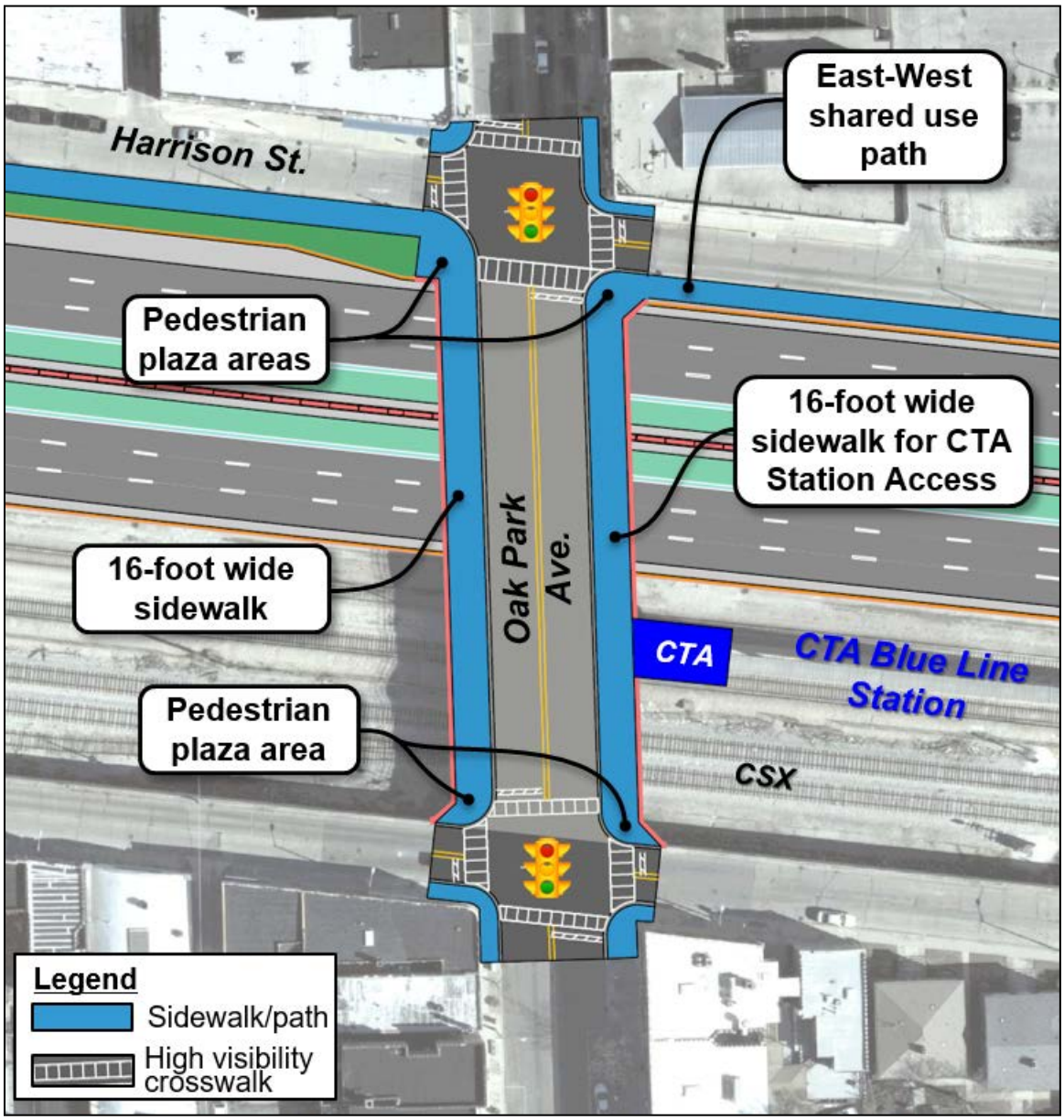


Figure 3-31. East Avenue Pedestrian and Bicycle Facility Improvements

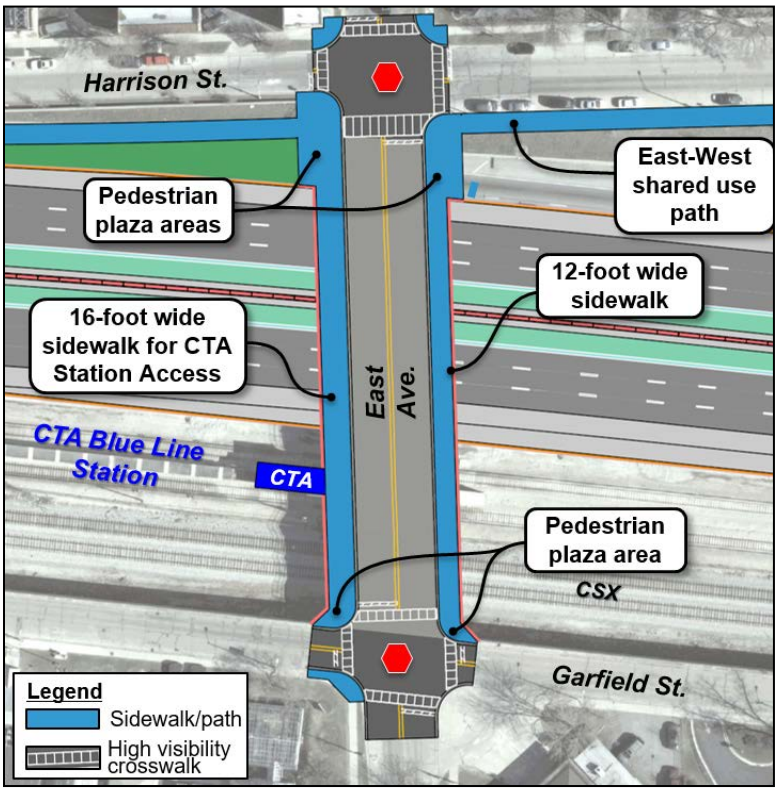


Figure 3-32. Ridgeland Avenue Pedestrian and Bicycle Facility Improvements

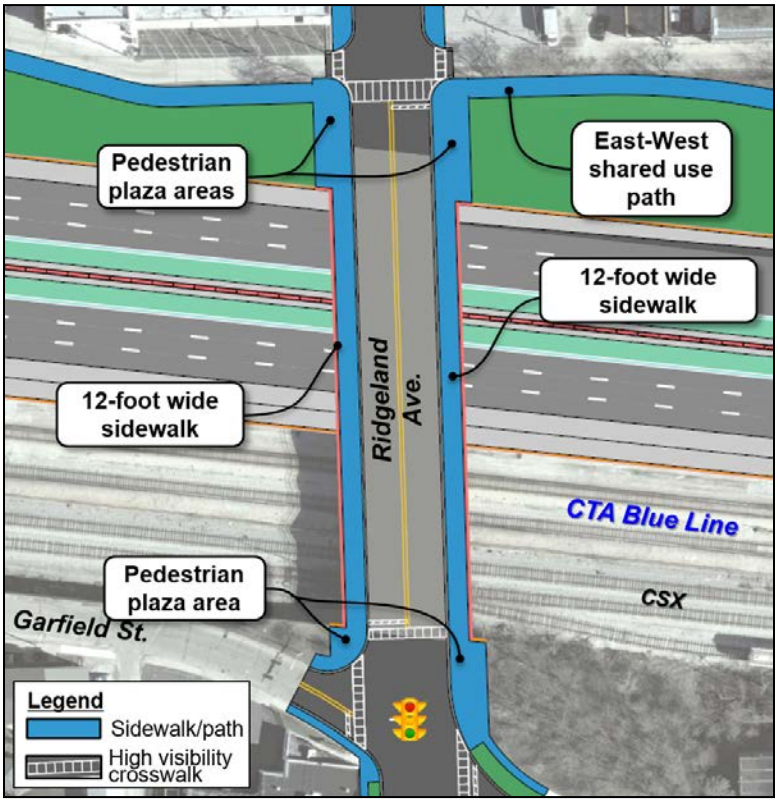
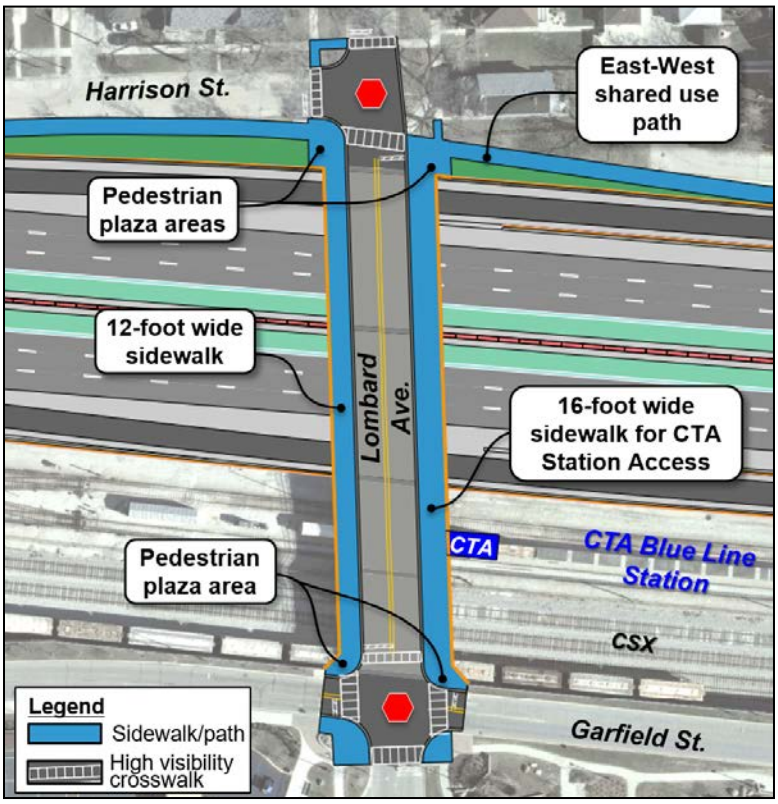


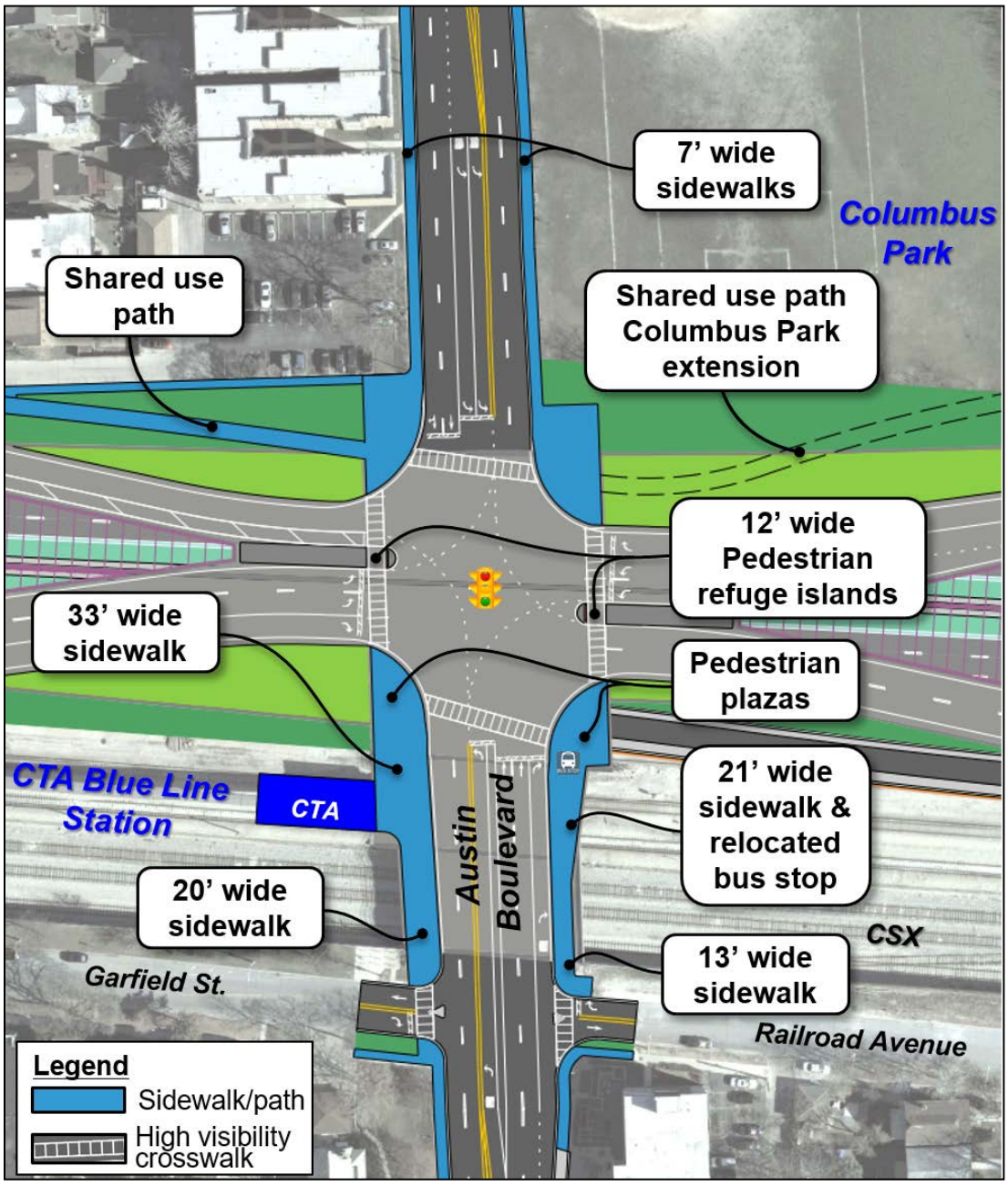
Figure 3-33. Lombard Avenue Pedestrian and Bicycle Facility Improvements



Austin Boulevard

Approximately 9,300 square feet of additional sidewalk area is proposed along Austin Boulevard in connection with the proposed reconstruction of this interchange (Figure 3-34). Wider sidewalks, pedestrian plaza areas, and pedestrian refuge islands between the ramps are accommodated, as well as a direct connection to the proposed east-west shared-use path. An eastward extension of the proposed shared-use path is planned to connect to the existing trail system in Columbus Park. Additional sidewalk width can also be utilized for hardscape/street furniture/aesthetic features if implemented by the local community.

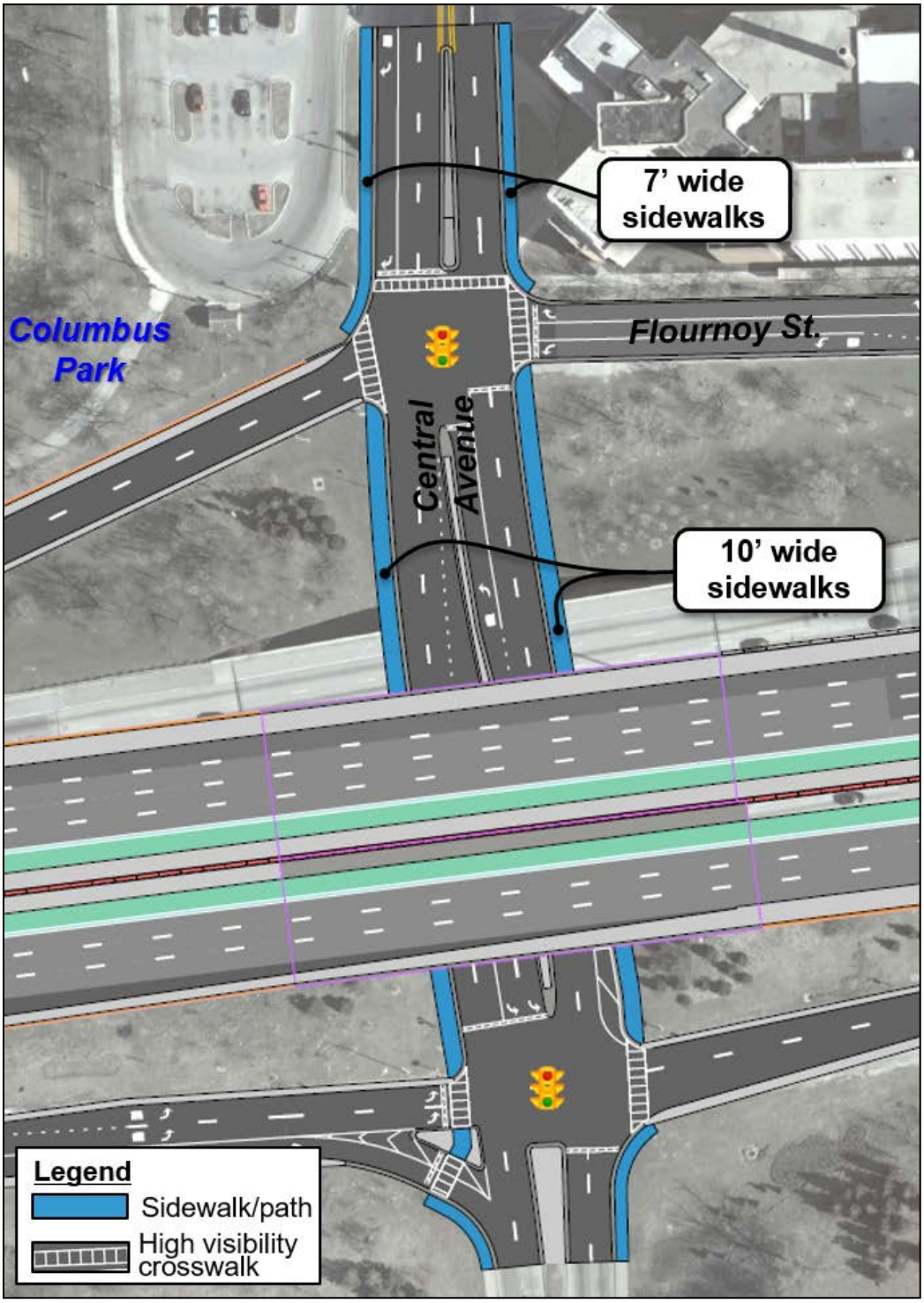
Figure 3-34. Austin Boulevard Pedestrian and Bicycle Facility Improvements



Central Avenue

Ten-foot-wide sidewalks between the ramps are proposed to provide additional walking space behind the curb, increasing the buffer distance and reducing the likelihood of conflicts between pedestrians, bicyclists, and motor vehicles (Figure 3-35).

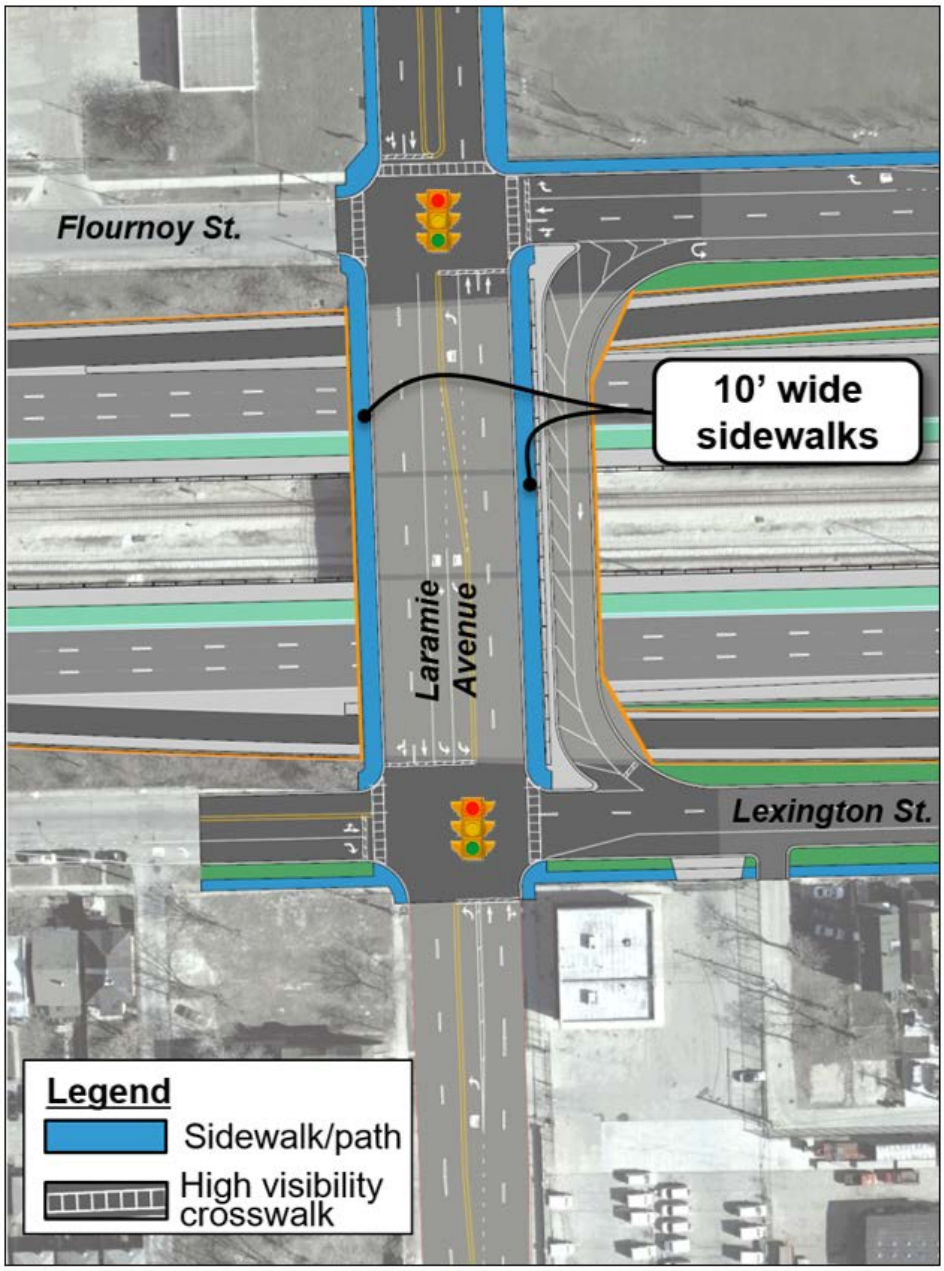
Figure 3-35. Central Avenue Pedestrian and Bicycle Facility Improvements



Laramie Avenue

The reverse diamond interchange design with U-turns provides improved north-south pedestrian access along Laramie Avenue by accommodating 10-foot-wide sidewalks between Flournoy Street and Lexington Street (Figure 3-36). To the north, the sidewalks along both sides of the street would be reconstructed in-kind to Harrison Street.

Figure 3-36. Laramie Avenue Pedestrian and Bicycle Facility Improvements

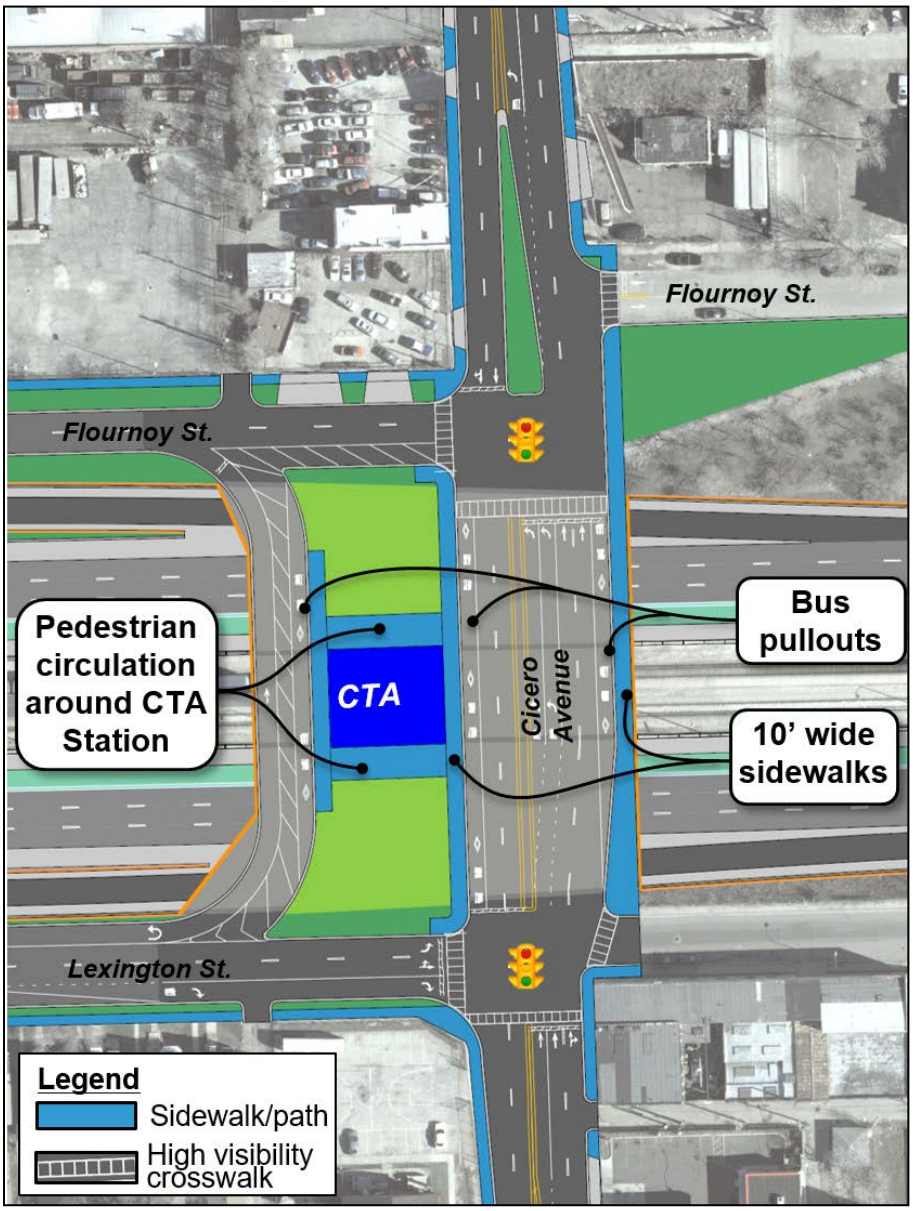


Cicero Avenue

The reverse diamond interchange with U-turns design provides improved north-south pedestrian access along Cicero Avenue, accommodating wider 10-foot-wide sidewalks across the bridge between Flournoy Street and Lexington Street (Figure 3-37). A CTA Blue Line station entrance is located on the west side of Cicero Avenue between the proposed frontage road U-turn bridge over I-290 and Cicero Avenue.

Bus lanes and stops are proposed along the west and east side of Cicero Avenue, in front of, and directly across from the CTA Blue Line station entrance. The bus pullouts and proposed crosswalks provide improved shorter and safer bus-rail transit transfers.

Figure 3-37. Cicero Avenue Pedestrian and Bicycle Facility Improvements

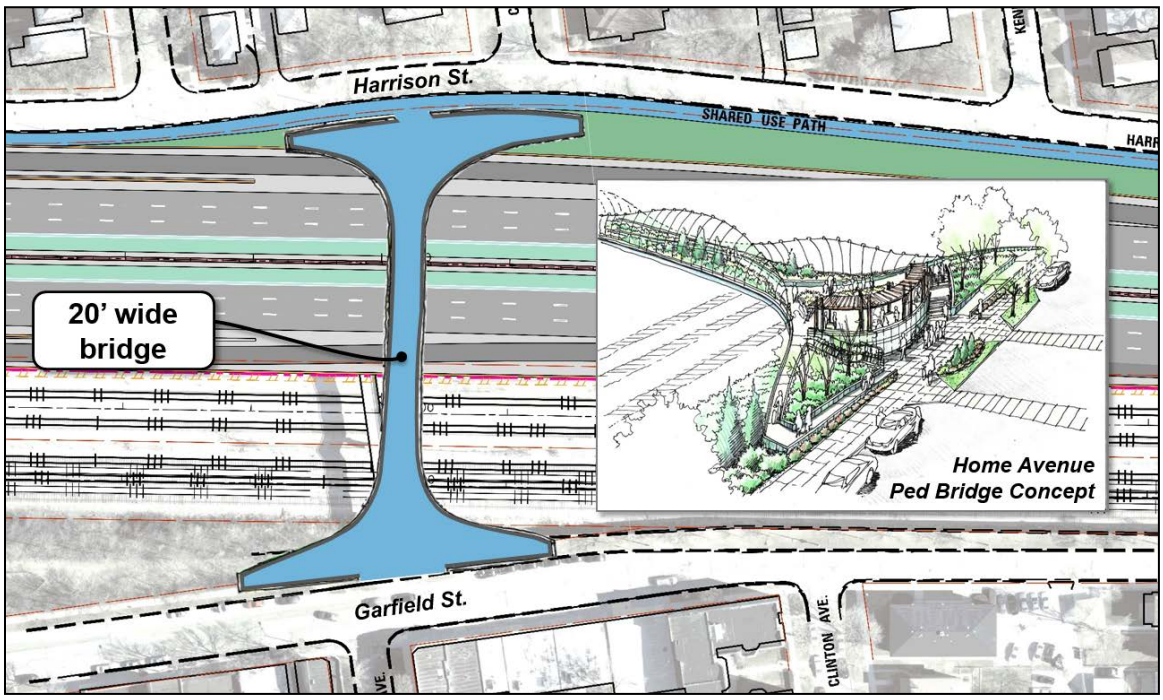


Pedestrian Bridges

Home Avenue Pedestrian Bridge

The Home Avenue pedestrian bridge crossing is located in the Village of Oak Park between Harlem Avenue and Oak Park Avenue (Figure 3-38). Based on coordination with the Village of Oak Park, the proposed baseline pedestrian bridge design would be 20 feet wide with 10-foot-wide access ramps at minimum to accommodate maintenance equipment. The bridge would include improved lighting and ADA-accessible access ramps that could accommodate other Village-implemented aesthetic improvements, such as a linear park or other landscape/hardscape features. The aesthetic features/ landscaping are subject to further coordination and analysis, as well as cost participation and maintenance requirements.

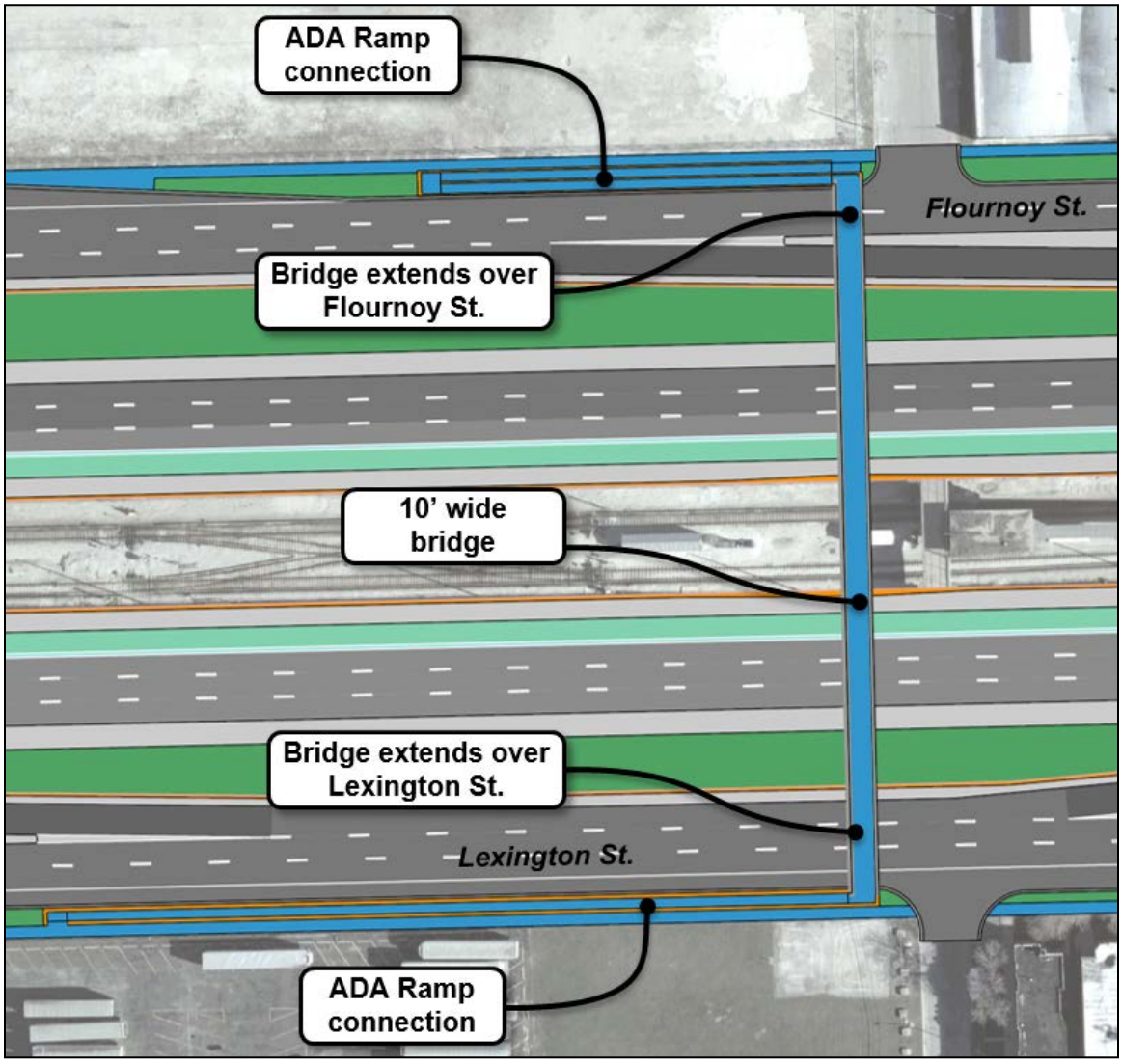
Figure 3-38. Home Avenue Pedestrian Bridge



Lavergne Avenue Pedestrian Bridge

The Lavergne Avenue pedestrian bridge is located in the City of Chicago between Laramie Avenue and Cicero Avenue (Figure 3-39). The proposed bridge would be elevated and lengthened to extend over Lexington Street (south of I-290) and Flournoy Street (north of I-290). The proposed bridge would be 12 feet wide and would include ADA-accessible ramp connections that would tie to the existing sidewalk on the north side of Flournoy Street and to the existing sidewalk on the south side of Lexington Street.

Figure 3-39. Lavergne Avenue Pedestrian Bridge



Shared-Use Path – Illinois Prairie Path Extension

As part of the proposed mainline and crossroad improvements, a new 2-mile-long shared-use path is provided along the north side of I-290 between DesPlaines Avenue and Austin Boulevard (Figure 3-40). The shared-use path would effectively extend the Illinois Prairie Path 2 miles from the CTA Blue Line Terminal in Forest Park to Columbus Park, located on the east side of Austin Boulevard in the City of Chicago.

Figure 3-40. New Shared-Use Path



At the west end, a dedicated bridge would provide a grade-separated crossing of the path over DesPlaines Avenue to connect to the existing eastern terminus of the Illinois Prairie Path (Figure 3-27). The 10-foot-wide path would then extend to the east along the north side of I-290 utilizing the additional community-level green space created by the proposed expressway realignment and retaining walls. The proposed path would generally follow the elevation of the local frontage roads to provide a nearly continuous path access along its length. The path would be grade separated below the CTA Bridge, CSX Bridge, Circle Avenue, and Harlem Avenue. Graded path connections would be provided to the sidewalks at Circle Avenue (Figure 3-28) and Harlem Avenue (Figure 3-29). East of Harlem Avenue, the shared-use path connects at grade to the Home Avenue pedestrian bridge connection and at Oak Park Avenue (Figure 3-30), East Avenue (Figure 3-31), Ridgeland Avenue (Figure 3-32), Lombard Avenue (Figure 3-32), and Austin Boulevard (Figure 3-32).

East of Austin Boulevard, the path is proposed to connect to the existing Columbus Park trail that runs along the south side of the park, which would effectively extend the reach of the Illinois Prairie Path an additional 0.5 mile to Central Avenue.

Implementation of the shared-use path pavement, lighting, and the proposed shared-use path bridge over DesPlaines Avenue is subject to local cost participation.

3.1.9 Environmental Justice

The goal of an Environmental Justice (EJ) assessment is to evaluate a proposed federal project based on potential disproportionate adverse impacts to minority and low-income populations, and make provisions so that those groups are treated fairly during (and can participate in) decision-making processes related to proposed federal projects.

FHWA Order 6640.23A defines the term "adverse effects" to include "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects," which may include, but is not limited to, bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities."

To guide federal agencies, Executive Order (EO) 12898 was put forward: "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," February 11, 1994. The Executive Order states that "each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Pursuant to the Executive Order, FHWA has adopted *FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, June 14, 2012.

In terms of transportation policy, the EJ framework contains three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or considerable delay in the receipt of benefits by minority and low-income populations.[24]

Under FHWA Order 6640.23A, minority is defined as a person who is:

- **Black:** A person having origins in any of the black racial groups of Africa;
- **Hispanic or Latino:** A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- **Asian American:** A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;

[24] FHWA, 2000. http://www.fhwa.dot.gov/environment/environmental_justice/.

- **American Indian and Alaskan Native:** A person having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; or
- **Native Hawaiian or Other Pacific Islander:** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. Consistent with the US Census data, Hispanic or Latino origins are considered as ethnicity data, a separate designation from race data.

According to the US Census Bureau, the terms "Hispanic" or "Latino" refer to persons who trace their origin or descent to Mexico, Puerto Rico, Cuba, Spanish-speaking Central and South America countries, and other Spanish cultures. Origin can be considered as the heritage, nationality group, lineage, or country of the person or the person's parents or ancestors before their arrival in the US. People who identify their origin as Hispanic or Latino may be of any race, consistent with FHWA Order 6640.23A. Thus, the percent Hispanic was not added to percentages for racial categories.

Under FHWA Order 6640.23A, low income is defined as a person whose median household income is at or below the HHS poverty guidelines.

3.1.9.1 Methodology

A detailed analysis was conducted for race, ethnicity, and poverty for census block groups located in the Project Corridor. The methodology for this analysis is further discussed in the Round 3 Environmental Justice Technical Memorandum (Appendix D). In conducting these assessments, available data for census block groups on population demographics were taken from the US Census. To identify concentrated racial and ethnic minority and low-income populations, 2010 Census block groups that met the following threshold criteria were classified as an EJ population of concern:

1. If the Census Block Group's population is more than 50 percent minority, ethnic group, or low-income; or
2. If the percentage of low-income population, ethnic group, or minority population in the Census Block Group is 10 percentage points higher than the percentage of low-income, ethnic group, or minority population in Cook County (the Community of Comparison).

3.1.9.2 Existing Conditions

Race and Ethnicity Demographics

Using guidance from FHWA Order 6640.23A, populations are identified by race at the Census Block Group level. For the proposed project, the data are aggregated as White, Black, Asian, American Indian and Alaska Native, Native Hawaiian and Pacific Islander, Other Races, and those identified by two or more races.

As described in FHWA Order 6640.23A, along with race, ethnicity is classified as a separate minority population category. In the US Census data, Hispanic or Latino Ethnicity is a separate designation from race that may be selected in combination with any Race designation. The FHWA Order contains language consistent with the US Census designation of Hispanic or Latino.

In general, an EJ analysis is conducted by looking at minority groups singularly to identify if there is a large portion of one population subgroup in a census tract (map sets of the geographic distribution of each minority group and low-income populations can be found in Appendix D).

3.1.9.3 Composite Analysis of Minority, Ethnic, and Low-Income Populations

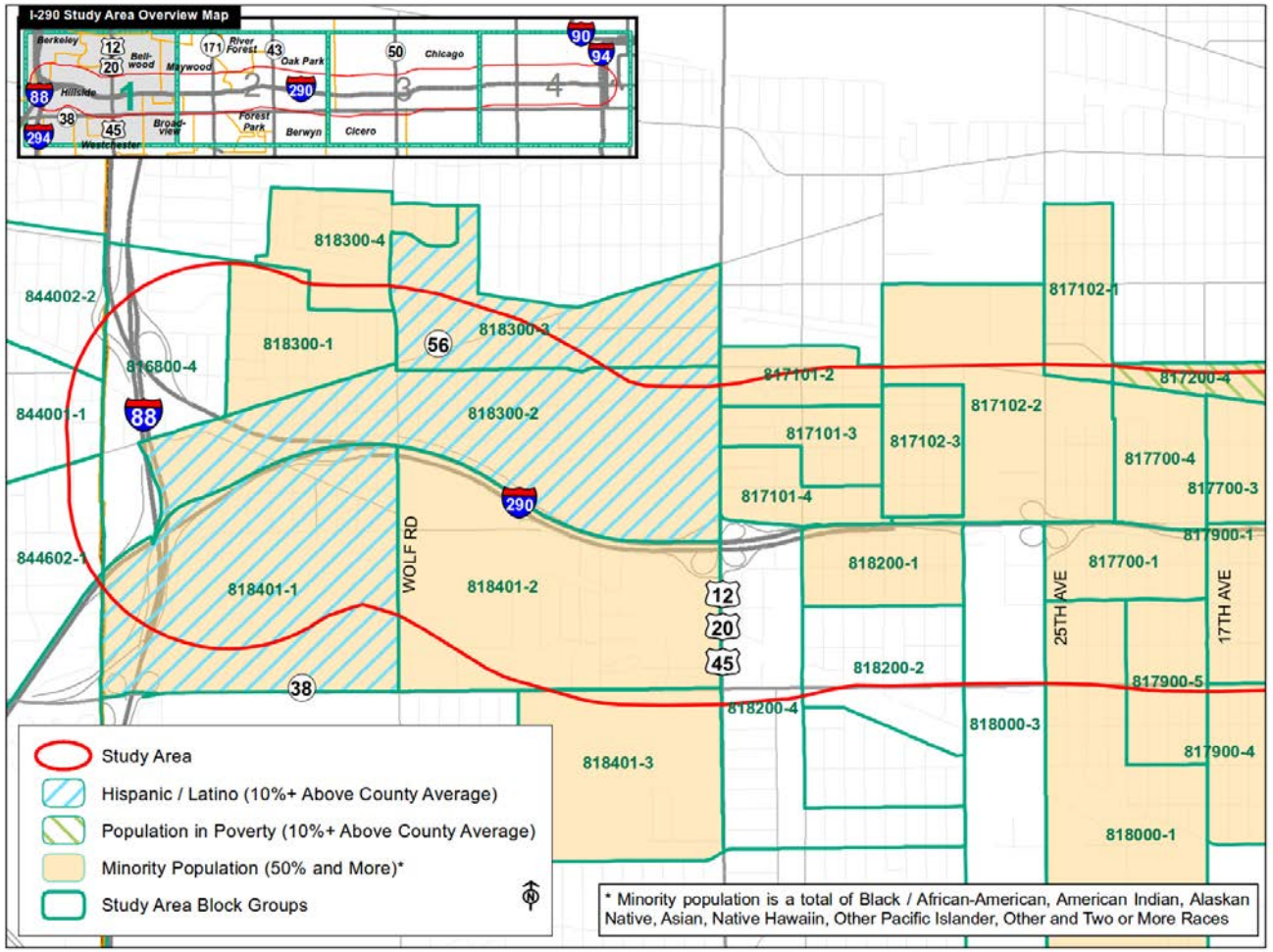
It is important to look beyond a singular population subgroup when conducting an EJ analysis. In dense and diverse corridors, such as the Project Corridor, it is essential to combine all three population types (minority, ethnicity, and low income) to identify locations throughout the corridors where diversity, and potentially low-income status, may add additional EJ populations to the study that would not be considered when conducting an analysis of a single population subgroup.

Figure 3-41 through Figure 3-44 present a composite of minority, ethnicity, and low-income status for the Project Corridor. The EJ Population composite maps show the consistency of EJ populations throughout the Study Area, with the exception of portions of Westchester, between Mannheim Road and 25th Avenue south of I-290, most of the areas between 1st Avenue and Austin Boulevard, and some areas east of Ashland Avenue. Most block groups east of Austin Boulevard are both minority EJ populations and low-income EJ populations.

3.1.9.4 Evaluating Environmental Justice

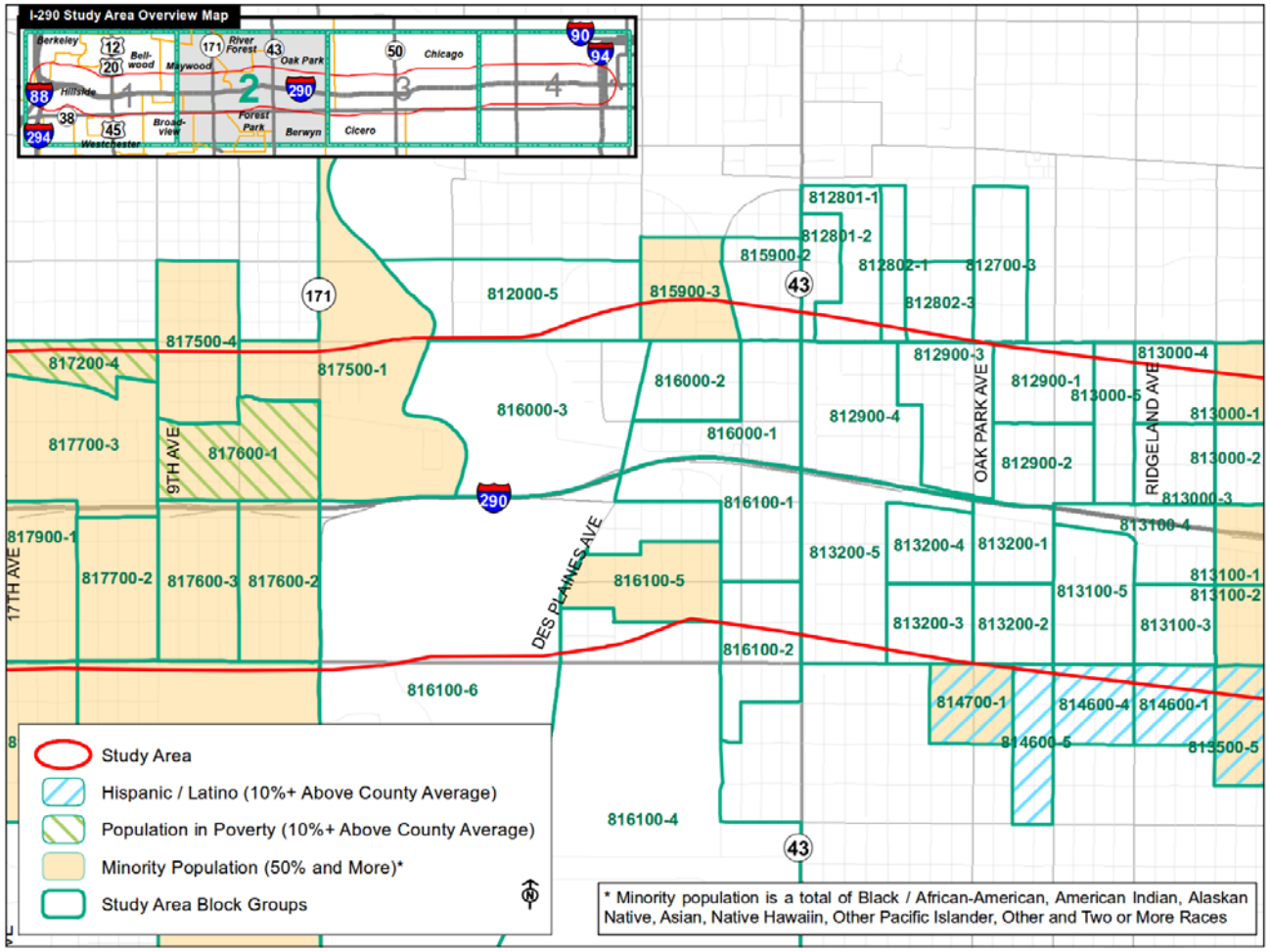
The remainder of this section focuses on addressing these three principles within the context of the No Build Alternative and build alternatives for the I-290 Study.

Figure 3-41. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 1)



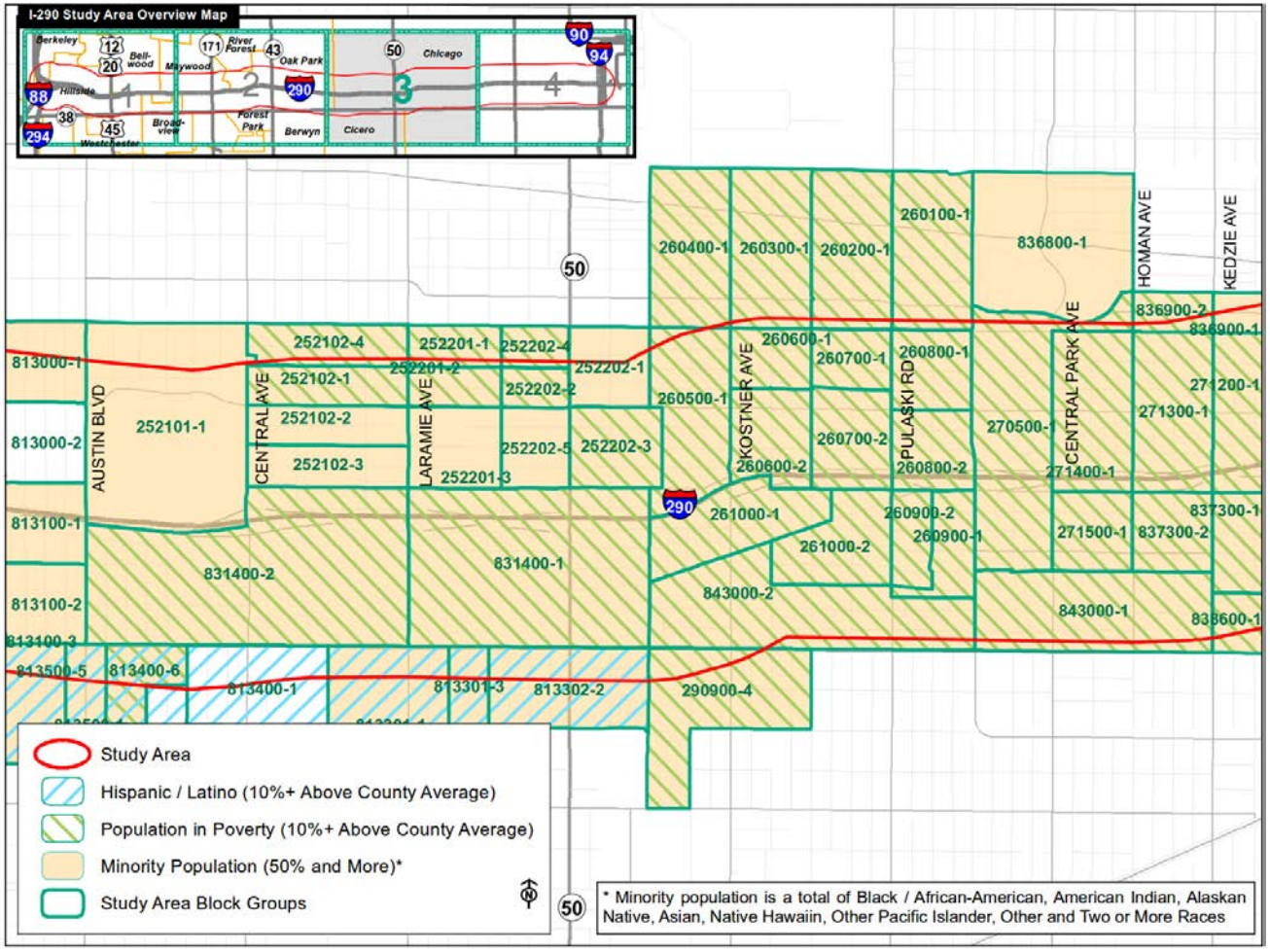
Source: US Bureau of the Census, 2013.

Figure 3-42. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 2)



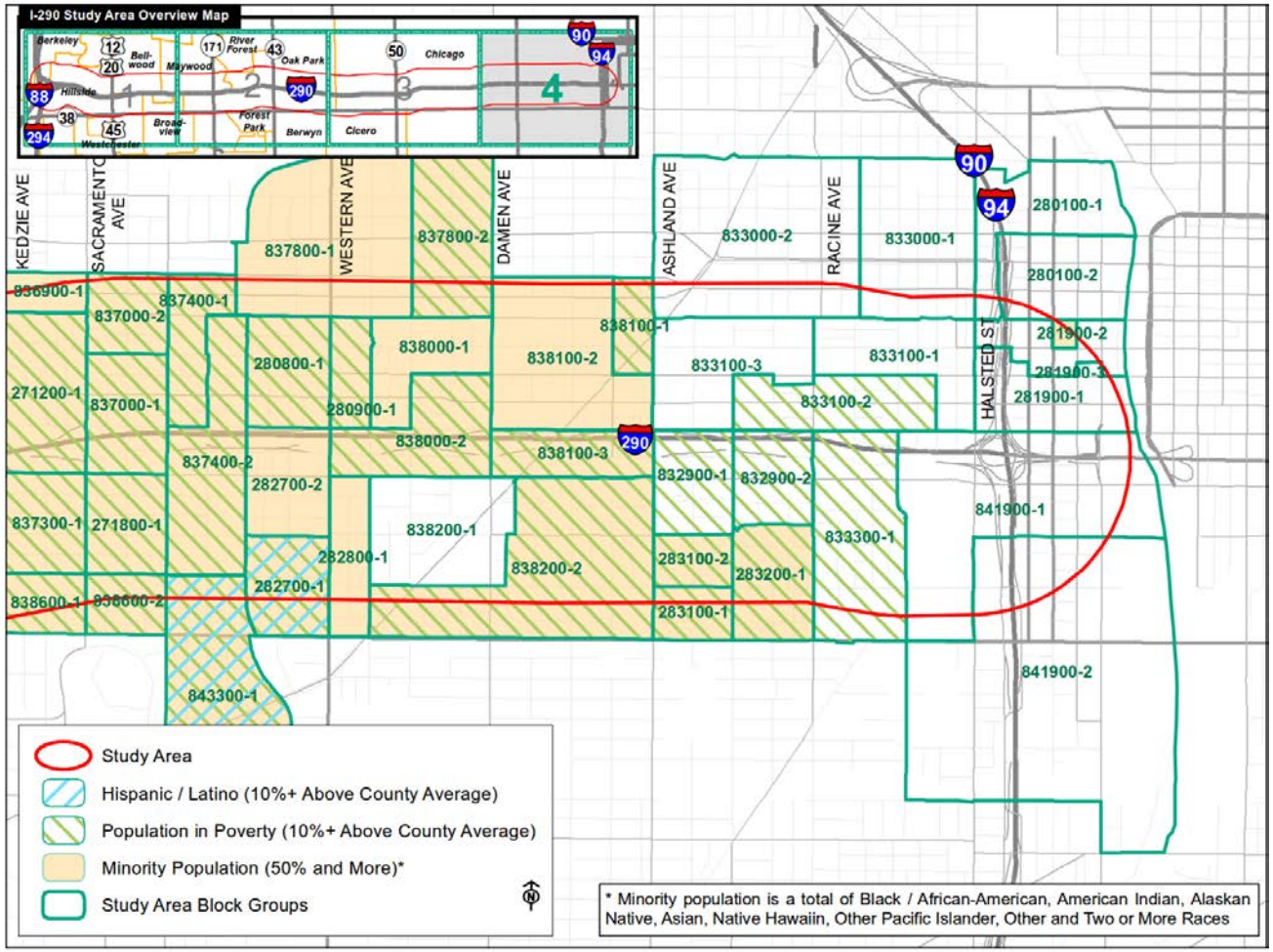
Source: US Bureau of the Census, 2013.

Figure 3-43. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 3)



Source: US Bureau of the Census, 2013.

Figure 3-44. Environmental Justice Composite Analysis Summary by Census Block Group in the Project Corridor (Subarea 4)



Source: US Bureau of the Census, 2013.

Public Outreach to Environmental Justice Communities

The project team worked to ensure full and fair participation by all potentially affected communities in the decision-making process. For example, three public meetings were held (Public Meeting 1 – November 18, 2009; Public Meeting 2 – May 18, 2011; and Public Meeting 3 – October 7 and 8, 2013) to inform the public of the ongoing project developments, and to engage and solicit feedback from the public regarding the proposed project. Special effort has been made to advertise all of the public meetings in EJ communities throughout the Study Area. In addition to the regular notices in newspapers, libraries, and public agency offices, advertisements were placed in places of worship, laundromats, and local convenience stores. All facility logistics were ADA compliant, easily accessible by public transportation, and located near the areas identified as EJ communities. Additionally, Spanish translation services were available at each meeting.

Other means of communicating and coordinating with the public, including the EJ populations, have been utilized. These additional outreach efforts include:

- Use of a project website to provide information to the public and receive input and comments. This website provides a central source of project study information and is available to anyone with access to the Internet at any time. Additionally, key project information has been translated in Spanish on the website;
- Distribution of four project newsletter/fact sheets at key project milestones to all the contacts on the mailing list, including federal, state, and local officials; special interest groups; resource agencies; business and community leaders; and members of the public (Fall 2009, Spring 2011, Spring 2013, and Fall 2014);
- Utilization of press releases, media briefings, publication pieces, media correspondence, and media briefings with agency-designated spokespersons to inform the general public about the proposed project and its progress. To specifically reach minority populations regionally, the press releases were sent to targeted radio, print, and television outlets; and
- Focused outreach in the Village of Maywood, including multiple town hall meetings, and the formation of an Advisory Working Group (AWG) to address access issues brought about by the proposed interchanges between 25th and 1st avenues.

Primary concerns from EJ communities are access to I-290 and the desire to directly benefit from reconstruction of the Eisenhower Expressway in the form of jobs and job training. To address I-290 access concerns, the Maywood Advisory Group was formed. To address the jobs potential of the project, there have been representatives from IDOT's community college career training program at the I-290 Study public meetings. IDOT has also been invited to speak on the I-290 Study at four town hall meetings and a civic group meeting since 2009. Other EJ concerns expressed at meetings include economic and business impacts (existing I-290 access would be maintained and 1st Avenue interchange operations would be improved); community connectivity (1st Avenue interchange and 5th, 9th, and 17th avenue I-290 cross-road bridges would have wider sidewalks and improved bicycle, ADA, and pedestrian facilities); Maywood residential

drainage/flooding issues due to undersized combined storm and waste water sewer system (proposed I-290 drainage improvements have potential for reducing flooding in 141 acres in Maywood); access to transit (wider sidewalks and improved ADA and pedestrian facilities would improve CTA station access); and financial impacts on the residents (shorter and quicker access to jobs with I-290 improvements).

Travel Demand Model:

A Travel Demand Model helps estimate and answer:

- How many trips will people take?
- Where will jobs and people locate?
- How will people travel (e.g., car, carpool, bus, train)?
- What route will people take?

Impacts Analysis to EJ Populations

The project team spent substantial effort on avoiding, minimizing, and mitigating high and adverse human health and environmental effects (including social and economic effects) on minority and low-income populations. There are no residential or commercial displacements within EJ communities; access to and within the EJ communities is not being reduced; and IDOT has responded to the concerns of EJ communities (the Village of Maywood in particular). As a result, no disproportionately high and adverse impacts to EJ populations are anticipated for any of the build alternatives. This section discusses the range of potential effects to EJ populations by discussing accessibility and mobility, safety, tolling, environmental effects, social, and economic effects.

Accessibility and Mobility

The project's build alternatives would improve accessibility and mobility to all the communities along the Project Corridor. Detailed analysis was performed using a Travel Demand Model to examine how the build alternatives affect:

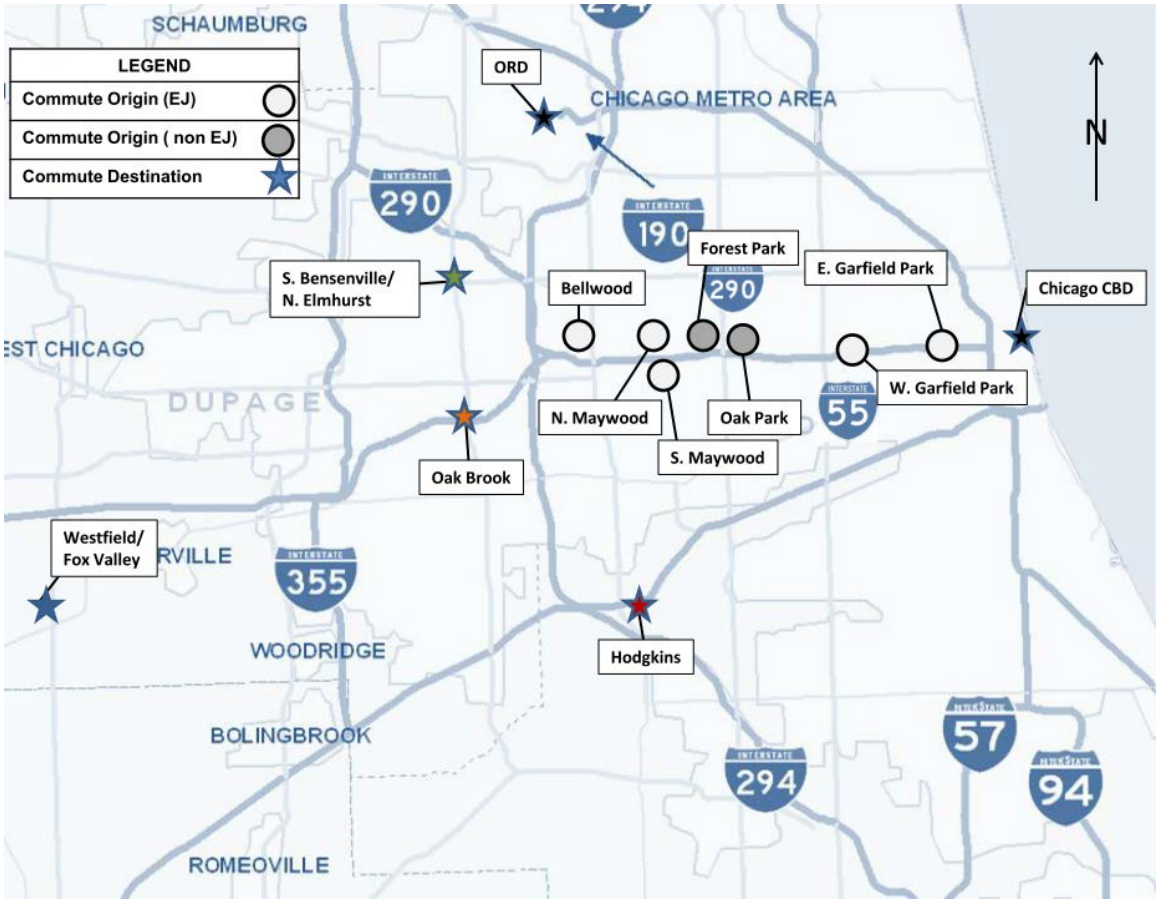
- Access to employment centers;
- Transit service, bicycle facilities, and pedestrian facilities;
- Access to and from the highway between 25th and 1st avenues (where the access changes take place); and
- Localized traffic on the neighborhood arterial system.

Access to Employment Centers

All of the build alternatives offer increases in average travel speed on I-290 through the length of the Project Corridor in the AM and PM peak periods compared to the 2040 No Build Alternative. The improved speeds on the expressway relative to the 2040 No Build Alternative would be a benefit to EJ populations, because they would be able to travel quicker to and from their destinations.

An additional analysis of access to employment centers was completed by comparing travel times from different origin and destination (O/D) pairs in the Study Area for all the build alternatives (Figure 3-45 shows the origin and employment destination locations). For this analysis, the study's travel demand model was used. Trips were estimated for communities with high EJ populations, as well as communities with a low EJ component (referred to as "EJ" and "non-EJ" for the purposes of this analysis). Table 3-21 shows the average job commute time savings for five EJ communities and two non-EJ communities for each build alternative compared to the 2040 No Build Alternative.

Figure 3-45. Origins and Job Destinations for EJ and non-EJ Communities



Source: WSP Parsons Brinckerhoff, 2015.

Table 3-21. Job Accessibility Travel Time Comparison between No Build and Build Alternatives (Average of Six Job Destinations)

Origin Community	2040 No Build Travel Time (min.)	Travel Time Difference per Build Alternative (min.)			
		GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
EJ Communities					
E. Garfield Park (GP Lanes)	52	-2	-2	-2	-8
E. Garfield Park (Managed Lanes)	--	--	- 9	-10	-8
W. Garfield Park (GP Lanes)	51	-3	-2	-2	-7
W. Garfield Park (Managed Lanes)	--	--	- 8	-8	-8
N. Maywood (GP Lanes)	37	-1	-1	-1	-2
N. Maywood (Managed Lanes)	--	--	- 4	-4	-3
S. Maywood (GP Lanes)	35	-1	-1	-1	-3
S. Maywood (Managed Lanes)	--	--	- 2	-2	-1
Bellwood (GP Lanes)	34	-2	0	-1	-9
Bellwood (Managed Lanes)	--	--	-8	-8	-9
Non-EJ Communities					
Oak Park (GP Lanes)	45	-2	-2	-2	-4
Oak Park (Managed Lanes)	--	--	- 5	-5	-6
Forest Park (GP Lanes)	40	-2	-2	-2	-4
Forest Park (Managed Lanes)	--	--	- 5	-5	-6

Source: WSP Parsons Brinckerhoff, 2015.
Notes: Only one job destination (Chicago CBD) was studied for Bellwood because of the village's location at the western end of the I-290 Study Area; six job destinations were studied for all other communities. For the HOT 3+ & TOLL Alternative, "GP Lanes" refers to the tolled, non-HOV lanes.

Summary

For both the eastbound and westbound commuting trips, the build alternatives would offer travel time savings to all the EJ communities. For eastbound commuting trips to the Chicago CBD, the build alternatives would generally offer more travel time savings for the EJ communities located farthest from the CBD (North and South Maywood and Bellwood) compared to the nearby EJ communities of East and West Garfield Park. For the non-EJ communities of Forest Park and Oak Park, similar patterns are evident for trips to the CBD.

For westbound commuting trips (or reverse commute) to suburban employment cluster locations, the build alternatives would generally offer more travel time savings for the EJ

communities located farthest from the suburban employment clusters (East and West Garfield Park) compared to the nearer EJ communities of North and South Maywood. For the non-EJ communities of Forest Park and Oak Park, similar patterns are evident for trips to the suburban employment cluster locations. As both Oak Park and Forest Park are located toward the center of the Project Corridor, little difference in performance would be expected in the westward direction among the two communities.

The managed lanes of the HOV 2+, HOT 3+, and HOT 3+ & TOLL alternatives generally offer the greatest commuting time savings to all users, including the EJ communities, while GP lanes of all alternatives offer more modest time savings. In some isolated cases from a community to a particular job location, the GP lanes offer unchanged or slightly longer commuting times compared to the No Build Alternative. The tolled lanes of the HOT 3+ & TOLL Alternative also have relatively high time savings compared to the No Build Alternative. It is noted that the HOT 3+ & TOLL Alternative is the most restrictive alternative with a requirement of three or more occupants to qualify for toll-free access to I-290, which could be a deterrent to low-income use for users who could not afford the toll or meet the HOV ridership criteria. The other managed lane alternatives offer three free, unrestricted lanes, and a fourth lane that can be accessed with no toll for vehicles meeting the occupancy requirements of two to three persons.

Overall, the commute travel times did not indicate a disproportionate impact to EJ communities, as all communities receive travel benefits from the build alternatives. Refer to the "Tolling" discussion later on in this section which describes the potential effects of toll costs on EJ populations.

Transit, Bicycle, and Pedestrian Changes

As mentioned previously, the four build alternatives all include reconstruction of I-290 from just east of Cicero Avenue to the I-88 interchange, which would include the reconstruction of all overpasses (both roadway and pedestrian), except for Mannheim Road and Westchester Boulevard. Reconstruction of the overpasses would incorporate IDOT and local community provisions (which would be determined as the design progresses), Complete Streets policies, and wider sidewalks and bicycle facilities as part of any improvement. The proposed overpass improvements included in all four build alternatives would benefit access to the following existing CTA Forest Park Branch stations:

- Cicero Station – Bus transfers from two CTA routes occur at this station;
- Austin Station – Both Pace Bus and CTA have bus routes and Blue Line transfers on Austin Boulevard;
- Oak Park Station – Pace Bus operates along Oak Park Avenue with transfers at the Blue Line station;
- Harlem Station – Pace Bus operates along Harlem Avenue with transfers at the Blue Line station; and
- Forest Park Station – Pace Bus operations include both local and express bus transfers at the Forest Park CTA Blue Line terminal.

These stations, with the exception of the Oak Park Station, all serve EJ communities in the Project Corridor.

Transit travel time improvements would also result from the build alternatives. For the GP Lane Alternative, buses on the shoulders of I-290 are proposed west of the Forest Park Station. For the HOV 2+, HOT 3+, and HOT 3+ & TOLL Alternatives, express buses would use the managed lane on I-290 west of the Forest Park Station. These express bus services would see greater reliability and travel time improvements using the shoulder/managed lane.

All proposed improvements to I-290 would be designed in consideration of pedestrian and bicycle users for the communities within the Project Corridor. None of the pedestrian and bicycle improvements would adversely affect EJ communities. They would result in improved mobility across I-290 at the interchange connecting points and in accessibility to adjacent arterials. Appropriate safety and ADA features would be applied uniformly based on established design guidelines.

The project's design would include improved bicycle access and improved bicycle- and pedestrian-only crossings. In addition, a new east-west multi-use path would be provided between DesPlaines Avenue and Austin Boulevard (a distance of approximately 2 miles), providing an additional nonmotorized travel option separated from vehicular traffic, and providing a transportation link to EJ communities located to the east and west of the path termini. Bicycle access would be incorporated into the project's design, consistent with Complete Streets guidance or other standards that may apply. As such, future design conditions of existing cross streets would not preclude bicycle use at a later time should the affected community choose to accommodate future use.

Relating to pedestrian facilities, all sidewalks on cross streets over I-290 are proposed to be 7 to 16 feet wide depending on the location, which is consistent with, or exceeds, IDOT's Complete Streets guidance in the BDE Manual (2010).

Access to/from the Highway

Access to and from the highway is improved by the build alternatives due to proposed improvements at each of the highway interchanges. Improved geometry, additional turning lanes, and improved signal timing all work to improve highway access to and from the communities for the interchanges in the Reconstruction Section.

Arterial Traffic

As previously presented in Section 3.1.8.2, Impacts to Transportation, overall Project Corridor arterial travel performance of the build alternatives compared to the 2040 No Build Alternative shows that the HOT 3+ & TOLL Alternative is expected to attract more traffic and increase congestion, with higher VMT and VHT compared to the No Build Alternative. This is due to diversion of I-290 traffic to the arterial system from tolling all lanes on I-290. The other three build alternatives have improved arterial performance compared to the 2040 No Build Alternative.

An analysis of the changes to arterial system performance relative to the geographic location of the EJ communities was performed. The forecasted change in 2040 east-west arterial ADT for each build alternative, relative to the No Build Alternative, is an indication of benefit for moving traffic from the arterial roadways back to I-290. In some cases, this improved mobility attracts growth in population and jobs, which provides economic benefit, but it can also bring new traffic demand. For example, east of Cicero Avenue, there is an increase in forecasted Study Area population of 1,502 people and 417 jobs in the build scenario, but also a corresponding slight increase in arterial traffic (Figure 3-46 through Figure 3-49).

The forecasted change in arterial roadway traffic between the build and no build scenarios was overlaid on the mapped Project Corridor minority and low-income EJ communities (shown previously in Figure 3-41 through Figure 3-44). In addition, projected north-south arterial performance was examined based on the percent change in overall intersection delay at proposed new I-290 interchange configurations compared to the No Build Alternative. This was also overlaid on the Project Corridor minority and low-income EJ community mapping. Figure 3-46 through Figure 3-49 show the results of the arterial performance for each of the four build alternatives.

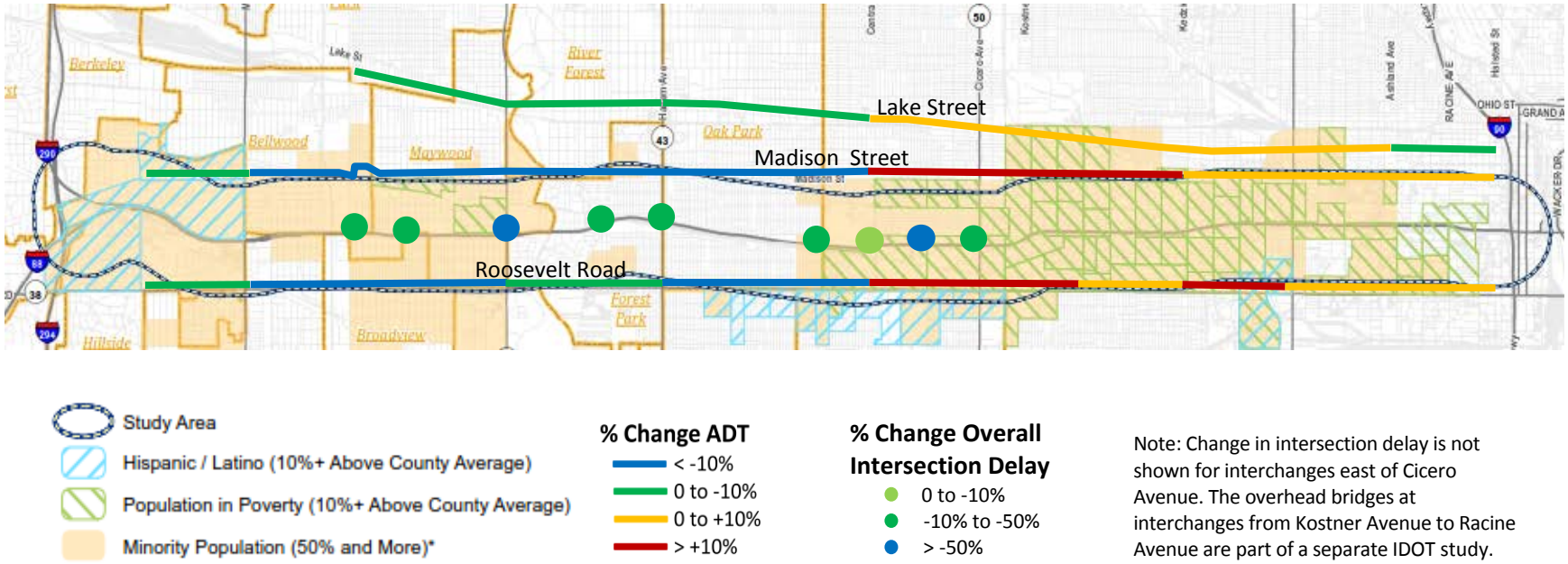
Decrease Traffic on Local Streets

Reducing congestion on nearby east-west streets is a positive benefit of the I-290 build alternatives. As discussed on the next four pages, many vehicles currently use local, east-west streets (e.g., Madison Street, Roosevelt Road) to avoid the I-290 congestion. Because the project would relieve congestion on I-290, many of those vehicles that currently congest the local streets would, in the future, travel on the expressway instead of the local east-west streets.

Safety

A quantitative safety analysis was performed on the No Build Alternative and the four build alternatives. Expressway, arterial, and overall (auto and transit modes) safety performance was predicted and used to identify any disproportionate impacts to EJ populations. Of the four build alternatives, the HOV 2+ and HOT 3+ Alternatives are projected to provide the greatest projected crash reduction from the 2040 No Build Alternative at -6.44 percent and -6.21 percent, respectively, while the GP Lane and HOT 3+ & TOLL Alternatives provide the least overall crash reduction at -4.86 percent and -4.65 percent, respectively. All of the build alternatives provide safety benefits over the No Build Alterative.

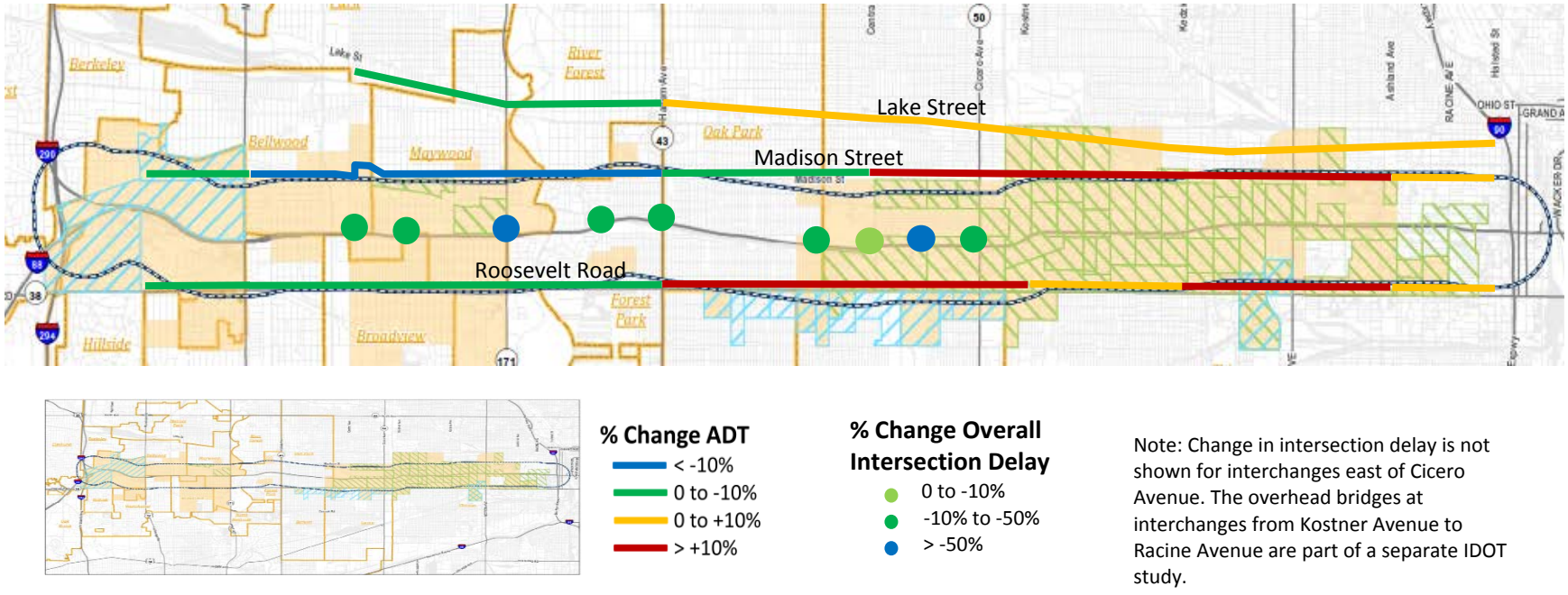
Figure 3-46. GP Lane Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities



Source: WSP Parsons Brinckerhoff, 2015.

For the GP Lane Alternative, east-west arterial ADT on Madison Street and Roosevelt Road decreases through EJ communities in Bellwood, Westchester, Broadview, Maywood, Forest Park, and Oak Park, west of Central Avenue, compared to the No Build Alternative. However, ADT for both streets, as well as Lake Street, increases east of Central Avenue through EJ communities in Chicago, except for the section of Lake Street from Ashland Avenue to Racine Avenue where it decreases in comparison to the No Build Alternative. All intersections at the seven proposed reconstructed interchanges in or adjacent to EJ communities (25th Avenue, 17th Avenue, 1st Avenue, Austin Boulevard, Central Avenue, Laramie Avenue, and Cicero Avenue) are projected to have reduced intersection delay time, with 1st Avenue and Laramie Avenue having the highest percentage delay decrease compared to the No Build Alternative.

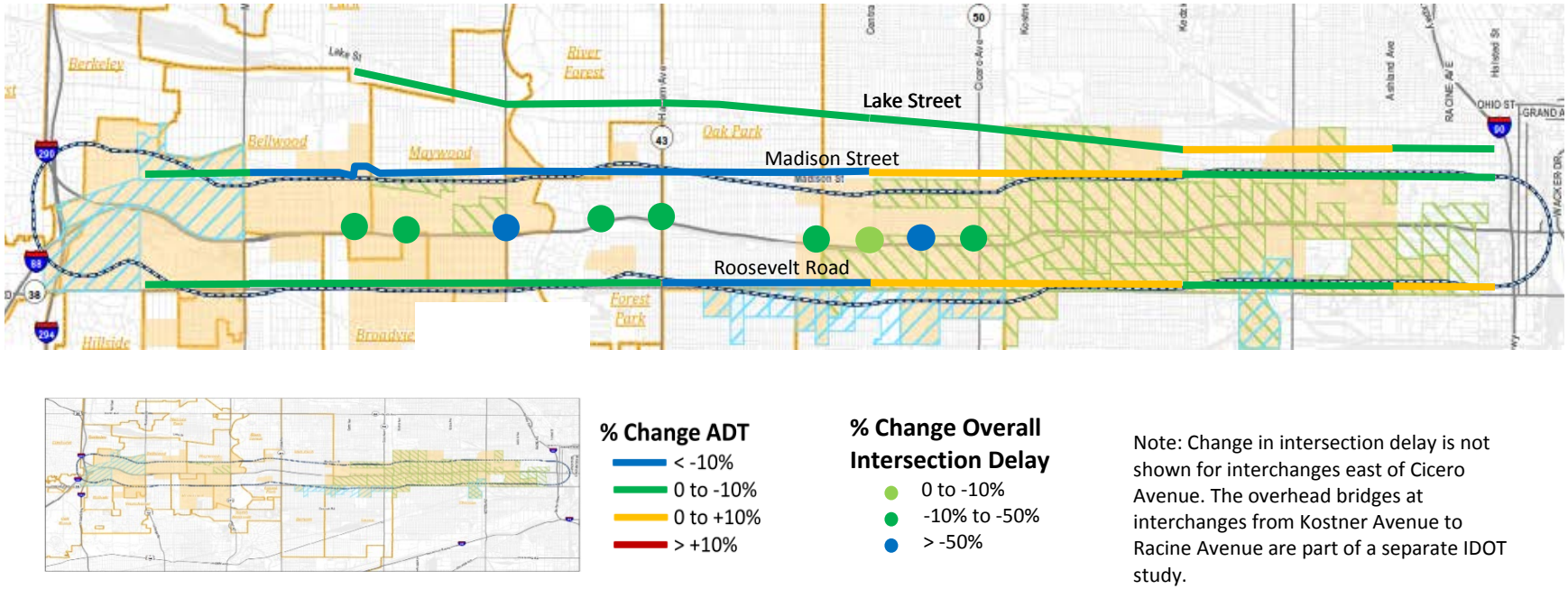
Figure 3-47. HOV 2+ Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities



Source: WSP Parsons Brinckerhoff, 2015.

For the HOV 2+ Alternative, east-west arterial ADT on Madison Street and Roosevelt Road decreases through EJ communities in Bellwood, Westchester, Broadview, Maywood, and Forest Park, west of Harlem Avenue, compared to the No Build Alternative. However, ADT on both streets, as well as Lake Street, increases east of Harlem Avenue through EJ communities in Oak Park and Chicago, except for the section of Madison Street from Harlem Avenue to Central Avenue where it decreases compared to the No Build Alternative. All intersections at the seven proposed reconstructed interchanges in or adjacent to EJ communities (25th Avenue, 17th Avenue, 1st Avenue, Austin Boulevard, Central Avenue, Laramie Avenue, and Cicero Avenue) are projected to have reduced intersection delay time, with 1st Avenue and Laramie Avenue having the highest percentage delay decrease as compared to the No Build Alternative.

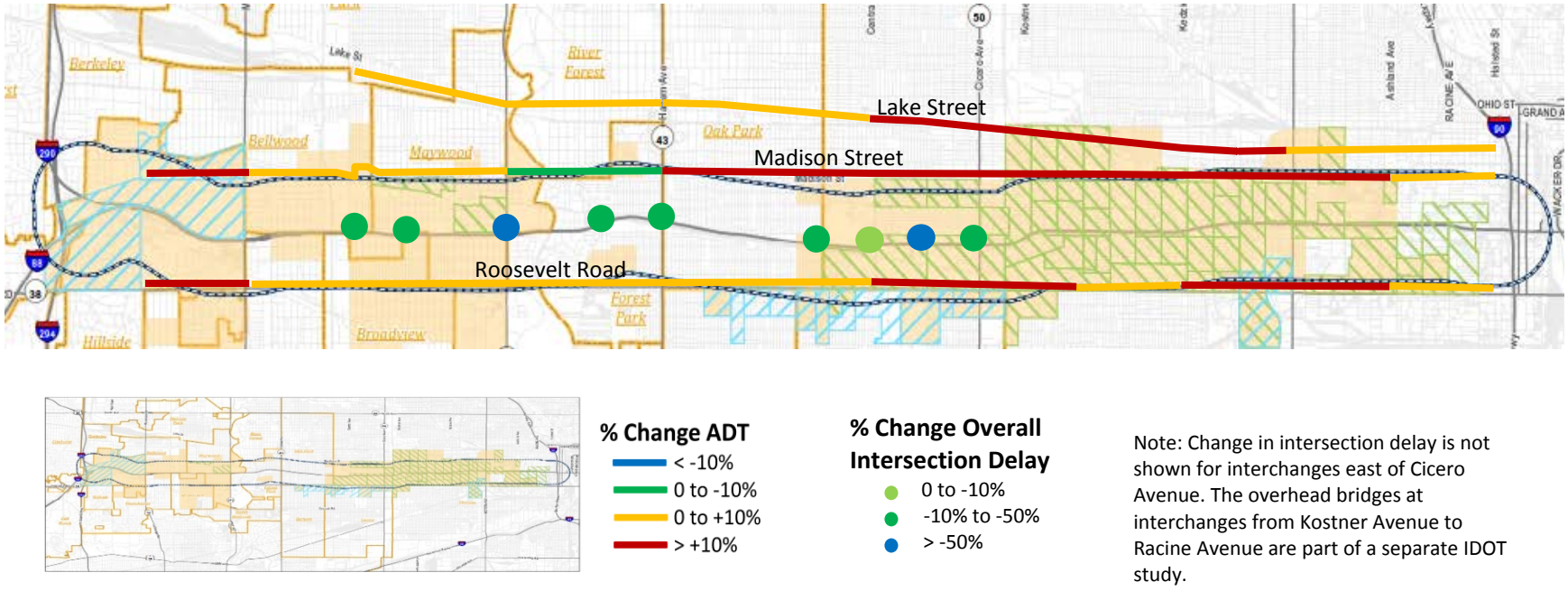
Figure 3-48. HOT 3+ Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities



Source: WSP Parsons Brinckerhoff, 2015.

For the HOT 3+ Alternative, east-west arterial ADT on Madison Street and Roosevelt Road decreases through EJ communities in Bellwood, Westchester, Broadview, Maywood, Forest Park, and Oak Park, west of Central Avenue, compared to the No Build Alternative. East of Central Avenue, ADT on both streets, as well as Lake Street, continues to decrease through EJ communities in Chicago, except for the sections of Lake Street from Kedzie Avenue to Ashland Avenue, Madison Street from Central Avenue to Kedzie Avenue, and Roosevelt Road from Central Avenue to Kedzie Avenue, and Ashland Avenue to Halsted Street, where it increases compared to the No Build Alternative. All intersections at the seven proposed reconstructed interchanges in or adjacent to EJ communities (25th Avenue, 17th Avenue, 1st Avenue, Austin Boulevard, Central Avenue, Laramie Avenue, and Cicero Avenue) are projected to have reduced intersection delay time, with 1st Avenue and Laramie Avenue having the highest percentage delay decrease compared to the No Build Alternative.

Figure 3-49. HOT 3+ & TOLL Alternative Projected East-West Arterial ADT Change and North-South Arterial Intersection Delay Change at I-290 Interchanges Compared to the No Build Alternative and EJ Communities



Source: WSP Parsons Brinckerhoff, 2015.

For the HOT 3+ & TOLL Alternative, east-west arterial ADT on Madison Street, Roosevelt Road, and Lake Street increases through EJ communities in Bellwood, Westchester, Broadview, Maywood, Forest Park, Oak Park, and Chicago throughout the Study Area compared to the No Build Alternative, with the exception being Madison Street between 1st Avenue and Harlem Avenue, where it decreases compared to the No Build Alternative. All intersections at the seven proposed reconstructed interchanges in or adjacent to EJ communities (25th Avenue, 17th Avenue, 1st Avenue, Austin Boulevard, Central Avenue, Laramie Avenue, and Cicero Avenue) are projected to have reduced intersection delay time, with 1st Avenue and Laramie Avenue having the highest percentage delay decrease compared to the No Build Alternative.

Tolling

A consideration for potential low-income users is the increased cost of using the tolled lanes of the HOT 3+ and HOT 3+ & TOLL Alternatives. For purposes of estimating toll cost, passenger car rates of $0.20 per mile in the AM and PM peak periods, $0.16 per mile in the "shoulder" periods (just before and after the peak periods), and $0.12 per mile in mid-day and overnight periods were used in the model. These toll rates apply to the HOT lane in the HOT 3+ Alternative and the HOT 3+ & TOLL Alternative. For the regular tolled lanes in the HOT 3+ & TOLL Alternative, a constant rate of $0.12 per mile was modeled. Table 3-22 shows the typical cost of using the build alternatives on a 13-mile trip through the length of the Project Corridor from Wolf Road to Ashland Avenue.

Table 3-22. Estimated Toll Cost per Build Alternative (Wolf Road to Ashland Avenue)

Time Period	GP All Lanes	HOV 2+ All Lanes	HOT 3+ GP Lanes	HOT 3+ Toll Lane*	HOT3+/TOLL Toll Lanes	HOT 3+/TOLL HOT Lane*
Peak	$0.00	$0.00	$0.00	$2.60	$1.56	$2.60
Shoulder	$0.00	$0.00	$0.00	$2.08	$1.56	$2.08
Off-Peak	$0.00	$0.00	$0.00	$1.56	$1.56	$1.56

Source: WSP Parsons Brinckerhoff, 2015.

* Vehicles with 3 or more occupants do not pay tolls.

For all alternatives except the HOT 3+ & TOLL Alternative, there would be a minimum of three "free" non-tolled lanes in each direction that would also not require a minimum number of vehicle occupants. The GP Lane Alternative has four free lanes in each direction, while the HOV 2+ and HOT 3+ Alternatives have three free lanes in each direction. Figure 3-50 and Figure 3-51 show the free and managed lanes of the HOT 3+ and HOT 3+ & TOLL Alternatives, respectively.

Travel in the HOT lane for single-occupancy vehicles (SOVs) would require payment; there is growing research examining effects to low-income populations for reference.

- Public outreach initiated in Washington State on income equity found that the choice to use the State Route (SR) 167 HOT lanes was not based on income levels or ability to pay the toll. Persons interviewed by Washington State Department of Transportation (WSDOT) in the low-income focus groups specifically stated they would use the HOT lane if it provided them a shorter travel time, a reliable travel time, and was fairly priced and enforced.[25]

[25] WSDOT, http://www.wsdot.wa.gov/NR/rdonlyres/9B439F74-7CB2-46BB-A669-7684D31BDCA6/0/EJ_HotLanesPilotProjectfinal.pdf.

Figure 3-50. Free General Purpose Lanes and HOT 3+ Lanes in HOT 3+ Alternative

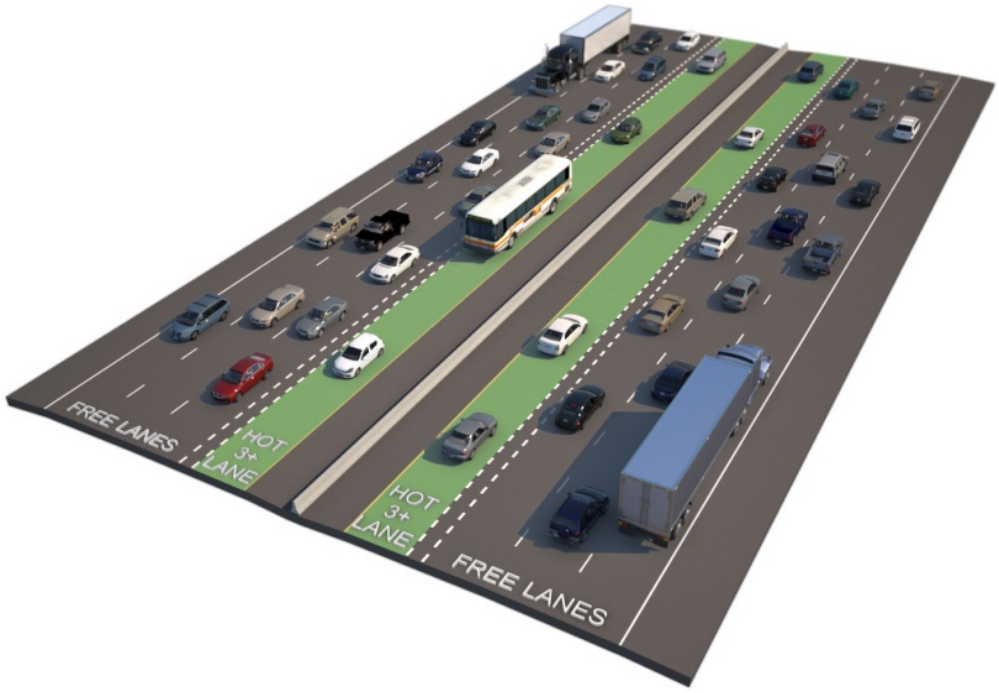
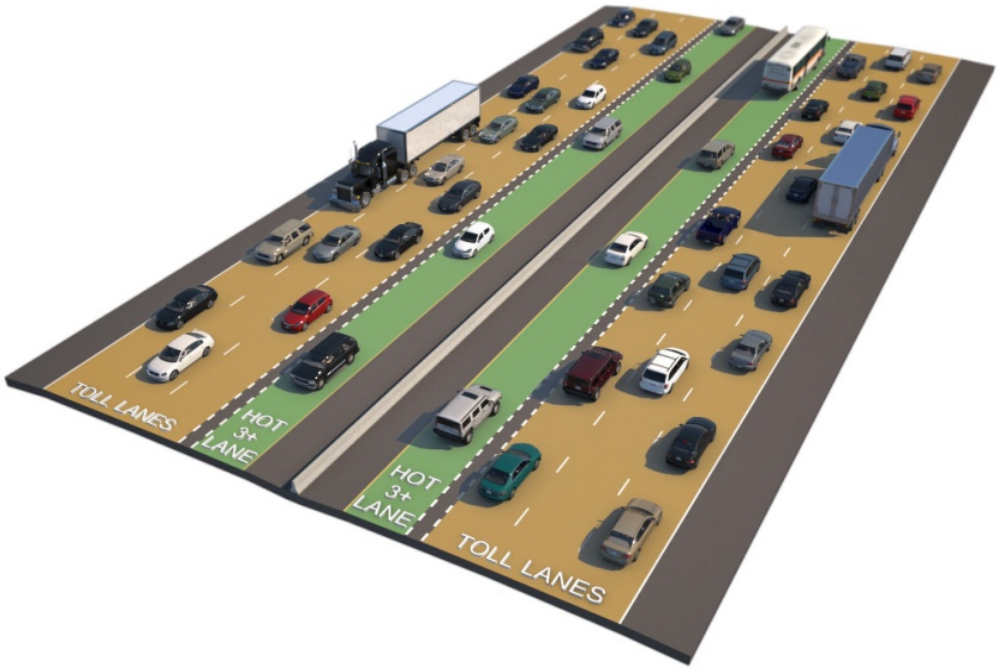


Figure 3-51. Tolled General Purpose Lanes and HOT 3+ Lanes in HOT 3+ & TOLL Alternative



- A survey conducted for the I-15 FasTrak HOT lanes in San Diego, California, showed support for FasTrak was high across all income groups, with the lowest income group expressing as much support as the highest income group (approximately 80 percent). The survey found that most I-15 users believed the project to be fair to travelers in both the main lanes and the express lanes. The survey also showed there were very few differences in attitudes about the fairness of the lanes based on ethnicity or income.[26]
- Public outreach for the implementation of I-25/US 36 HOT lanes in Denver, Colorado, did not uncover critical concerns regarding equity or other social impacts, nor have such concerns arisen since implementation.[27]
- In Minneapolis, Minnesota, surveys have found that all income groups value time savings and reliability for certain trips. Worsening congestion and a shortage of transportation funds were also important to HOT lane usage. Surveys of corridor users found a relatively small difference in income between those who do and those who do not own transponders.[28]
- Studies suggest that some low-income families choose to pay for HOT lanes to get to work on time, to keep childcare costs down, and to make appointments on time without taking as much leave from work.[29]

Potential remedial strategies for addressing greater access by low-income users to the full range of mobility options of the HOT 3+ or HOT 3+ & TOLL Alternatives include increased promotion of carpooling or vanpooling to job centers from areas of low-income populations or a toll subsidy program for low-income households. As an example, Los Angeles County has implemented an Equity Program that provides a monthly toll credit to qualifying low-income households.[30]

Environmental Effects

Air Quality

The build alternatives would result in an overall improvement to air quality compared to the No Build Alternative; therefore, no disproportionate air quality impacts to EJ populations are anticipated (Section 3.3, Air Quality, for full discussion).

Noise

Sensitive noise receptors, such as schools and residences, within the Project Corridor would be considered for noise walls to mitigate for noise impacts (Section 3.4, Traffic Noise, for full discussion).

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[26] FHWA, https://www.fhwa.dot.gov/environment/environmental_justice/resources/guidebook/guidebook04.cfm.

[27] FHWA, http://media.metro.net/projects_studies/expresslanes/images/fhwahop08040.pdf.

[28] FHWA, http://media.metro.net/projects_studies/expresslanes/images/fhwahop08040.pdf.

[29] WSDOT, http://www.wsdot.wa.gov/NR/rdonlyres/9B439F74-7CB2-46BB-A669-7684D31BDCA6/0/EJ_HotLanesPilotProjectfinal.pdf.

[30] See https://www.metroexpresslanes.net/en/faq/general.shtml.

Social and Economic Effects

The social and economic effects of the proposed build alternatives are summarized below. No disproportionate impacts to EJ populations are anticipated in regards to effects related to any of the social and economic effects.

- Displacements – The build alternatives are not expected to result in any residential or business relocations (Section 3.1.1, Population Characteristics, for full discussion).
- Community Cohesion and Community Changes – The build alternatives would improve upon the existing design of I-290, enhance community connectivity by improving access for all users across the highway, and improve roadway, pedestrian, bicycle, and transit connections. Noise walls would be included as part of this project and can improve the community by reducing noise; however, they can also block sight lines that previously existed. For example, residents of some communities that are now able to see across the I-290 corridor would not be able to in the future due to the presence of noise walls. In addition, the use of nontraditional materials such as acrylic, see-through walls would be investigated and coordinated with the various communities that are eligible for noise abatement during Phase II design.
- Population, Economic, and Employment – The build alternatives would result in minor increases in population and employment in the Study Area based on the I-290 socio-economic forecasts. The build alternatives would also result in increased productivity due to travel time savings ranging from $83 to $152 million annually in 2040.
- Land Use – The build alternatives are not expected to result in changes to land use (Section 3.1.1, Population Characteristics, for full discussion).
- Public Services and Utilities – The build alternatives are not expected to result in impacts to public services and utilities. Improvements to interchange performance and travel times with all the alternatives would improve emergency access to many areas. In Maywood, there would be drainage improvements that would help limit future flooding (Section 3.9.2.3, Local Community Coordination, for full discussion).
- Economics – The build alternatives would all result in long-term benefits associated with improved access to and from the highway (Section 3.1.2.2, Economic and Employment Impacts, for full discussion).

Parks

The build alternatives would not adversely affect Section 4(f) resources present in the Project Corridor; therefore, no disproportionate park impacts to EJ populations are anticipated (Section 3.12, Special Lands, for full discussion).

Visual

The Project would work to create a consistent corridor aesthetic and would present an opportunity to work with each of the communities in the Project Corridor to develop a plan that identifies pedestrian and aesthetic features that would enhance each crossroad

as a community asset. Noise walls would be an element in the project, as described in Section 3.4, Traffic Noise. The design of potential noise barriers would be coordinated with the local communities to achieve the desired character and aesthetic. The build alternatives are not expected to impact visual resources; therefore, no disproportionate impacts to EJ populations are anticipated (Section 3.13, Visual Resources, for full discussion).

Cultural Resources

The build alternatives are not expected to result in impacts to cultural resources; therefore, no disproportionate impacts to EJ populations are anticipated (Section 3.2, Cultural Resources, for full discussion).

Construction

The build alternatives would result in short-term construction impacts to the adjacent communities. These impacts would last the length of construction and would be equitably spread along the Project Corridor. Construction could potentially cause reroutes to CTA stations and other short-term impacts.

As shown in Figure 3-52, a series of off-system arterial improvements and the proposed I-55 Express Toll Lanes are proposed to help alleviate the short-term construction impacts by providing arterial and expressway relief routes to partially offset the reduction of I-290 expressway capacity during construction. Because these improvements would occur in all communities along the corridor, no disproportionately high and adverse impacts to EJ populations are anticipated (Section 3.14, Construction Impacts, for full discussion).

Figure 3-52. Off-System Improvements



Benefits to Environmental Justice Communities

The overarching EJ principle is to prevent the denial of, reduction in, or considerable delay in the receipt of benefits by minority and low-income populations. The following points below describe how the project would adhere to this principle:

- All of the build alternatives offer increases in average travel speed on I-290 through the length of the Project Corridor in the AM and PM peak periods compared to the 2040 No Build Alternative. For the alternatives that include GP Lanes, the GP travel times are improved over the No Build Alternative.
- For the alternatives that include a HOT lane, this lane would be accessible for no toll to carpools with three or more occupants, thereby providing a low-cost travel option to low-income users.
- The project would include off-system improvements to the nearby arterial road system (Figure 3-52) to improve travel for people who live in communities adjacent to the Project Corridor. These improvements would enhance travel through the EJ communities that currently abut I-290.
- Sidewalk widths on the streets that cross over I-290 would be improved from their existing widths. This would improve pedestrian connectivity for all the communities adjacent to the Project Corridor.
- As discussed previously in Section 3.1.2, Corridor Economic Characteristics, all alternatives provide new green space between 1st Avenue and 25th Avenue.
- The changes in access between 1st and 25th avenues would be offset by improved interchange designs at these streets, which would prevent cut-through traffic and reduce queue lengths for north-south travelers on these arterials.
- The project would give the opportunity to work with communities on a plan that identifies pedestrian and aesthetic features that would enhance each crossroad as a community asset.

3.1.9.5 Environmental Justice Summary

In summary, there are minority and low-income EJ populations in the Study Area. The project was examined to identify any disproportionately high and adverse human effects on these populations, to ensure that participation in the transportation decision-making process was full and fair, and to ensure that project benefits would be received by EJ communities in an equitable and timely manner.

To measure the effects, access to employment; nonmotorized transportation and transit access to and from I-290 between 1st and 25th avenues; and traffic effects on neighborhood arterials were examined from a transportation standpoint. Also, social and environmental factors such as community changes, noise, air quality, and historic properties were examined for disparate impacts between the EJ and non-EJ communities served by the project. The public involvement/community outreach efforts were identified, both as to location, frequency, and method of delivery.

No substantial differences in transportation access were found with any of the build alternatives with respect to EJ communities compared to non-EJ communities, and all build alternatives had benefits in job accessibility and nonmotorized and transit access for EJ communities that were similar to non-EJ communities. Of the build alternatives, the HOT 3+ & TOLL Alternative is expected to attract more traffic and increase congestion on the Study Area arterial system compared to the No Build Alternative, while the other three build alternatives showed positive effects. Environmental effects, such as those to air, noise, and social and economic resources (including construction impacts), were similar for both EJ and non-EJ communities, and no residences or businesses in either EJ or non-EJ communities are proposed to be displaced by any of the build alternatives. Public involvement was encouraged by the participation of representatives of EJ communities in the project's Corridor Advisory Group (CAG) study group, as well as traditional and nontraditional means of engaging the public in participation at public and community meetings. Though there would be impacts (noise and construction impacts in particular) to EJ and non-EJ communities along the Study Area, upon implementation of the planned mitigation, as described in this EIS, and coordinated with each community, the impacts would not be disproportionately high and adverse to EJ communities.

3.2 Cultural Resources

Since publication of the DEIS, the following substantive changes to this section have been made:

- Updated Section 3.0 Map Set with corrected historic property boundaries for the Hulbert Historic District, the Park District of Forest Park, and Garfield Park;
- Updated Section 3.2.1 "Consultation" to summarize the April 11, 2017 consulting parties meeting about the assessment of effects to historic properties;
- Added an "Effect Determination" column to Table 3-23 and Table 3-24 to provide the effect finding for each National Register of Historic Places (NRHP)-listed and NRHP-eligible historic property in the APE;
- Revised Section 3.2.3 "Environmental Consequences" to include FHWA's final project effect finding and the individual effect findings for each historic property listed in or eligible for inclusion in the NRHP;
- Deleted Section 3.2.4 "Measures to Minimize Harm and Mitigation"; and
- Updated Appendix E to include the *Section 106 Effects Assessment Report*, the April 11, 2017 consulting parties meeting materials, and correspondence regarding the project's effects from the SHPO and consulting parties.

This section discusses the presence of and potential impacts to cultural resources, which include historic and archaeological resources, within the Area of Potential Effects (APE) for the Project Corridor (APE defined in Section 3.2.2.1 below).

Because FHWA may provide funding for the proposed project, the project is considered a federal undertaking and is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (54 USC 300101 *et seq.),* and its implementing regulations (36 CFR Part 800). Specifically, Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. Historic properties are defined in 36 CFR 800.16(l)(1) as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP)." The Section 106 evaluation process requires consultation and coordination with specific parties that have a demonstrated interest in historic properties in the project vicinity. These parties include the Illinois State Historic Preservation Officer (SHPO), local governments, and the public, and may involve tribal governments and parties with expertise regarding local historic properties. The ACHP and other federal agencies, if appropriate, may also be involved in the consultation process.

When a National Historic Landmark (NHL) is located within the APE and would be adversely affected by a project, the federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and

afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the US Department of the Interior, be notified and invited to participate in the consultation involving NHLs.

Section 4(f) of the US Department of Transportation Act of 1966 also applies to historic properties and is discussed separately in Section 3.12, Special Lands.

3.2.1 Consultation

Per the process outlined in the Section 106 implementing regulations, FHWA, in cooperation with IDOT, identified organizations with an interest in cultural resources in the project vicinity and invited them to participate as consulting parties during the study process. These included the SHPO/Illinois Historic Preservation Agency (IHPA), representatives of municipal and county governments, and cultural resources and historic preservation organizations. Consulting party invitation letters were sent to 24 agencies and organizations; of that, nine accepted consulting party status, including the Chicago Department of Transportation, City of Chicago Historic Preservation District/Commission on Chicago Landmarks, DuPage County, Friends of the Parks, Historical Society of Oak Park and River Forest, Oak Park Conservatory – Park District of Oak Park, Oak Park Township, Village of Hillside, and Village of Oak Park. FHWA also identified federally recognized American Indian tribes with potential interests in the APE. FHWA sought to initiate government-to-government consultation to identify the tribes' interests in the proposed project and to participate as consulting parties in the Section 106 process. Consulting party invitation letters were sent to eight tribal governments. A list of consulting parties and tribal governments who received the consulting parties' invitation letter, their response status, and copies of the respective letters of invitation are included in Appendix E.

Consulting parties can provide comments on eligibility, effects, and mitigation as part of the Section 106 process. Public involvement in the Section 106 process is achieved through the public involvement procedures under the National Environmental Policy Act (NEPA) and separate Section 106 consulting parties meetings. Comments received on the Section 106 process after distribution of the DEIS are addressed in the Final Environmental Impact Statement (FEIS). Consulting parties' correspondence and meeting materials are included in Appendix E.

3.2.1.1 Columbus Park Consultation

Columbus Park, located on the north side of the I-290 right-of-way between Austin Boulevard and Central Avenue in the City of Chicago, was listed in the NRHP on May 20, 1991, and designated an NHL on July 31, 2003. It is considered nationally significant as the masterpiece of noted landscape architect Jens Jensen, reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components. The park was mostly completed by 1920 and originally bound by Lexington Avenue to the south. In 1953, the park's southernmost 9 acres were taken for construction of the I-290 Eisenhower Expressway. The two ridges at the park's south end, which were originally created by Jensen to provide a sense of enclosure at the south end of the park, were not affected by the expressway construction, but the original golf

course configuration, softball and baseball fields, and gymnasium building were modified or moved. In the mid-1990s, a bike path was added along the golf course's south end to replicate the park's original circuit drive at the south perimeter.

At the request of the Chicago Park District, specific consideration was given to enhancing bicycle and pedestrian access along Columbus Park's southern boundary between Austin Boulevard and Central Avenue north of I-290 where no connectivity currently exists. This access would connect the proposed shared-use path from DesPlaines Avenue east to Austin Boulevard (proposed as part of each build alternative) with the existing path in the park as described above. Completing this section of the path would then provide continuous nonmotorized access between DesPlaines Avenue and Central Avenue.

In correspondence received October 15, 2015, the Chicago Park District concluded that this proposed improvement, along with other landscape enhancements, would not adversely affect the park and would provide additional opportunities to contribute to the park's historic integrity. Coordination is ongoing with the Park District and SHPO on the specific design elements of the proposed improvements, with consultation expected to continue into the project's design phase, focusing along the south boundary of Columbus Park. At this location, the Park District would donate at the west end a temporary easement for construction of a short section of paved shared-use path needed to connect the proposed multi-use path at Austin Boulevard to the existing park path. Grading, drainage, and select tree plantings are also proposed.

Enhancements are further proposed at the east end to include landscape improvements, such as low earthen berms, drainage improvements, and tree plantings. All of these features would be located within the park along the south boundary, adjacent to the existing I-290 right-of-way in locations to be prescribed and approved by the Park District and SHPO. There are no right-of-way needs from Columbus Park for the proposed I-290 improvements. A discussion of the Section 4(f) implications of these proposed improvements is in Section 3.12, Special Lands.

3.2.1.2 SHPO Meeting and Field Review

On March 30, 2016, FHWA and IDOT held a meeting and field review of the Project Corridor for federal and state agency representatives. Attendees included FHWA, US Environmental Protection Agency (USEPA), SHPO, IDOT Bureau of Design and Environment (IDOT-BDE), IDOT District 1, and the project team. The purpose of the meeting was to provide a briefing on the status of the study and design development and to review corridor field conditions focusing on Section 106 properties and EJ communities along the Project Corridor. The field visit included stops at many of the historic properties evaluated in the *Section 106 Historic Properties Identification Report* (March 2016). SHPO staff provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated, and potential project effects to historic properties.

3.2.1.3 August 11, 2016 Consulting Parties Meeting

On August 11, 2016, the project team held a meeting with the Section 106 consulting parties to discuss the identification and evaluation of historic properties for the I-290 Study, as discussed in the *Section 106 Historic Properties Identification Report* (March 2016) and *Section 106 Historic Properties Identification Addendum Report* (May 2016). The project team provided an overview of the Project Corridor and schedule, the Preferred Alternative, and the Section 106 review process and the role of consulting parties in that process. An overview of the identification and evaluation of historic properties and the proposed effects assessment methodology was also provided. Consulting parties' comments and discussion focused on the NRHP eligibility recommendations of individual properties contained in the reports, the process for delineating the APE, and potential effects to historic properties from proposed improvements, including noise walls.

3.2.1.4 April 11, 2017 Consulting Parties Meeting

On April 11, 2017, the project team held a meeting with the Section 106 consulting parties to discuss the assessment of effects to historic properties for the I-290 Project, as documented in the *Section 106 Effects Assessment Report* (April 2017). The project team provided an overview of the I-290 study and Preferred Alternative, a summary of the Section 106 review process, and an overview of the identification and evaluation of historic properties effort. The project team reviewed the effects assessment methodology and presented the effect finding for each NRHP-listed and NRHP-eligible historic property in the APE.

3.2.2 Affected Environment

3.2.2.1 Area of Potential Effects

The APE is defined in 36 CFR 800.16 as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The APE for the project has been defined to include the I-290 interstate right-of-way, cross streets and railroad crossings with planned improvements, and at least one tax parcel adjacent to the interstate and those cross streets. In some areas, the APE extends greater than one tax parcel to account for vacant parcels and viewshed considerations. The APE boundary and description were submitted to the SHPO for review on December 18, 2015. The SHPO concurred with the APE boundary in a letter dated February 5, 2016. See Appendix E for the APE map set and methodology.

3.2.2.2 Identification of Historic Resources

Within the APE, architectural historians conducted an intensive-level survey of the resources 50 years of age or older that were previously identified by IDOT-BDE cultural resources staff as potentially eligible for inclusion in the NRHP. NRHP-listed properties were also photographed to document their status at the time of review. Additional research was conducted and the NRHP criteria were applied to evaluate the NRHP

eligibility of each identified resource. The individual determinations of NRHP eligibility are documented in the *Section 106 Historic Properties Identification Report* (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016) in Appendix E.

Within the APE, there is one NHL property, five NRHP-listed resources, and one historic district pending official NRHP designation. There are also two historic properties, including one district, that were previously determined eligible for inclusion in the NRHP within the APE. Table 3-23 provides a list of the nine NRHP-listed and previously determined NRHP-eligible properties within the APE.

Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE

Name	Address	NRHP Status	NRHP Criteria[1]	Effect Determination	Map Set Sheet No.[2]
Hulbert Historic District	Roughly bounded by Madison and Harrison streets, Clinton and South Kenilworth avenues, Oak Park	Previously Determined Eligible[3]	Eligible under Criteria A and C for community planning and subdivision development by Thomas Henry Hulbert, and for its collection of early twentieth-century Queen Anne-style homes and American Foursquare homes with Craftsman and Prairie-style influences.	No adverse effect: no direct impact to resource or adverse effect to integrity	7
Oak Park Conservatory	615 Garfield Street, Oak Park	Listed	Listed under Criteria A and C for association with the park movement in Oak Park as a locally significant example of glass and steel greenhouse design and as a significant example of greenhouse design in Illinois.	No adverse effect: no direct impact to resource or adverse effect to integrity	8

Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria[1]	Effect Determination	Map Set Sheet No.[2]
Paulina Mansions	901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park	Previously Determined Eligible	Eligible under Criterion C as an example of early twentieth-century Tudor Revival-style, S-shaped courtyard apartment building in Oak Park.	No effect	8
Gunderson Historic District	Roughly bounded by Madison Street, Harrison Street, Gunderson Street, and South Ridgeland Avenue, Oak Park	Listed	Listed under Criteria A and C for association with community planning and subdivision development efforts undertaken by S.T. Gunderson and Sons firm, and for its uniformly designed collection of early twentieth-century American Foursquare homes with Colonial Revival, Craftsman, and Prairie-style influences.	No adverse effect: no direct impact to resource or adverse effect to integrity	8

Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria[1]	Effect Determination	Map Set Sheet No.[2]
Columbus Park	500 South Central Avenue, Chicago	National Historic Landmark	Listed under Criteria A and C for association with social and recreational history, and as the masterpiece of Jens Jensen, reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components. Also meets NHL Criteria 4 as an exceptionally important work of design.	No adverse effect: project activity proposed within NHL boundary, but those improvements would have no adverse effect to integrity	9
Garfield Park	100 North Central Park Avenue, Chicago	Listed	Listed under Criteria A and C for association as one of three original parks of the West Park Commission that continually accommodated changing recreational and cultural needs of community, and for its significant landscape design and architectural history by William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen.	No adverse effect: no direct impact to resource or adverse effect to integrity	12

Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria[1]	Effect Determination	Map Set Sheet No.[2]
The Chicago Park Boulevard System Historic District	Approximately 26 miles of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north, and back east, to the eastern end of Logan Boulevard. The system consists of eight parks, 19 boulevards, and six squares, Chicago.	Pending Official Designation	Eligible under Criteria A and C for association with community planning and development as the first major comprehensive designed system in the country and creation of Chicago's neighborhoods in the late nineteenth century. Also for its examples of high-quality late nineteenth- and early twentieth-century architecture along the boulevards and associated parks.	No adverse effect: no direct impact to resource or adverse effect to integrity	12
Tri-Taylor Historic District	Roughly and irregularly bounded by Oakley, Harrison, and Claremont streets on the north and Taylor and Oakley streets on the southeast, Chicago	Listed	Listed under Criteria A and C for association with immigrant-developed neighborhoods on the Near West Side after the 1871 Chicago Fire, and its late nineteenth- and early twentieth-century residential urban architecture.	No adverse effect: no direct impact to resource or adverse effect to integrity	14

Table 3-23. NRHP-Listed and Previously Determined NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria[1]	Effect Determination	Map Set Sheet No.[2]
Cook County Hospital Administration Building	1835 West Harrison Street, Chicago	Listed	Listed under Criteria A and C as a Beaux Arts-style hospital administration building associated with the history of medicine, medical education, and public health in Chicago and nationwide.	No effect	15

[1] The NRHP Criteria for Evaluation are used to evaluate a property's historic significance. Properties may be NRHP-eligible under Criterion A for association with events that have made a significant contribution to the broad patterns of our history; under Criterion B for association with the lives of persons significant in our past; under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or under Criterion D for having yielded, or being likely to yield, information important in prehistory or history.

[2] Refer to Section 3.0 Map Set for property locations.

[3] In a letter dated December 6, 2013, from the SHPO to the Village of Oak Park, the Hulbert Historic District was found to be eligible for listing in the NRHP by the SHPO. The SHPO's review of the district's eligibility was requested to support local historic district designation efforts of the district in Oak Park. On October 19, 2015, the Oak Park Village Board of Trustees rejected a proposal to designate the Hulbert Historic District as a local historic district and not to list the district in the NRHP.

As a result of the identification and evaluation efforts, 14 additional historic properties and no historic districts within the APE were determined eligible for inclusion in the NRHP. Table 3-24 provides a list of the NRHP-eligible properties within the APE. These findings were provided to the SHPO and Section 106 consulting parties for review and comment. The SHPO concurred with these findings in letters dated May 27, 2016, and September 22, 2016. See Appendix E for SHPO correspondence and consulting parties' comments.

Table 3-24. NRHP-Eligible Historic Properties in the APE

Name	Address	NRHP Status	NRHP Criteria	Effect Determination	Map Set Sheet No.[1]
Synagogue for Congregation B'Nai Israel of Proviso	10216 Kitchner Street, Westchester	Eligible	Eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue.	No effect	3
St. Eulalia Church	1851 South 9th Avenue, Maywood	Eligible	Eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building.	No adverse effect: no direct impact to resource or adverse effect to integrity	5
Park District of Forest Park	7441 Harrison Street, Forest Park	Eligible	Eligible under Criteria A and C for association with Works Progress Administration and recreation in Forest Park, and its original design form, features, and buildings.	No effect	6, 7
841 South Oak Park Avenue	841 South Oak Park Avenue, Oak Park	Eligible	Eligible under Criterion C as example of early twentieth-century Beaux Arts-style commercial building in Oak Park.	No adverse effect: no direct impact to resource or adverse effect to integrity	8
Suburban Trust and Savings Bank Building	840 South Oak Park Avenue, Oak Park	Eligible	Eligible under Criterion C as example of early twentieth-century Neoclassical-style bank building in Oak Park.	No adverse effect: no direct impact to resource or adverse effect to integrity	8

Table 3-24. NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria	Effect Determination	Map Set Sheet No.[1]
T.A. Holm Building	905 South Oak Park Avenue, Oak Park	Eligible	Eligible under Criteria A, B, and C for association with local success of T.A. Holm & Co. Realtors, productive life of T.A. Holm, and as example of early twentieth-century Classical and Art Deco-style, terra cotta-clad commercial building in Oak Park.	No effect	8
Maze Branch Library	845 Gunderson Avenue, Oak Park	Eligible	Eligible under Criteria A, B, and C for association with post-Depression and New Deal era neighborhood branch libraries construction, association with local librarian Adele H. Maze, and example of Revivalist library architecture by local architect Elmer C. Roberts in Oak Park.	No adverse effect: no direct impact to resource or adverse effect to integrity	8
Assumption Greek Orthodox Church	601 South Central Avenue, Chicago	Eligible	Eligible under Criterion C and Criteria Consideration A as a locally significant example of a Byzantine-style church with Romanesque style elements by local master architect Peter E. Camburas.	No adverse effect: no direct impact to resource or adverse effect to integrity	9

Table 3-24. NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria	Effect Determination	Map Set Sheet No.[1]
First Church of the Brethren	425 South Central Park Boulevard, Chicago	Eligible	Eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building.	No adverse effect: no direct impact to resource or adverse effect to integrity	12
Altgeld Park Fieldhouse	515 South Washtenaw Avenue, Chicago	Eligible	Eligible under Criteria A and C for association with innovative early twentieth-century trends in recreation and as example of Classical Revival-style public building constructed for neighborhood park in Chicago.	No adverse effect: no direct impact to resource or adverse effect to integrity	13
Precious Blood Roman Catholic Church	2401 West Congress Parkway, Chicago	Eligible	Eligible under Criterion C and Criteria Considerations A and B as a remarkable and significant example of a purpose-built religious institution intended for worship and education. Collectively, two buildings convey significant design merit.	No adverse effect: no direct impact to resource or adverse effect to integrity	14

Table 3-24. NRHP-Eligible Historic Properties in the APE (continued)

Name	Address	NRHP Status	NRHP Criteria	Effect Determination	Map Set Sheet No.[1]
Crane Technical High School	2301 West Jackson Boulevard, Chicago	Eligible	Eligible under Criteria A and C for association with trend toward vocational schools in the early twentieth century in Chicago and as an example of Neoclassical-style school architecture.	No adverse effect: no direct impact to resource or adverse effect to integrity	14
Louis Pasteur Memorial	1800 West Harrison Street, Chicago	Eligible	Eligible under Criterion C and Criteria Considerations B and F as a locally significant and only known example of a freestanding Art Deco-style monument designed by prominent sculptor Leon Hermant in Chicago.	No effect	15
Chicago & Regional Midwest Joint Board Building	333 South Ashland Avenue, Chicago	Eligible	Eligible under Criteria A and C for association with critical growth of unions in 1920s Chicago and as example of Art Deco-style architecture designed by local architect Walter W. Ahlschlager in Chicago.	No effect	15

[1] Refer to Section 3.0 Map Set for property locations.

3.2.2.3 Identification of Archaeological Resources

The Illinois State Archaeological Survey (ISAS) completed a Phase I Survey Report and identified no previously recorded archaeological sites listed in the NRHP or that have been determined eligible for the NRHP in the proposed project limits of disturbance. No other potentially NRHP-eligible sites have been identified warranting further investigation. Therefore, no archaeological resources are considered present in the proposed project limits of disturbance. In a letter dated March 29, 2017, the SHPO concurred with the "No Archaeological Properties Affected" determination made by IDOT-BDE cultural resources staff. See Appendix E for SHPO and IDOT-BDE correspondence.

3.2.3 Environmental Consequences

3.2.3.1 Assessing Effects to Historic Properties

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the Section 106 regulations, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NHRP in a manner that would diminish the integrity of the property's location, design, materials, workmanship, feeling, or association. Examples of adverse effects include physical destruction of or damage to all or part of the property, alteration of a property not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68), change of the property's use or of the physical features within the property's setting that contribute to its historic significance, and introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

To determine if any historic properties would be affected by the project, project plans and documentation were reviewed for all NRHP-listed and eligible properties within the APE. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation* (US Department of the Interior, National Park Service, 1997), each historic property was evaluated to determine if implementation of the Preferred Alternative would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity.

For each historic property, a finding was made regarding the project's potential to affect its relevant aspect of integrity and character-defining features. The findings correspond to the guidelines set forth in 36 CFR Part 800 and supported by information on integrity in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. If no aspect of integrity for an individual historic property is altered, the finding indicates that the historic property is not affected by the undertaking. If implementation of the project would alter one or more aspects of integrity for an individual historic property, but the effect would not alter a characteristic that qualifies that property for inclusion in the NRHP, then the finding for the property is "No Adverse Effect." If implementation of the project would alter a characteristic that qualifies a property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity,

then the finding for the property would be "Adverse Effect." Indirect and cumulative effects to historic properties were also considered; such effects may include reasonably foreseeable land use changes.

Effects

No Build Alternative

No effects to historic properties are anticipated with the No Build Alternative because this alternative would not include modifications to existing infrastructure in the Project Corridor.

Preferred Alternative

Based on FHWA's Section 106 effects findings, the Preferred Alternative will have no effect or no adverse effect to built historic properties in the APE. The individual effects assessments for each built historic property are located in the Section 106 Effects Assessment Report (April 2017) in Appendix E. Table 3-23 and Table 3-24 summarize the proposed project's effects to each historic property.

No direct physical impacts to 22 of the 23 historic properties would occur with the Preferred Alternative because the proposed improvements generally fit within existing right-of-way and would not occur within their NRHP boundaries. New right-of-way is only required in smaller amounts and in areas farther away from historic properties. Project activity is proposed within the NHL boundary of Columbus Park because of temporary easements required for the shared-use path extension and landscape improvements in the park; however, these proposed improvements and the temporary easement would have no adverse effect to its integrity of location, design, materials, and workmanship.

No indirect effects to historic properties would occur as a result of the Preferred Alternative. The evaluation of indirect effects to historic properties considered changes in traffic noise and the introduction of new visual project components in their vicinity. This included an assessment of the degree to which traffic noise and visual project components, such as approved noise barriers, may diminish each historic properties' integrity of setting, feeling, and/or association and alter the characteristics qualifying it for inclusion in the NRHP.

Within the APE, the Preferred Alternative would result in six no effect findings and 17 no adverse effect findings. Therefore, FHWA made an effect determination that the I-290 Project would have no adverse effect to built historic properties. These findings were provided to the SHPO and Section 106 consulting parties for review and comment. Written comments were received from the Park District of Oak Park regarding vibration-related impacts during construction. The SHPO concurred with the no adverse effect finding in a letter dated May 25, 2017. See Appendix E for SHPO correspondence and consulting party comments.

3.2.3.2 Impacts to Archaeological Resources

There are no archaeological sites located in the proposed project limits of disturbance; therefore, there are no effects to archaeological resources.

3.3 Air Quality

Since the publication of the DEIS, the following substantive change to this section has been made:

- Updated Section 3.3.1.7 to reflect the most recent conformity analysis performed by CMAP.

The air quality analysis evaluates the potential air quality impacts of the proposed project. This includes an analysis of the proposed project's regional air quality levels; the project's impact on greenhouse gases (GHGs); the mobile source air toxic (MSAT) emissions of the project; whether the project will cause or contribute to a new localized exceedance of carbon monoxide (CO) ambient air quality standards or increase the frequency or severity of any existing exceedance; and the construction emissions associated with the project.

According to this analysis, the build alternatives would have minimal effects on regional criteria pollutant burdens, with changes of less than 1 percent compared to the No Build Alternative. The HOV 2+ Lane Alternative (HOV 2+), HOT 3+ Lane Alternative (HOT 3+), and HOT 3+ Lane and Toll Alternative (HOT 3+ & TOLL) show a slight decrease in all regional criteria pollutants, while the General Purpose Lane Alternative (GP Lane) has a mixed effect on regional criteria pollutants compared to the No Build Alternative. The build alternatives also would have minimal effects on GHG emission burdens, with changes of less than a quarter of 1 percent compared to the No Build Alternative. The GP Lane and HOV 2+ Alternatives show slight increases in GHG emissions, whereas the HOT 3+ and HOT 3+ & TOLL Alternatives show slight decreases in GHG emissions compared to the No Build Alternative. The build alternatives also would have minimal effects on MSAT, with changes of 1 percent or less compared to the No Build Alternative. The build alternatives show a slight decrease in most MSAT, except for benzene and diesel particulate matter (PM), compared to the No Build Alternative. The proposed project is not predicted to cause or exacerbate a violation of the applicable National Ambient Air Quality Standards (NAAQS) with regards to CO.

In 2012, USEPA strengthened the annual fine particle standard to 12 micrograms per cubic meter ($\mu g/m^3$). Due to insufficient quality assured monitoring data to assess compliance with the 2012 annual fine particle standard, USEPA designated the entire State of Illinois (including Cook County where the project is located) as unclassifiable for the 2012 annual $PM_{2.5}$ NAAQS.[31] The unclassified designation requires additional monitoring data, resulting in a deferred designation. A microscale $PM_{2.5}$ analysis for the project only is performed if it is located in a designated nonattainment or maintenance area. Although Cook County was designated a maintenance area for the 1997 annual $PM_{2.5}$ NAAQS, that standard was revoked effective October 24, 2016.[32] As such, after the effective date of the revocation, areas that have been redesignated to attainment for the

[31] https://www.epa.gov/particle-pollution-designations.

[32] https://www.gpo.gov/fdsys/pkg/FR-2016-08-24/pdf/2016-18768.pdf.

1997 annual $PM_{2.5}$ NAAQS (i.e., maintenance areas for the 1997 annual $PM_{2.5}$ NAAQS such as Cook County) will not be required to make transportation conformity determinations for the 1997 annual $PM_{2.5}$ NAAQS.

Construction-related air quality impacts would be temporary in nature and would be mitigated in accordance with IDOT's provisions on dust control.

3.3.1 Affected Environment

"Air Pollution" is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants degrade the atmosphere by reducing visibility, damaging property, reducing the productivity or vigor of crops or natural vegetation, and/or reducing human or animal health. Air quality is a term used to describe the amount of air pollution the public is exposed to in the environment.

3.3.1.1 US Environmental Protection Agency

USEPA is responsible for establishing the NAAQS and enforcing the Clean Air Act (CAA), and regulates emission sources, such as aircraft, ships, and certain types of locomotives, under the exclusive authority of the federal government. The USEPA also has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards. For additional information about the USEPA, the reader can contact its general Internet address found at http://www.epa.gov. Additional information on the activities of USEPA regarding transportation and air quality can be found at http://www.epa.gov/otaq/index.htm.

3.3.1.2 Clean Air Act Amendments of 1990

The Clean Air Act Amendments of 1990 (CAAA) direct the USEPA to implement environmental policies and regulations that will ensure acceptable levels of air quality. Under the CAAA, a project cannot:

- Cause or contribute to any new violation of any NAAQS in any area;
- Increase the frequency or severity of any existing violation of any NAAQS in any area; or
- Delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in any area.

3.3.1.3 National Ambient Air Quality Standards

As required by the CAA, NAAQS have been established for six major air pollutants. These pollutants are: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). These standards are summarized in Table 3-25. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare. The State of Illinois has adopted these standards as the state standards.

Table 3-25. National Ambient Air Quality Standards

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	8-hour	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m³ (1)	Not to be exceeded
Nitrogen Dioxide (NO_2)		Primary	1-hour	100 ppb	98th percentile, averaged over 3 years
		Primary and secondary	Annual	53 ppb (2)	Annual mean
Ozone (O_3)		Primary and secondary	8-hour	0.070 ppm (3)	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Matter	$PM_{2.5}$	Primary	Annual	12 µg/m³	Annual mean, averaged over 3 years
		Secondary	Annual	15 µg/m³	Annual mean, averaged over 3 years
		Primary and secondary	24-hour	35 µg/m³	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24-hour	150 µg/m³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO_2)		Primary	1-hour	75 ppb (4)	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Source: USEPA Office of Air and Radiation, https://www.epa.gov/criteria-air-pollutants/naaqs-table.

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m³ as a calendar quarter average) also remain in effect.

(2) The level of the annual NO_2 standard is 0.053 parts per million (ppm). It is shown here in terms of parts per billion (ppb) for the purposes of clearer comparison to the 1-hour standard level.

(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O_3 standards additionally remain in effect in some areas. Revocation of the previous (2008) O_3 standards and transitioning to the current (2015) standards will be addressed in the implementation rule for the current standards.

(4) The previous SO_2 standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2) any area for which implementation plans providing for attainment of the current (2010) standard have not been submitted and approved and which is designated nonattainment under the previous SO_2 standards or is not meeting the requirements of a State Implementation Plan (SIP) call under the previous SO_2 standards (40 CFR 50.4(3)). A SIP call is an USEPA action requiring a state to resubmit all or part of its SIP to demonstrate attainment of the required NAAQS.

3.3.1.4 Ambient Air Quality Data

Local Meteorology

The proposed project is located in Cook County and extends approximately 13 miles centered along I-290 from the I-88 and I-290 split on the west to Racine Avenue on the east. The corridor passes through eight communities: Chicago, Bellwood, Broadview, Forest Park, Hillside, Maywood, Oak Park, and Westchester.

The climate is predominantly continental, ranging from relatively warm in the summer to relatively cold in the winter; however, the continental location is partially modified by Lake Michigan and to a lesser extent by the other Great Lakes.

In late autumn and winter, air masses that are initially very cold often reach the region only after being tempered by passage over one or more of the Great Lakes. Similarly, in late spring and summer, air masses reaching the city from the north, northeast, or east are cooler because of movement over the Great Lakes. Very low winter temperatures most often occur in the air that flows southward to the west of Lake Superior before reaching the area. In summer, the higher temperatures are with south or southwest flow and are therefore not influenced by the lakes. Temperatures of 96 degrees Fahrenheit (°F) or higher occur in about half of the summers, while about half of the winters have a minimum of as low as -15 °F.

Precipitation falls mostly from air that has passed over the Gulf of Mexico. But in winter there can be snowfall, with Lake Michigan as the principal moisture source. The effect of Lake Michigan, both on winter temperatures and lake-produced snowfall, is enhanced by non-freezing of much of the lake during the winter. Summer thunderstorms are often locally heavy and variable. Longer periods of continuous precipitation are mostly in autumn, winter, and spring. Approximately half of the precipitation in the winter, and approximately 10 percent of the annual total precipitation, falls as snow. Snowfall from month to month and year to year is greatly variable.

Local Monitored Air Quality

The monitored information for the monitoring stations near the proposed project is presented in Table 3-26. This table presents the last 3 years of available monitor data (2013-2015) at each of these stations to illustrate the Study Area's general air quality trends. Additional air quality information for the Study Area for Illinois can be found at http://www.idot.illinois.gov/transportation-system/environment/index.

Table 3-26. Summary of Air Quality Monitored near Study Area

Air Pollutant	Standard/ Exceedance	CTA Building 321 South Franklin (Chicago, IL)			Cook County Trailer 1820 South 51st Avenue (O_3, NO_2) (Cicero, IL) -- Northbrook Water Plant 750 Dundee Road (CO, SO_2, PM, Pb) (Northbrook, IL)			Village Hall 50th Street & Glencoe (PM) (McCook, IL) -- Cermak Pump Station 735 West Harrison (Pb) (Chicago, IL)			Liberty School 13th Street & 50th Avenue ($PM_{2.5}$) (Cicero, IL) -- Cook County Court Complex 1500 Maybrook Drive (Pb) (Maywood, IL)		
		2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
Carbon Monoxide (CO)	Max. 1-hour Concentration (ppm)	NM	NM	NM	1.4	1.5	1.3	NM	NM	NM	NM	NM	NM
	Max. 8-hour Concentration (ppm)	NM	NM	NM	0.7	0.9	0.8	NM	NM	NM	NM	NM	NM
	# Days>Federal 1-hour Std. of >35 ppm	NM	NM	NM	0	0	0	NM	NM	NM	NM	NM	NM
	# Days>Federal 8-hour Std. of >9 ppm	NM	NM	NM	0	0	0	NM	NM	NM	NM	NM	NM
Ozone (O_3)	Max. 1-hour Concentration (ppm)	NM	NM	NM	0.076	0.078	0.090	NM	NM	NM	NM	NM	NM
	Max. 8-hour Concentration (ppm)	NM	NM	NM	0.068	0.073	0.077	NM	NM	NM	NM	NM	NM
	# Days>Federal 8-hour Std. of >0.070 ppm	NM	NM	NM	0	0	1	NM	NM	NM	NM	NM	NM
Nitrogen Dioxide (NO_2)	Max. 1-hour Concentration (ppb)	82	67	84	82	91	75	NM	NM	NM	NM	NM	NM
	Annual Mean (ppb)	20.6	20.6	16.9	18.5	17.3	16.7	NM	NM	NM	NM	NM	NM
Sulfur Dioxide (SO_2)	Max. 1-hour Concentration (ppb)	NM	NM	NM	10.4	27.1	15.6	NM	NM	NM	NM	NM	NM
	# Days>Federal 1-hour Std. of >75 ppb	NM	NM	NM	0	0	0	NM	NM	NM	NM	NM	NM

Table 3-26. Summary of Air Quality Monitored near Study Area (continued)

Air Pollutant	Standard/ Exceedance	CTA Building 321 South Franklin (Chicago, IL)			Cook County Trailer 1820 South 51st Avenue (O_3, NO_2) (Cicero, IL) -- Northbrook Water Plant 750 Dundee Road (CO, SO_2, PM, Pb) (Northbrook, IL)			Village Hall 50th Street & Glencoe (PM) (McCook, IL) -- Cermak Pump Station 735 West Harrison (Pb) (Chicago, IL)			Liberty School 13th Street & 50th Avenue ($PM_{2.5}$) (Cicero, IL) -- Cook County Court Complex 1500 Maybrook Drive (Pb) (Maywood, IL)		
		2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
Suspended Particulates (PM_{10})	Max. 24-hour Concentration ($\mu g/m^3$)	NM	NM	NM	30	38	95	71	98	146	NM	NM	NM
	#Days>Fed. 24-hour Std. of >150 $\mu g/m^3$	NM	NM	NM	0	0	0	0	0	0	NM	NM	NM
Suspended Particulates ($PM_{2.5}$)	Max. 24-hour Concentration ($\mu g/m^3$)	NM	NM	NM	NM	27.2	68.2	NM	28.5	70.3	NM	22.2	117.8
	98th Percentile ($\mu g/m^3$)	NM	NM	NM	NM	27	22	NM	25	24	NM	22	30
	Annual Mean ($\mu g/m^3$)	NM	NM	NM	NM	10.4*	9.1*	NM	12.1*	11.6*	NM	10.1*	12.5*
Lead (Pb)	Maximum 24-Hour Concentration ($\mu g/m^3$)	NM	NM	NM	0.009	0.013	0.035	0.025	NM	NM	0.042	NM	NM

Source: USEPA. AirData, 2016 (https://www.epa.gov/outdoor-air-quality-data).

*Indicates that the annual mean does not satisfy USEPA's minimum data completeness criteria.

NM = Not measured.

3.3.1.5 Attainment Status

Section 107 of the 1977 CAAA requires that the USEPA publish a list of all geographic areas in compliance with the NAAQS, plus those not attaining the NAAQS. Areas not in NAAQS compliance are deemed nonattainment areas. Areas that have insufficient data to make a determination are deemed unclassified and are treated as being attainment areas until proven otherwise. Maintenance areas are areas that were previously designated as nonattainment for a particular pollutant but have since demonstrated compliance with the NAAQS for that pollutant. An area's designation is based on the data collected by the state monitoring network on a pollutant-by-pollutant basis.

The proposed project is located in Cook County in Illinois. Table 3-27 shows the current attainment status for the portion of Cook County in which the proposed project is located. As shown in the table, the USEPA has classified the portion of Cook County in which the proposed project is located as a nonattainment area for O_3 and has designated the entire state as unclassifiable for the 2012 annual $PM_{2.5}$ NAAQS.[33] The unclassifiable designation is due to monitoring data validity issues, resulting in deferred designation.

Table 3-27. Project Area Attainment Status

Pollutant	Status
Ozone (O_3)	Nonattainment
Nitrogen Dioxide (NO_2)	Attainment
Carbon Monoxide (CO)	Attainment
Particulate Matter (PM_{10})	Attainment
2012 Particulate Matter ($PM_{2.5}$) Annual/2006 24-Hour	Unclassifiable/ Attainment
Lead (Pb)	Attainment

Source: USEPA, 2016: https://www.epa.gov/green-book.

3.3.1.6 Air Quality Index

The Air Quality Index (AQI) is the current national standard method for reporting air pollution levels to the general public. The AQI is based on the short-term federal NAAQS, the federal episode criteria, and the federal Significant Harm levels for five of the "criteria pollutants," namely, ground-level O_3, SO_2, CO, PM, and NO_2. The AQI levels have been divided into six categories: Good (0-50), Moderate (51-100), Unhealthy for Sensitive Groups (101-150), Unhealthy (151-200), Very Unhealthy (201-300), and Hazardous (301-500).

[33] https://www.epa.gov/particle-pollution-designations.

The AQI classification of "Unhealthy for Sensitive Groups" occurs on occasion in Illinois under the 8-hour O_3 and $PM_{2.5}$ standards. AQI classifications of Unhealthy are uncommon, and classifications of Very Unhealthy are rare in the state. To date, no classifications of Hazardous air quality have occurred in Illinois.

3.3.1.7 Transportation Conformity Rule, State Implementation Plan, and Transportation Improvement Program Status

Under the CAAA of 1990, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and subsequent reauthorizations, proposed transportation projects must be derived from an MTP that conforms with the state air quality plans as outlined in the State Implementation Plan (SIP). The SIP sets forth the state's strategies for achieving air quality standards. USEPA's Transportation Conformity Rule requires federal agencies to conduct a conformity determination for a proposed transportation plan, program, or project in a nonattainment or maintenance area before it can be approved, accepted, funded, or adopted. A conformity determination is a formal regulatory process by which the agency evaluates, analyzes, and determines whether the proposed federal action would comply with the air quality standards under the CAA. Specifically, transportation plans, programs, or projects may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emissions reductions towards attainment.

The conformity rule also establishes the process by which FHWA, the Federal Transit Administration (FTA), and local MPOs determine conformance of MTPs and TIPs, and federally funded highway and transit projects. As part of this process, local MPOs are required under regulations promulgated in the CAA of 1990 to determine conformance of MTPs and TIPs before they are adopted, approved, or accepted. TIPs are a subset of staged, multi-year, intermodal programs of transportation projects covering metropolitan planning areas that are consistent with MTPs. The TIPs include a list of financially constrained roadway, transit, and nonmotorized transportation projects for implementation by cities, counties, transit agencies, and other local jurisdictions. Projects to be completed in the near term are included in the region's TIP. The Statewide Transportation Improvement Program (STIP) includes the TIP projects for the entire state.

The purpose of the air quality analysis is to develop MTPs and TIPs that conform to state or federal air quality implementation plans. FHWA and FTA must make conformity determinations on federally funded projects before they are adopted, accepted, approved, or funded.

The NAAQS, established by the USEPA, set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as "nonattainment." States where a nonattainment area is located must develop and implement an SIP containing policies and regulations that will bring about attainment of the NAAQS.

Areas that had been designated as nonattainment, but that have attained the NAAQS for the criteria pollutant(s) associated with the nonattainment designation, will be designated as maintenance areas.

All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: CO, NO_2, SO_2, and Pb.

For the 8-hour O_3 standards, Cook, DuPage, Kane, Lake, McHenry, and Will counties, as well as Aux Sable and Goose Lake townships in Grundy County and Oswego Township in Kendall County, have been designated as nonattainment areas for O_3. Jersey, Madison, Monroe, and St. Clair counties in the St. Louis area also have been designated as moderate nonattainment areas for the 8-hour ozone standard. The Lake Calumet area and Lyons Township in Cook County have been designated as a maintenance area for the particulate matter (PM_{10}) standard. In addition, Oglesby and several adjacent townships in LaSalle County and Granite City Township and Nameoki Township in Madison County have been designated as maintenance areas for the PM_{10} standard. All other areas of Illinois currently are in attainment for the O_3 and PM_{10} standards. The entire state is designated unclassifiable for $PM_{2.5}$.

This project is entirely located within an area designated as nonattainment for the O_3 standard and unclassifiable for the $PM_{2.5}$ standard of the NAAQS.

This project is included in the Fiscal Year (FY) 2014 – 2019 TIP and MTP endorsed by the MPO Policy Committee. Projects in the TIP are considered to be consistent with the MTP. The project is within the fiscally constrained portion of the MTP.

Following the June 8, 2017 approval by the MPO Policy Committee,[34], FHWA and FTA determined that the 2040 Regional Transportation Plan and TIP conform with the SIP and the transportation-related requirements of the 1990 CAAA. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans." The project's design concept and scope are consistent with the project information used for the TIP conformity analysis; therefore, this project conforms to the existing SIP and the transportation-related requirements of the 1990 CAAA.

The TIP number for this project is ID #04-00-0023.[35]

3.3.1.8 Relevant Pollutants for Analysis

Pollutants that can be traced principally to motor vehicles are relevant to the evaluation of the proposed project's impacts. These pollutants include CO, hydrocarbons (HC),

[34] http://www.cmap.illinois.gov/documents/10180/654518/PolicyCmteMemo--SpecialConformity06-01-2017.pdf/e8ea35a6-8444-4c18-9686-c06b911290d5

[35] https://etip.cmap.illinois.gov/project_info?project_id=34472&version=3&view_type=&fromPage=order%5Fby%3D%26order%5Forder%3D%26order%5Fold%5Fby%3D%26search%5Fstr%3D04%2D00%2D0023%26IS%5FFROM%5FFULL%3DTrue%26get%5Ftop%5Frows%3D100%26%5F%3D1495037369518%26end_page=

nitrogen oxides (NOx), O_3, PM_{10}, $PM_{2.5}$, and MSAT. Transportation sources account for a small percentage of regional emissions of sulfur oxides (SOx) and Pb; thus, a detailed analysis of these pollutants is not required.

HC (aka, volatile organic compounds or VOCs) and NOx emissions from automotive sources are a concern primarily because they are precursors in the formation of O_3 and PM. O_3 is formed through a series of reactions that occur in the atmosphere in the presence of sunlight. Because the reactions are slow and occur as the pollutants are diffusing downwind, elevated O_3 levels often are found many miles from the sources of the precursor pollutants; therefore, the effects of HC and NOx emissions generally are examined on a regional or "mesoscale" basis.

PM_{10} and $PM_{2.5}$ impacts are both regional and local. A large portion of PM, especially PM_{10}, comes from disturbed vacant land, construction activity, and paved road dust. $PM_{2.5}$ also comes from these sources. Motor vehicle exhaust, particularly from diesel vehicles, also is a source of PM_{10} and $PM_{2.5}$. PM_{10}, and especially $PM_{2.5}$, also can be created by secondary formation from precursor elements such as SO_2, NO_X, VOCs, and ammonia (NH_3). Secondary formation occurs because of chemical reaction in the atmosphere generally downwind some distance from the original emission source; thus, it is appropriate to predict concentrations of PM_{10} and $PM_{2.5}$.

CO impacts are generally localized. Even under the worst meteorological conditions and most congested traffic conditions, high concentrations are limited to a relatively short distance (300 to 600 feet) of heavily traveled roadways. Vehicle emissions are the major sources of CO. A screening analysis will be performed to determine if the project's traffic patterns warrant a microscale CO analysis.

GHG, which contributes to climate change, is a national and global concern. While the earth has gone through many natural climate variations in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do so for the foreseeable future. Anthropogenic (human-caused) GHG emissions contribute to this rapid change. Carbon dioxide (CO_2) makes up the largest component of these GHG emissions. Other prominent transportation GHGs include methane (CH_4) and nitrous oxide (N_2O).

MSAT impacts are both regional and local. Through the issuance of USEPA's Final Rule (FR) regarding emission control of Hazardous Air Pollutants from Mobile Sources [66 FR 17229], it was determined that many existing and newly promulgated mobile source emission control programs would result in a reduction of MSATs. The USEPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline program, its national low-emission vehicle standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel requirements. Future emissions likely would be lower than present levels as a result of the USEPA's national control programs that are projected to reduce MSAT emissions by 91 percent from 2010 to 2050, even if VMT increases by 45 percent.

3.3.2 Environmental Consequences

3.3.2.1 Emission Burden Analysis

A regional, or mesoscale, analysis of a project determines a project's overall impact on regional air quality levels. A regional analysis was performed for the proposed project using the version of USEPA's MOVES emissions program, MOVES2014. MOVES2014 incorporates project-generated VMT as well as specific MOVES input factors, such as inspection and maintenance programs, fleet mix, and speed profiles, for the traffic network being analyzed. MOVES input factors were obtained from CMAP.

The emission burden analysis of the proposed project determines the annual "pollutant burden" levels for each of the build alternatives, as well as the No Build Alternative, to provide a basis of comparison for regional emissions of each of the criteria pollutants under the different alternatives. The 2040 VMT and emission burdens (in tons) for each of the build alternatives, as well as the No Build Alternative, are presented in Table 3-28.

The GP Lane Alternative shows a slight increase in all regional criteria pollutants except for PM_{10}, for which it shows a slight decrease compared to the No Build Alternative. The HOV 2+, HOT 3+, and HOT 3+ & TOLL Alternatives show a slight decrease in all regional criteria pollutants compared to the No Build Alternative. All changes in regional pollutant burdens are minimal, with all pollutants showing less than a 1 percent change when comparing the build alternatives to the No Build Alternative in 2040.

3.3.2.2 GHG Analysis

A GHG analysis also was performed for the proposed project using the version of USEPA's MOVES air emissions program, MOVES2014. The GHG analysis of the proposed project determines the annual GHG emission burdens for each of the build alternatives, as well as the No Build Alternative, to provide a basis of comparison for emissions of GHGs under the different alternatives.

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different GHGs. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more that a given gas warms the earth compared to CO_2 over that period. The period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory) and allows policymakers to compare emissions reduction opportunities across sectors and gases. CO_2, by definition, has a GWP of 1; CH_4 has a GWP of 25; and N_2O has a GWP of 298.

The potential effects of GHGs are reported in CO_2 Equivalents (CO_2e), which is a combined measure of GHG emissions weighted according to the GWP of each gas, relative to CO_2. The 2040 VMT and GHG emission burdens (in tons of CO_2e) for each of the build alternatives, as well as the No Build Alternative, are presented in Table 3-29.

Table 3-28. 2040 Regional Emission Burdens (Annual)

Pollutant/ Parameter	Alternative								
	No Build (Tons)	GP Lane		HOV 2+		HOT 3+		HOT 3+ & TOLL	
		Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB
Vehicle Miles Traveled (VMT)	*23,050,339,305*	*23,163,434,586*	*0.49*	*23,122,549,956*	*0.31*	*23,129,013,516*	*0.34*	*23,170,665,414*	*0.52*
Hydrocarbons (HC)	1,270	1,271	0.10	1,269	-0.01	1,268	-0.14	1,269	-0.02
Nitrogen Oxides (NOx)	2,776	2,782	0.21	2,772	-0.12	2,774	-0.07	2,759	-0.60
Carbon Monoxide (CO)	23,708	23,881	0.73	23,588	-0.51	23,627	-0.34	23,626	-0.35
Particulate Matter (PM_{10})	1,813	1,812	-0.06	1,812	-0.03	1,807	-0.31	1,805	-0.43
Particulate Matter ($PM_{2.5}$)	326	327	0.09	326	-0.13	325	-0.30	325	-0.50

Source: WSP Parsons Brinckerhoff, 2016.

Table 3-29. 2040 GHG Emission Burdens (Annual)

Pollutant/ Parameter	Alternative								
	No Build (Tons)	GP Lane		HOV 2+		HOT 3+		HOT 3+ & TOLL	
		Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB
Vehicle Miles Traveled (VMT)	*23,050,339,305*	*23,163,434,586*	*0.49*	*23,122,549,956*	*0.31*	*23,129,013,516*	*0.34*	*23,170,665,414*	*0.52*
Carbon Dioxide Equivalents (CO_2e)*	10,517,329	10,542,562	0.24	10,520,087	0.03	10,516,608	-0.01	10,506,772	-0.10

Source: WSP Parsons Brinckerhoff, 2016.

*Note: GHG emissions were adjusted by a factor of 1.27, as recommended by FHWA, to account for fuel cycle emissions.

The GP Lane and HOV 2+ Alternatives show slight increases in GHG emissions, whereas the HOT 3+ and HOT 3+ & TOLL Alternatives show slight decreases in GHG emissions compared to the No Build Alternative. All changes in GHG emissions are minimal, with less than a quarter of 1 percent change when comparing the build alternatives to the No Build Alternative in 2040.

Both the State of Illinois and the City of Chicago have GHG emission reduction targets in place. The State of Illinois aims to reduce GHG emissions to 1990 levels by the year 2020 and to 60 percent below 1990 levels by the year 2050.[36] The City of Chicago aims to reduce GHG emissions to 25 percent below 1990 levels by 2020 and to 80 percent below 1990 levels by 2050.[37] Both the HOT 3+ and HOT 3+ & TOLL Alternatives would be consistent with the State and City GHG reduction targets, as they both show slight decreases in GHG emissions compared to the No Build Alternative in 2040.

The GHG emissions from construction of the project were calculated using FHWA's Infrastructure Carbon Estimator (ICE), a spreadsheet tool that estimates GHG emissions from the construction of transportation facilities. ICE was used to analyze the GHG emissions from construction of the I-290 mainline over a 4-year timeframe. This was based on specific project inputs, including ADT of the facility, lane-miles of roadway widening and construction, and lane-miles of bridge widening and construction. The tool also estimates annual GHG emissions from the construction impacts on vehicle operations, which cause vehicle delay. The results are presented in Table 3-30. The total annual construction emissions represent approximately 0.04 percent of the annual GHG emissions presented in Table 3-29.

Table 3-30. Construction GHG Emissions (Annual)*

Construction Element	CO_2e (Tons)
Materials	2,499
Construction Equipment	1,194
Routine Maintenance	85
Operational Element	**CO_2e (Tons)**
Construction Impacts to Vehicle Delay	508
Annual Total	*4,268*

Source: WSP Parsons Brinckerhoff, 2016.
*Construction emissions are presented annually, based on 4 years of mainline construction.

[36] http://www.epa.state.il.us/air/climatechange/documents/iccag-summary.pdf.
[37] http://www.chicagoclimateaction.org/pages/climate_change_101/25.php.

3.3.2.3 MSAT Analysis

USEPA also regulates air toxics. MSATs are a subset of the 188 air toxics defined by the CAA. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics result from engine wear or from impurities in oil or gasoline. FHWA's *Updated Interim Guidance on Mobile Source Air Toxics Analysis in NEPA* (October 2016)[38] suggests a tiered approach for addressing MSAT in NEPA documents.

A quantitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, between the alternatives. The quantitative assessment presented is derived in part from a study conducted by FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions among Transportation Project Alternatives* (FHWA, 2006). FHWA's Interim Guidance groups projects into the following tier categories:

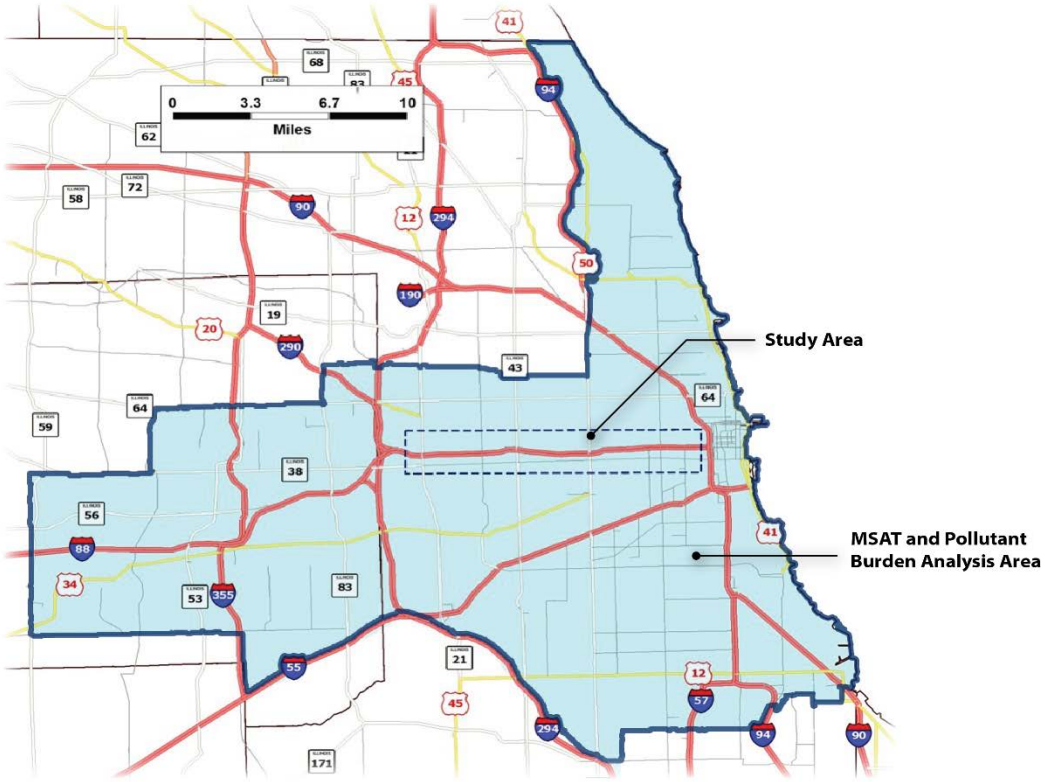
- Tier 1 – No analysis for projects without potential for meaningful MSAT effects;
- Tier 2 – Qualitative analysis for projects with low potential MSAT effects; and
- Tier 3 – Quantitative analysis to differentiate alternatives for projects with higher-potential MSAT effects.

Based on FHWA's recommended tiering approach, the proposed project falls within the Tier 3 approach (i.e., for projects with a high potential for MSAT effects). In accordance with FHWA's recommendation, USEPA's MOVES2014 was used to calculate annual MSAT pollutant burdens for the build alternatives and the No Build Alternative.

The MSAT Analysis Area was refined to focus on the roadway links that are substantially impacted by the proposed project. Comparisons between the No Build Alternative and build alternatives were therefore made for links for an analysis area (Figure 3-53) where daily traffic volumes differ by 5 percent or more, or a change of 500 vehicles (ADT) or more per day.

[38] Available at https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm.

Figure 3-53. MSAT Analysis Area



Source: WSP Parsons Brinckerhoff, 2015.

The results of the MSAT analysis are presented in Table 3-31. As shown in the table, the GP Lane Alternative shows a slight decrease in most MSAT except for benzene and diesel PM, which show a slight increase, compared to the No Build Alternative. The HOV 2+ and HOT 3+ Alternatives show a slight decrease in all MSAT compared to the No Build Alternative. The HOT 3+ & TOLL Alternative shows a slight decrease in all MSAT except for benzene, for which it shows a slight increase, compared to the No Build Alternative. Overall, changes in MSAT are minimal, with differences of 1 percent or less, when comparing the build alternatives to the No Build Alternative.

In summary, it is projected that there would be changes in MSAT emissions in the immediate area of the proposed project under the build alternatives, regardless of which one is chosen, relative to the No Build Alternative, as a result of the VMT changes associated with the project. The MSAT levels could be higher in some locations than others, such as adjacent to the proposed project, but current tools and science are not adequate to quantify them. Regardless, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today.

Table 3-31. 2040 MSAT Emission Burdens (Annual)

Pollutant/ Parameter	Alternative								
	No Build (Tons)	GP Lane		HOV 2+		HOT 3+		HOT 3+ & TOLL	
		Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB	Burden (Tons)	% Change from NB
Vehicle Miles Traveled (VMT)	*23,050,339,305*	*23,163,434,586*	*0.49*	*23,122,549,956*	*0.31*	*23,129,013,516*	*0.34*	*23,170,665,414*	*0.52*
Acrolein	1.17	1.17	-0.08	1.17	-0.07	1.17	-0.17	1.16	-0.62
Benzene	16.55	16.59	0.30	16.54	-0.04	16.53	-0.08	16.55	0.05
1,3 Butadiene	0.07	0.07	-0.20	0.07	-0.08	0.07	-0.20	0.07	-0.83
Diesel PM	50.24	50.29	0.10	50.17	-0.13	50.16	-0.16	49.68	-1.11
Formaldehyde	25.90	25.89	-0.07	25.89	-0.07	25.86	-0.17	25.75	-0.60
Naphthalene	2.19	2.19	-0.02	2.18	-0.06	2.18	-0.16	2.17	-0.53

Source: WSP Parsons Brinckerhoff, 2016.

*Polycyclic organic matter emissions are not calculated by MOVES, but the trend would be similar to that for naphthalene.

This document has provided a quantitative analysis of MSAT emissions relative to the proposed project and has acknowledged that the build alternatives could increase exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain. Available technical tools do not enable prediction of the project-specific health impacts of the emission changes associated with the alternatives. Because of these limitations, the following discussion is included in accordance with the President's Council on Environmental Quality regulations (40 CFR, Section 1502.22[b]) regarding incomplete or unavailable information.

Information that is Unavailable or Incomplete

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The USEPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The USEPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (USEPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures, with uncertainty spanning perhaps an order of magnitude.

Other organizations also are active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.* Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then final determination of health impacts, with each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year)

assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The USEPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (USEPA IRIS database, Diesel Engine Exhaust, Section II.C. https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal)."

There also is the lack of a national consensus on an acceptable level of risk. The current context is the process used by the USEPA as provided by the CAA to determine whether more stringent controls are required to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires USEPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than one in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than one in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the US Court of Appeals for the District of Columbia Circuit upheld USEPA's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion,

accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

3.3.2.4 Microscale CO Analysis

In accordance with the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM) Air Quality Manual Version 4.0, the proposed project is exempt from a project-level CO analysis because the highest design-year approach volume on the busiest leg of each of the intersections analyzed is less than 5,000 vehicles per hour.

3.3.2.5 Microscale $PM_{2.5}$ Analysis

At the September 3, 2015, meeting of the Tier II Consultation Team, updated project information was presented (e.g., alternatives, traffic). Based on updated truck traffic information for the project, the Tier II Consultation Team said that the project is likely not to be considered a "Project of Air Quality Concern," because the project does not add a substantial amount of diesel truck traffic. Additionally, USEPA announced that due to insufficient quality assured monitoring data to assess compliance with the 2012 annual fine particle standard, the USEPA was designating the entire state of Illinois (including Cook County where the project is located) as unclassifiable for the 2012 annual $PM_{2.5}$ NAAQS. Furthermore, Cook County's designation as a maintenance area for the 1997 annual $PM_{2.5}$ NAAQS is no longer valid as of October 24, 2016, when the 1997 annual $PM_{2.5}$ NAAQS is revoked. As such, a transportation conformity determination for the 1997 annual $PM_{2.5}$ NAAQS is not required. A microscale $PM_{2.5}$ analysis was not performed for the above reasons.

3.3.3 Measures to Minimize Harm and Mitigation

3.3.3.1 Operational

The build alternatives show minor changes (less than 1 percent) in regional pollutants, GHGs, and MSAT, and no local impacts are currently identified. As such, no mitigation is proposed for operational impacts.

3.3.3.2 Construction

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained.) The potential air quality impacts would be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, onsite movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

IDOT's Standard Specifications for Road and Bridge Construction includes provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and IDOT will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, the proposed project will not cause any significant, short-term PM air quality impacts. See also Section 3.14 for discussion of a communications plan to inform communities about construction activities and a project-specific dust control plan to reduce fugitive dust during construction.

Construction activity also may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from several technologies and operational practices that should help lower short-term MSAT. In addition, 23 USC 149, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (Public Law 109-59, August 10, 2005), places emphasis on a host of diesel retrofit technologies – technologies that are designed to lessen many MSAT.

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time (e.g., reducing the numbers of trips, extended idling). Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits when sites are near populated areas. For example, agreements that stress work activity outside normal hours of an adjacent school campus would be operations-oriented mitigation. Verified emissions control technology retrofits or fleet modernization of engines for construction equipment could be appropriate mitigation strategies. Technology retrofits could include PM traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions. Implementing maintenance programs per manufacturers' specifications to ensure engines perform at USEPA certification levels, as applicable, and to ensure retrofit technologies perform at verified standards also could be deemed appropriate. The use of clean fuels (e.g., ultra-low sulfur diesel, biodiesel, natural gas) can be a very cost-beneficial strategy. Cleaner diesel fuel and idling restrictions are contained in Article 107.41 of the Standard Specifications for Road and Bridge Construction.

3.4 Traffic Noise

There have been no substantive changes to this section since publication of the DEIS.

Federal regulations for traffic noise assessment are in Title 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. IDOT developed traffic noise analysis procedures that are consistent with the federal regulations and are contained in its *Highway Traffic Noise Assessment Manual* (IDOT, 2011). These set forth procedures for traffic noise analyses, identification of noise impacts, and consideration of noise abatement where feasible and reasonable.

Noise is unwanted sound that can affect activities. Highway traffic noise is influenced by four main factors: traffic volumes, traffic speeds, truck volumes, and distance and topography between the highway and the location where the noise is heard. This section describes the noise environment along the Project Corridor, identifies traffic noise receptors, and predicts the existing, future No Build, and future build condition noise levels. An overview of noise abatement procedures is provided in this section. Noise abatement analysis is deferred to Section 5.0, Comparison of Alternatives (discussion provided in Section 3.4.3).

3.4.1 Affected Environment

The Noise Study Area is the traffic noise analysis area, and typically includes all areas within 500 feet of the edge of proposed improvements. This section describes FHWA and IDOT noise policies used to assess noise in the Noise Study Area, noise receptors identified for the Noise Study Area, procedures for the traffic noise impact analysis, traffic noise monitoring, and a description of the existing I-290 noise environment.

3.4.1.1 Traffic Noise Analysis Process

Federal policies for traffic noise assessment are in Title 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. IDOT traffic noise analysis procedures are listed in its *Highway Traffic Noise Assessment Manual* (IDOT, 2011).

The highway traffic noise analysis process consists of the steps listed below.

1. *Identify Places with Similar Noise Characteristics.* Common Noise Environments (CNEs) are areas with similar land use (by Activity Category, as listed in Table 3-32), noise exposure, topography, and traffic characteristics.
    a. Activity Categories B and C include land uses such as residences, schools, parks, and places of worship, and are the most noise-sensitive land uses[39] in the Project Corridor.
    b. Activity Category E includes land uses such as offices, hotels, and restaurants that also are studied for noise impacts.

[39] There are no land uses in the Project Corridor that qualify as Activity Category A or D uses.

Table 3-32. Noise Abatement Criteria

Activity Category[40]	$L_{eq}(h)$	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

2. *Select Noise Receptors*. Noise receptors are outdoor activity areas of frequent human use at noise-sensitive land uses (Activity Categories A–C, and E).[41] Only receptors that are typically located within 500 feet of the edge of the proposed roadway improvements are considered, as this is where noise impacts typically occur. There is one representative (worst-case) receptor per CNE.
3. *Monitor Existing Noise Levels at Selected Noise Receptors*. Existing noise levels are measured at selected locations. Noise monitoring is used to ensure the noise model is accurate and to collect ambient noise levels in locations where roadway noise is currently not the major noise source. Noise monitoring does not define impacts.

[40] Based on 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (adopted 2010).

[41] Activity Category D is the only category for which interior noise is studied, and only if no exterior areas of frequent human use exist. As shown in Table 3-32, Activity Category D includes uses such as recording studios and does not include residences.

4. *Model Noise Conditions*: Existing, future No Build, and future build conditions for the roadway, receptors, and topography are modeled using the FHWA Traffic Noise Model 2.5 (TNM).

    a. For the I-290 traffic noise analysis, the four build alternatives were separately modeled for build conditions.

    b. For all models, expressway traffic was modeled at posted speeds of 55 mph for free-flow conditions (regardless of any capacity constraints that could slow traffic). This method represents worst-case traffic noise conditions.

5. *Determination of Noise Impacts*: The predicted build condition noise levels are compared to the existing noise levels and to the FHWA Noise Abatement Criteria (NAC) to determine noise impacts. Table 3-32 summarizes the NAC noise levels for each type of land use in the Noise Study Area.

    c. Noise impacts are identified where future build noise levels approach, meet, or exceed the noise levels (by Activity Category) as identified in Table 3-32. The IDOT noise policy defines "approach" to be noise levels within 1 decibel [dB(A)] of the NAC (a noise level approaching the NAC of 67 dB(A) would be 66 dB(A)).

    d. In addition to using the NAC, noise impacts are identified for receptors where the future build condition noise is greater than 14 dB(A) compared to existing conditions.

6. *Noise Abatement Analysis for Impacted Receptors*. Noise abatement is assessed where noise impacts are predicted. The noise abatement analysis identifies abatement measures that are considered feasible to construct and reasonable with respect to cost and noise-reduction effectiveness. Viewpoints solicited from receptors that would be benefitted by the barrier occur when barriers are considered feasible, cost effective, and effective at reducing noise. Receptors that would be benefitted by the barrier are asked to vote if they support the barrier's construction. If more than 50 percent of received votes are in support of the barrier, the barrier will be recommended for construction.

3.4.1.2 Noise Receptor Identification

Receptor locations are selected at appropriate locations to evaluate changes in traffic noise levels as a result of changes in traffic volumes, speed, composition (trucks and cars), roadway alignment (horizontal and vertical), number of lanes, shielding, and ground cover. Distance to I-290 from the receptor was the primary factor used to select receptors for this analysis and was limited to receptors within 500 feet of the proposed improvements (Noise Study Area) in accordance with the IDOT traffic noise policy.

Noise receptors were located using aerial photography and field investigations to determine exterior areas of frequent human use, such as balconies, benches, or other gathering places, in accordance with the IDOT traffic noise policy. Receptors were studied on each floor of multistory buildings where outdoor areas of frequent human use existed (e.g., balconies on every story of a multistory apartment building) to determine which floor of the building constituted the worst-case noise level for the

building. Noise level results, shown in Table 3-33 in Section 3.4.2, identify the worst-case results for the representative noise receptor.

The traffic noise analysis evaluates the Noise Study Area using CNEs. Within each of the CNEs, the receptor with the worst-case traffic noise condition (typically the closest receptor to I-290) was selected to represent the CNE. The represented receptors within the CNEs would have similar traffic noise levels as the selected receptor.

Two hundred and eighty-eight (288) representative receptors and CNEs were identified in the Noise Study Area. These receptors are shown in the Section 3.0 Map Set.

3.4.1.3 Traffic Noise Monitoring

Field measurements and other data collected during noise monitoring are used to validate the traffic noise models used for analysis of the build alternatives, ensuring the models can accurately predict each area's noise environment. Noise monitoring for I-290 was conducted at 49 receptor locations representing the variety of land uses and noise environments present in the Project Corridor. These 49 locations were reviewed and approved by IDOT and FHWA.

Noise monitoring is typically conducted during the period representing the worst hourly noise level. This may or may not be during the peak-hour traffic volumes, as traffic may be stop-and-go or at a reduced travel speed during the peak hour. Monitoring for I-290 typically occurred during the midday off-peak travel period, when free-flow conditions were present on I-290 (generally 10:00 a.m. to 2:00 p.m.). Noise monitoring was conducted on April 9, 22, and 30; May 7, 14, 21, and 22; and October 30, 2014.

To validate the noise model, the noise monitoring results were compared to existing conditions noise modeling results using observed traffic volumes and conditions. The difference between modeled and monitored noise levels provides an indication of noise model representativeness. Monitored noise levels for the 49 monitored receptors ranged from 63 to 78 dB(A).[42] For this analysis, all monitored noise levels are within 3 dB(A) of the modeled noise levels, which validates the noise model per the IDOT traffic noise policy.

3.4.1.4 Existing I-290 Noise Environment

The Project Corridor is a high-volume urban expressway, with rail transit service (CTA Blue Line) included in the highway corridor from beyond the east project terminus to DesPlaines Avenue. The predominant sources of existing noise are the expressway and CTA transit service.

The western end of the Project Corridor contains several existing traffic noise barriers that were constructed during reconstruction of the I-290/I-88/I-294 interchange. Physical characteristics of the noise barriers were inventoried via aerial photography (location of

[42] The Traffic Noise Analysis Report, Volume 1 (Appendix F), provides a full listing of monitoring results compared to modeled results for the 49 monitored receptors.

the barrier) and field review (height of the barrier). Six noise barriers (11 to 13 feet tall) exist in the Hillside portion of the Project Corridor (Butterfield Road to Mannheim Road). Two noise barriers (12 to 16 feet tall) exist in the Westchester portion of the Project Corridor (between Mannheim Road and Bristol Avenue). Finally, two existing noise barriers (16 to 18 feet tall) exist in the Bellwood portion of the Project Corridor, from Bellwood Avenue to 30th Avenue.

Additionally, one traffic noise barrier is planned to be constructed within the Project Corridor as part of the Jane Byrne Interchange (formerly the Circle Interchange) project. The traffic noise analysis for the Jane Byrne Interchange found that a 23-foot-tall noise barrier between Throop Street and Racine Avenue was reasonable, feasible, and supported by those who would benefit from the barrier. Reconstruction of the Jane Byrne interchange is currently in progress, and the planned noise barrier was included in the I-290 traffic noise models for the 2040 No Build and 2040 Build conditions, but it was not included in existing conditions.

Existing modeled noise levels range from 57 dB(A) at R256 to 78 dB(A) at R100, R119, R172, R198, and R206. The projected No Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R119 and R172. Receptor noise levels either remain the same or increase up to 3 dB(A) from the existing condition to the 2040 No Build condition; most of the receptors have no change or a 1 dB(A) increase in noise from existing to 2040 No Build.

Existing and 2040 No Build noise levels were compared to the NAC for reference purposes.[43] Noise levels approached, met, or exceeded the NAC at 220 representative receptors for the existing condition and at 227 representative receptors for the 2040 No Build condition. Existing and 2040 No Build noise levels are highest where receptors are closest to I-290 and have an unimpeded line of sight from the receptor to the roadway; these receptors are located throughout the Project Corridor. For a full listing of existing and 2040 No Build noise levels, refer to Table 3-33.

[43] Per IDOT policy, traffic noise impacts are identified only for the future build condition, not for the existing or future No Build condition. Comparisons of the existing and future No Build noise levels to the NAC are for comparison purposes only.

Table 3-33. Noise Level Summary

Receptor Number	Activity Category / NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R1	E / 72	68	68	69	69	69	69	1
R2	C / 67	66	66	**66**	**66**	**66**	**66**	1
R3	B / 67	64	64	64	64	64	64	1
R4	B / 67	72	72	**72**	**72**	**72**	**72**	1
R5	B / 67	65	65	65	65	65	65	1
R6	B / 67	65	65	**66**	**66**	**66**	**66**	1
R7	B / 67	66	66	**67**	**67**	**67**	**66**	1
R8	B / 67	69	70	**70**	**70**	**70**	**70**	1
R9	C / 67	65	65	65	65	65	65	2
R10	E / 72	74	74	**76**	**75**	**75**	**75**	2
R11	C / 67	73	73	**74**	**73**	**73**	**73**	2
R12	E / 72	64	64	65	65	65	65	2
R13	B / 67	65	66	**67**	**66**	**66**	**66**	2
R14	E / 72	66	66	67	67	67	67	2
R15	B / 67	70	70	**72**	**71**	**71**	**71**	2
R16	B / 67	64	64	64	65	65	65	3
R17	B / 67	62	63	64	63	64	63	3
R18	C / 67	59	60	61	61	61	60	3
R19	B / 67	68	68	**68**	**68**	**68**	**68**	3
R20	B / 67	69	69	**70**	**69**	**70**	**69**	3
R21	B / 67	60	60	60	60	60	60	3
R22	C / 67	67	67	**67**	**67**	**67**	**67**	3
R23	E / 72	66	66	67	67	67	67	3
R24	B / 67	66	66	**67**	**67**	**67**	**66**	3
R25	B / 67	64	65	**67**	**66**	**66**	**66**	3
R26	B / 67	63	64	65	64	64	64	3
R27	B / 67	63	64	65	64	64	64	3
R28	B / 67	62	63	64	63	64	63	3
R29	B / 67	64	65	**66**	**66**	**66**	65	3
R30	B / 67	73	75	**74**	**74**	**74**	**73**	3
R31	C / 67	61	62	64	63	63	63	3
R32	C / 67	68	69	**69**	**69**	**69**	**68**	3
R33	C / 67	70	70	**70**	**69**	**70**	**69**	4
R34	E / 72	71	74	66	66	67	66	4
R35	B / 67	69	69	**68**	**66**	**68**	**67**	4
R36	B / 67	64	65	64	64	65	64	4

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R37	B / 67	75	76	**78**	**77**	**78**	**77**	4
R38	B / 67	73	74	**75**	**75**	**75**	**74**	4
R38A	C / 67	61	61	63	62	62	62	4
R39	B / 67	73	74	**76**	**75**	**75**	**74**	4
R40	B / 67	71	72	**74**	**74**	**74**	**74**	4
R41	B / 67	74	75	**76**	**75**	**75**	**75**	4
R42	C / 67	72	73	**75**	**74**	**74**	**74**	4
R43	B / 67	77	77	**78**	**78**	**78**	**77**	4
R44	B / 67	77	77	**79**	**78**	**78**	**78**	4
R45	C / 67	73	73	**74**	**74**	**74**	**74**	5
R46	E / 72	75	75	**76**	**76**	**76**	**75**	5
R47	B / 67	74	75	**76**	**75**	**75**	**75**	5
R48	C / 67	65	66	**66**	**66**	**66**	65	5
R49	B / 67	75	75	**76**	**76**	**76**	**76**	5
R50	C / 67	63	63	64	64	64	63	5
R51	B / 67	69	69	**70**	**69**	**70**	**69**	5
R52	C / 67	67	67	**67**	**67**	**67**	**67**	5
R52A	C / 67	64	65	65	65	65	64	5
R53	C / 67	67	68	**68**	**68**	**68**	**67**	5
R54	B / 67	76	76	**78**	**77**	**78**	**77**	5
R55	B / 67	76	76	**76**	**76**	**76**	**76**	5
R56	C / 67	73	74	**75**	**74**	**74**	**74**	5
R57	C / 67	64	64	65	64	65	64	5
R58	B / 67	75	77	**77**	**77**	**77**	**76**	5
R59	B / 67	75	76	**77**	**76**	**76**	**76**	5
R60	E / 72	74	74	**75**	**74**	**74**	**74**	5
R61	E / 72	74	75	**72**	**72**	**72**	**72**	5
R62	C / 67	73	73	**74**	**73**	**73**	**73**	5
R63	C / 67	75	75	**76**	**76**	**76**	**76**	6
R64	C / 67	75	75	**77**	**77**	**77**	**76**	6
R65	C / 67	73	73	**74**	**73**	**73**	**73**	6
R66	C / 67	70	71	**71**	**71**	**71**	**70**	6
R67	C / 67	73	74	**75**	**73**	**74**	**73**	6
R68	B / 67	69	69	**70**	**69**	**70**	**69**	6
R69	C / 67	76	76	**77**	**76**	**76**	**76**	7
R70	B / 67	75	75	**76**	**76**	**76**	**75**	7
R71	E / 72	69	69	69	69	69	69	7

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R72	C / 67	71	71	**71**	**71**	**71**	**71**	7
R73	C / 67	76	77	**77**	**77**	**77**	**76**	7
R74	B / 67	69	70	**70**	**70**	**70**	**70**	7
R75	C / 67	69	70	**71**	**70**	**70**	**70**	7
R76	B / 67	73	75	**72**	**72**	**72**	**71**	7
R76A	C / 67	72	74	**74**	**73**	**73**	**73**	7
R77	C / 67	69	70	**72**	**72**	**72**	**71**	7
R78	C / 67	72	73	**74**	**73**	**73**	**73**	7
R79	C / 67	75	76	**76**	**75**	**75**	**74**	7
R79A	B / 67	75	76	**77**	**77**	**77**	**76**	7
R80	C / 67	72	73	**74**	**73**	**73**	**73**	7
R81	C / 67	72	73	**74**	**73**	**73**	**73**	7
R82	B / 67	75	75	**77**	**76**	**76**	**76**	7
R83	B / 67	76	76	**77**	**76**	**77**	**76**	8
R84	B / 67	76	76	**77**	**77**	**77**	**76**	8
R85	B / 67	76	76	**77**	**77**	**77**	**76**	8
R86	B / 67	77	77	**78**	**78**	**78**	**77**	8
R87	E / 72	70	71	**71**	70	**71**	70	8
R88	B / 67	67	68	**67**	**67**	**67**	**67**	8
R89	E / 72	77	78	**78**	**77**	**78**	**77**	8
R90	E / 72	69	70	69	69	69	70	8
R91	B / 67	67	68	**67**	**67**	**67**	**68**	8
R92	B / 67	75	75	**76**	**76**	**76**	**75**	8
R93	C / 67	75	76	**77**	**76**	**76**	**76**	8
R94	B / 67	77	77	**78**	**77**	**77**	**77**	8
R95	C / 67	63	63	65	65	64	64	8
R96	C / 67	69	69	**70**	**69**	**70**	**69**	8
R96A	C / 67	74	74	**75**	**74**	**75**	**74**	8
R97	B / 67	63	64	65	64	64	63	8
R98	C / 67	75	75	**76**	**76**	**76**	**75**	8
R99	B / 67	75	75	**76**	**76**	**76**	**75**	8
R100	B / 67	78	78	**79**	**78**	**78**	**78**	8
R101	C / 67	77	78	**79**	**78**	**78**	**78**	8
R102	B / 67	72	73	**73**	**73**	**73**	**73**	8
R103	C / 67	69	69	**70**	**69**	**70**	**70**	8
R104	B / 67	73	73	**77**	**76**	**76**	**76**	8
R105	B / 67	67	67	**68**	**67**	**67**	**68**	8

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R107	C / 67	66	66	**67**	**67**	**67**	**67**	8
R108	C / 67	62	62	64	63	63	63	8
R109	E / 72	60	61	62	61	61	61	8
R110	E / 72	59	60	61	60	60	60	8
R111	B / 67	75	75	**76**	**75**	**76**	**75**	8
R112	E / 72	62	62	63	63	63	62	8
R113	B / 67	66	66	**66**	**66**	**66**	**66**	8
R114	C / 67	61	62	62	62	62	62	8
R115	B / 67	66	67	**67**	**67**	**67**	**67**	8
R116	E / 72	65	65	65	65	65	65	8
R117	C / 67	75	75	**76**	**76**	**76**	**76**	8
R118	C / 67	62	62	63	63	63	62	8
R119	B / 67	78	79	**79**	**78**	**79**	**78**	8
R120	C / 67	68	68	**69**	**69**	**69**	**68**	9
R121	C / 67	61	62	62	62	62	61	9
R122	B / 67	73	73	**73**	**72**	**73**	**72**	9
R123	C / 67	59	60	59	58	58	58	9
R124	C / 67	71	72	**72**	**72**	**72**	**72**	9
R125	B / 67	74	74	**75**	**74**	**74**	**74**	9
R126	C / 67	72	73	**72**	**71**	**71**	**71**	9
R127	C / 67	73	74	**75**	**74**	**75**	**74**	9
R127A	C / 67	70	71	**71**	**71**	**71**	**71**	9
R127B	C / 67	63	64	64	64	64	64	9
R128	B / 67	65	66	**66**	**66**	**66**	**66**	9
R129	B / 67	77	78	**78**	**77**	**78**	**78**	10
R129A	C / 67	66	67	**68**	**67**	**67**	**67**	10
R130	C / 67	66	67	**68**	**67**	**67**	**67**	10
R131	B / 67	67	67	**68**	**68**	**68**	**67**	10
R132	C / 67	68	68	**69**	**69**	**69**	**68**	10
R133	B / 67	68	69	**70**	**69**	**69**	**69**	10
R134	C / 67	76	76	**77**	**76**	**76**	**76**	10
R136	B / 67	68	68	**70**	**69**	**69**	**69**	10
R137	C / 67	68	68	**70**	**69**	**70**	**69**	10
R138	B / 67	71	71	**73**	**72**	**72**	**72**	10
R139	C / 67	62	63	63	63	63	62	10
R140	B / 67	72	73	**74**	**73**	**73**	**73**	10
R141	B / 67	66	66	**66**	**66**	**66**	**66**	10

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R142	E / 72	64	64	65	64	64	64	10
R143	C / 67	74	75	**76**	**75**	**75**	**75**	10
R143A	C / 67	62	63	64	63	64	63	10
R144	C / 67	62	62	63	62	62	62	10
R145	C / 67	60	61	62	61	61	60	10
R146	B / 67	72	73	**74**	**74**	**74**	**73**	10
R147	B / 67	64	64	65	64	64	64	10
R148	C / 67	71	71	**71**	**71**	**71**	**70**	10
R149	B / 67	76	76	**77**	**77**	**77**	**76**	10
R150	B / 67	70	70	**71**	**71**	**71**	**70**	10
R151	B / 67	74	75	**77**	**76**	**76**	**76**	10
R152	B / 67	68	69	**68**	**68**	**68**	**67**	10
R153	C / 67	66	67	**67**	**66**	**66**	65	11
R154	B / 67	71	71	**73**	**72**	**72**	**72**	11
R155	B / 67	69	70	**70**	**70**	**70**	**69**	11
R156	B / 67	77	77	**77**	**77**	**77**	**76**	11
R157	C / 67	65	66	**66**	**66**	**66**	65	11
R158	B / 67	66	66	**66**	**66**	**66**	65	11
R159	B / 67	73	74	**74**	**74**	**74**	**74**	11
R160	C / 67	71	72	**72**	**71**	**72**	**71**	11
R161	C / 67	75	75	**76**	**75**	**75**	**75**	11
R162	B / 67	72	73	**73**	**73**	**73**	**72**	11
R163	B / 67	77	77	**77**	**77**	**77**	**76**	11
R164	B / 67	75	76	**76**	**75**	**76**	**75**	11
R165	B / 67	77	77	**78**	**77**	**77**	**77**	11
R166	B / 67	77	78	**79**	**78**	**78**	**78**	11
R167	C / 67	68	68	**68**	**68**	**68**	**67**	11
R168	C / 67	73	74	**74**	**74**	**74**	**73**	11
R169	C / 67	72	72	**73**	**72**	**73**	**72**	11
R170	B / 67	76	76	**76**	**76**	**76**	**75**	11
R171	C / 67	77	77	**77**	**77**	**77**	**77**	11
R172	B / 67	78	79	**79**	**79**	**79**	**79**	11
R173	B / 67	76	76	**76**	**76**	**76**	**75**	11
R174	C / 67	73	73	**74**	**73**	**74**	**73**	11
R175	C / 67	77	77	**78**	**77**	**77**	**77**	11
R176	B / 67	76	77	**77**	**77**	**77**	**77**	11
R177	B / 67	75	76	**76**	**76**	**76**	**75**	12

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R178	E / 72	73	73	**74**	**73**	**74**	**72**	12
R179	C / 67	69	71	**71**	**71**	**71**	**70**	12
R180	B / 67	76	77	**77**	**77**	**77**	**76**	12
R181	B / 67	75	76	**76**	**76**	**76**	**75**	12
R182	B / 67	76	77	**77**	**77**	**77**	**76**	12
R183	C / 67	76	77	**78**	**77**	**77**	**77**	12
R184	B / 67	75	76	**76**	**76**	**76**	**75**	12
R185	B / 67	76	77	**77**	**77**	**77**	**77**	12
R186	E / 72	75	76	**76**	**75**	**76**	**75**	12
R187	B / 67	71	72	**72**	**72**	**72**	**71**	12
R188	C / 67	66	66	**66**	**66**	**66**	65	12
R189	B / 67	76	76	**76**	**76**	**76**	**75**	12
R190	E / 72	66	66	67	66	66	66	12
R191	B / 67	67	68	**69**	**68**	**68**	**68**	12
R192	B / 67	69	69	**70**	**69**	**69**	**69**	12
R193	B / 67	76	77	**78**	**77**	**77**	**77**	12
R194	C / 67	65	65	**66**	65	65	64	12
R195	B / 67	73	73	**74**	**73**	**73**	**73**	12
R196	E / 72	73	74	**74**	**74**	**74**	**74**	12
R197	B / 67	75	75	**76**	**75**	**75**	**75**	12
R198	C / 67	78	78	**79**	**78**	**78**	**78**	12
R199	B / 67	74	75	**75**	**74**	**75**	**74**	12
R200	B / 67	76	77	**77**	**77**	**77**	**76**	12
R201	C / 67	61	61	62	61	62	61	12
R202	C / 67	75	76	**76**	**75**	**76**	**75**	12
R203	C / 67	58	58	59	58	58	58	12
R204	B / 67	77	77	**77**	**77**	**77**	**76**	12
R205	C / 67	67	67	**67**	**67**	**67**	**67**	12
R206	B / 67	78	78	**79**	**78**	**78**	**78**	12
R207	C / 67	59	59	60	59	59	59	13
R208	E / 72	74	75	**75**	**75**	**75**	**74**	12
R209	C / 67	74	74	**75**	**74**	**74**	**74**	13
R210	B / 67	75	76	**76**	**75**	**76**	**75**	13
R211	C / 67	66	66	**67**	**66**	**67**	**66**	13
R212	B / 67	72	72	**73**	**72**	**73**	**72**	13
R213	E / 72	72	72	**72**	**72**	**72**	**72**	13
R214	B / 67	58	58	58	58	58	58	13

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R216	B / 67	64	64	65	64	64	64	13
R217	B / 67	72	73	**73**	**73**	**73**	**73**	13
R218	C / 67	75	76	**76**	**76**	**76**	**75**	13
R219	B / 67	73	74	**74**	**74**	**74**	**73**	13
R220	C / 67	71	72	**72**	**72**	**72**	**71**	13
R221	B / 67	68	69	**69**	**69**	**69**	**68**	13
R222	E / 72	67	67	67	67	67	67	13
R223	B / 67	71	72	**72**	**72**	**72**	**71**	13
R224	E / 72	75	76	**76**	**76**	**76**	**75**	13
R225	C / 67	65	66	**66**	**66**	**66**	65	13
R226	C / 67	70	71	**71**	**71**	**71**	**70**	13
R227	B / 67	73	74	**75**	**74**	**74**	**74**	13
R228	B / 67	75	77	**77**	**76**	**77**	**76**	13
R229	C / 67	63	64	65	64	64	64	13
R230	B / 67	76	76	**76**	**76**	**76**	**75**	13
R231	E / 72	64	65	65	65	65	64	13
R232	B / 67	65	66	**66**	**66**	**66**	65	13
R233	C / 67	66	67	**68**	**68**	**67**	**67**	13
R234	E / 72	75	76	**76**	**76**	**76**	**75**	13
R235	B / 67	73	74	**74**	**74**	**74**	**74**	13
R236	C / 67	74	75	**76**	**76**	**75**	**76**	13
R237	C / 67	69	70	**71**	**71**	**70**	**71**	13
R238	B / 67	77	77	**77**	**77**	**77**	**76**	13
R239	C / 67	76	77	**78**	**77**	**77**	**77**	13
R240	B / 67	76	78	**78**	**77**	**78**	**77**	13
R241	C / 67	76	76	**76**	**76**	**76**	**76**	14
R241A	C / 67	68	69	**69**	**68**	**69**	**68**	13
R242	B / 67	76	77	**77**	**77**	**77**	**77**	14
R243	B / 67	76	76	**76**	**76**	**76**	**75**	14
R244	B / 67	75	75	**76**	**75**	**75**	**75**	14
R245	B / 67	71	71	**71**	**71**	**71**	**71**	14
R246	C / 67	75	76	**76**	**75**	**76**	**75**	14
R247	B / 67	76	77	**77**	**77**	**77**	**76**	14
R248	B / 67	76	76	**76**	**76**	**76**	**76**	14
R248A	C / 67	66	66	**67**	**66**	**67**	**66**	14
R249	B / 67	75	76	**76**	**76**	**76**	**75**	14
R250	C / 67	70	71	**71**	**71**	**71**	**70**	14

[1] Refer to Section 3.0 Map Set for receptor locations.

Table 3-33. Noise Level Summary (continued)

Receptor Number	Activity Category/ NAC (dB(A))	Existing 2014 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ & TOLL 2040 Noise Level, dB(A)	Map Set Sheet No. [1]
R251	C / 67	66	67	**67**	**66**	**67**	**66**	14
R252	E / 72	62	62	63	62	63	62	15
R253	C / 67	74	74	**74**	**74**	**74**	**74**	15
R254	B / 67	75	77	**77**	**77**	**77**	**76**	15
R255	C / 67	76	77	**77**	**77**	**77**	**76**	15
R256	E / 72	57	57	58	57	57	57	15
R257	C / 67	74	75	**75**	**75**	**75**	**74**	15
R258	B / 67	72	73	**73**	**73**	**73**	**72**	15
R259	C / 67	70	70	**71**	**70**	**71**	**70**	15
R260	C / 67	75	76	**76**	**76**	**76**	**75**	15
R261	B / 67	73	74	**75**	**74**	**74**	**74**	15
R262	C / 67	73	74	**74**	**74**	**74**	**73**	15
R263	C / 67	62	62	62	62	62	62	15
R264	C / 67	75	76	**77**	**76**	**76**	**76**	15
R265	C / 67	71	71	**72**	**71**	**72**	**71**	15
R266	E / 72	75	76	**77**	**76**	**76**	**76**	15
R267	E / 72	72	72	**73**	**72**	**73**	**72**	15
R268	E / 72	62	62	62	62	62	62	15
R269	B / 67	66	67	**67**	**67**	**67**	**67**	15
R270	B / 67	74	76	**76**	**76**	**76**	**76**	15
R271	C / 67	70	71	**71**	**71**	**71**	**70**	15
R272	B / 67	74	76	**76**	**76**	**76**	**76**	15
R273	C / 67	72	73	**73**	**73**	**73**	**73**	15
R273A	C / 67	62	63	63	63	63	63	15
R274	B / 67	63	64	64	64	64	64	16
R275	B / 67	75	77	**77**	**76**	**76**	**76**	16
R276	E / 72	63	64	64	64	64	64	16
R277	C / 67	64	65	65	65	65	65	16
R278	B / 67	69	71	**71**	**71**	**71**	**71**	16
R279	B / 67	67	68	**68**	**68**	**68**	**68**	16

Note: Noise impacts identified in **BOLD** text. The IDOT noise policy defines approach to be noise levels within 1 dB(A) of the NAC.

[1] Refer to Section 3.0 Map Set for receptor locations.

3.4.2 Environmental Consequences

This section describes traffic noise impacts that would be associated with the four build alternatives.

The I-290 mainline geometry and traffic volumes are the primary traffic noise influences in the Project Corridor. The build alternatives' average 2040 projected corridor traffic volumes (all vehicles) include, from smallest to largest:

- HOT 3+ and TOLL Alternative [2040 corridor average annual average daily traffic (AADT) of 187,853 vehicles per day (vpd)];
- Existing Condition (corridor average AADT of 191,020 vpd);
- No Build Alternative (2040 corridor average AADT of 204,227 vpd);
- HOV 2+ Alternative (2040 corridor average AADT of 211,247 vpd);
- HOT 3+ Alternative (2040 corridor average AADT of 214,760 vpd); and
- GP Lane Alternative (2040 corridor average AADT of 222,507 vpd).

Traffic noise was assessed at the 288 representative noise receptors identified in the Project Corridor. The four build alternatives share the same design, but they have different traffic volumes due to the effects of the different managed lanes and tolling scenarios. The differences in traffic volumes influenced the slight differences in sound levels among the build alternatives. The collective Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R44, R100, R101, and R119. Typically, the four build alternatives carried forward have similar noise levels to the 2040 No Build condition, with several receptors experiencing noise increases as much as 2 dB(A) from the 2040 No Build condition.

Table 3-34 summarizes the number of representative receptors for each build alternative that approach, meet, or exceed the NAC. Of the four build alternatives, the HOT 3+&TOLL Alternative has the fewest receptors that approach, meet, or exceed the NAC (220 receptors, or 76 percent of all studied receptors), while the GP Lane Alternative has the greatest number (230 receptors, or 80 percent of all studied receptors are impacted). The existing condition also would have 220 receptors that would exceed the NAC.[44] The findings for the No Build Alternative and the four build alternatives are similar, ranging from 220 representative receptors exceeding the NAC (HOT 3+&TOLL Alternative) to 230 receptors (GP Lane Alternative).

[44] Per IDOT policy, traffic noise impacts are identified only for the future build condition, not for the existing or future No Build condition. Comparisons of the existing and future No Build noise levels to the NAC are for comparison purposes only.

Table 3-34. Traffic Noise Impacts Summary by Build Alternative

	GP Lane (2040) Alternative	HOV 2+ (2040) Alternative	HOT 3+ (2040) Alternative	HOT 3+ TOLL (2040) Alternative
Receptors with Traffic Noise Impacts	230	228	229	220

The GP Lane Alternative had the greatest amount of traffic noise impacts among the four build alternatives, followed by the HOT 3+ Alternative and the HOV 2+ Alternative. The slight difference in traffic noise impacts among the build alternatives correlates to their traffic volume differences.

- The HOT 3+ &TOLL Alternative was found to have the least amount of traffic noise impacts among the build alternatives, and this alternative also has the lowest projected traffic volumes of the four build alternatives.
- Conversely, the GP Lane Alternative was found to have the highest amount of traffic noise impacts, and this alternative also has the highest projected traffic volumes of the four build alternatives.

However, the mainline volume differences do not account for all of the variation among the noise level findings. Although the existing condition has slightly higher traffic volumes than the 2040 HOT 3+ &TOLL Alternative, the existing condition model results are the same or lower than the HOT 3+ &TOLL Alternative. This is due to the influence of arterial street traffic volume growth that is assumed to occur in the future year.

Individual findings that do not directly correlate to the above-noted I-290 mainline traffic volume trends or changes in arterial street volumes include:

- At R34, the proposed interchange geometry change at 25th Avenue (from a partial cloverleaf interchange to an SPUI) is reflected in the noise results. In the existing and 2040 No Build conditions, Harrison Street west of 25th Avenue (north of I-290) carries local traffic and traffic for the 25th Avenue interchange westbound on-ramp. In the build condition, the westbound on-ramp traffic is rerouted from Harrison Street to the new SPUI interchange ramp. As a result, there is less traffic on the frontage road resulting in 2040 Build traffic noise levels that are as much as 8 decibels lower than that of the 2040 No Build (R34). R35, R32, and R33 also are influenced by the proposed 25th Avenue interchange design.
- At R76 and R76A (representative receptors in the northwest quadrant of the IL 43/ Harlem Avenue interchange), the existing and 2040 No Build traffic noise levels would be the same or greater than those of the 2040 build alternatives. The 2040 build noise levels decrease due to the addition of vertical retaining walls needed to support the proposed Harlem Avenue interchange ramps. These walls reduce the noise level of the mainline noise (the greatest noise source) that reaches the representative receptors.

- Due to the proposed lower I-290 mainline elevation through Oak Park in combination with the proposed Harlem Avenue and Austin Boulevard interchange designs, additional shielding would be provided to receptors along the north side of I-290 through Oak Park, such as R79 (Wenonah Tot Lot, Oak Park, north side of I-290).

None of the Noise Study Area receptors are considered impacted due to a substantial increase (greater than 14 dB(A) increase) in traffic noise levels. For the four build alternatives, most of the Project Corridor representative receptor locations approach or exceed the FHWA NAC; therefore, they warrant a noise abatement analysis.

3.4.3 Mitigation

Due to the similarity of the noise impacts among the alternatives and the density of the receptors in the Project Corridor, each of the four build alternatives would study the same locations for noise barrier analysis. These locations are shown as "noise barrier study areas" in the Section 3.0 Map Set. Barriers were studied throughout the Project Corridor. All areas with existing noise barriers (Hillside, Bellwood, Westchester, and Chicago) were found to have noise impacts, and the existing noise barriers were assessed for potential height increases or length extensions associated with the alternative identified as the Preferred Alternative. Based on the noise impact findings for the four build alternatives, most of the remaining corridor and nearly all areas with noise-sensitive uses (identified by CNEs; Section 3.0 Map Set) were studied for noise abatement. All residential areas directly adjacent to the corridor were found to have noise impacts with the Preferred Alternative and were studied for noise abatement.

A full noise abatement analysis was completed for the Preferred Alternative (Section 5.0, Comparison of Alternatives and Appendix F). However, the similarity of the four build alternatives, paired with the characteristics of the Project Corridor, support that the four build alternatives, regardless of the alternative selected as the Preferred Alternative, would have very similar feasible and reasonable barrier design characteristics, as a result of:

- The four build alternatives share the same roadway geometry.
- Traffic predictions vary for the four build alternatives, but at the peak-hour level of analysis, traffic varies slightly among the four alternatives, and typically not to a degree that causes wide differences in noise impacts. All traffic conditions studied (existing, future no build, and the four build alternatives) would result in traffic noise levels that approach, meet, or exceed the NAC. Noise levels varied by condition studied, but the variation was slight. Seventy-six (76) to 80 percent of receptors studied approached, met, or exceeded the NAC (hereafter described as "exceeded the NAC"), and as traffic volumes increased with the future conditions, the percentage of receptors exceeding the NAC increased only slightly.
- Generally, there is a high density of receptors in the areas where I-290 noise barriers were studied. For this project, if a receptor was impacted by one build alternative

and not another, there was another impacted receptor in the same area behind the same studied barrier.

As part of the full noise abatement analysis completed for the Preferred Alternative, 92 wall locations were studied to mitigate the noise impacts, including the extension of three existing barriers and the potential height increase of 10 existing barriers. Of these 92 barrier locations, 63 were found to be reasonable and feasible. The 63 feasible and reasonable noise barriers were presented in November 2015 and August 2016 to the public to be voted on through the viewpoint solicitation process. Of the 63 feasible and reasonable noise barriers, the benefited receptors voted in favor of 46 noise barriers (refer to Section 3.0 Map Set). These 46 barriers would benefit 4,027 receptors.

3.5 Energy

There have been no substantive changes to this section since publication of the DEIS.

Construction of the proposed I-290 Eisenhower Expressway improvement would require indirect consumption of energy for processing material, construction activities, and maintenance for the lane miles to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays.

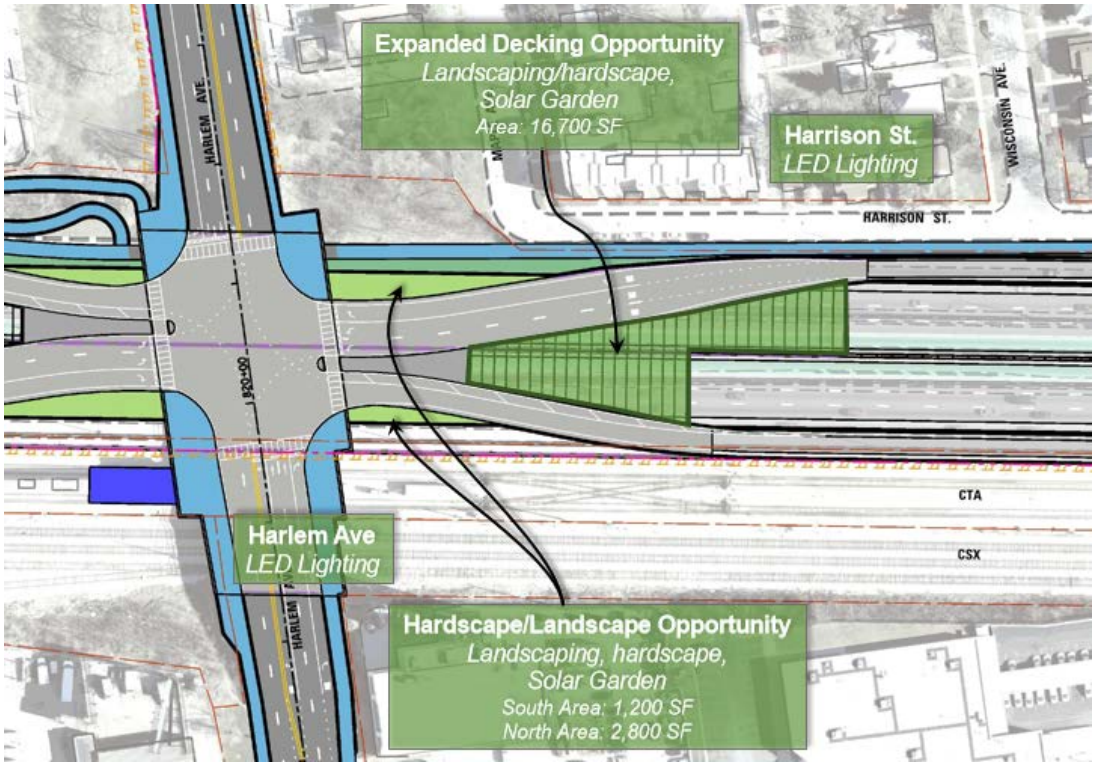
Construction of the proposed improvement would reduce traffic congestion and turning conflicts along the route and thereby reduce vehicular stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This would result in less direct and indirect vehicular operational energy consumption for the build alternatives than for the No Build Alternative. Thus, in the long-term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

The proposed project includes provisions for improved bicycling and walking conditions, thereby encouraging travel by these nonmotorized and nonenergy-consuming modes of transportation.

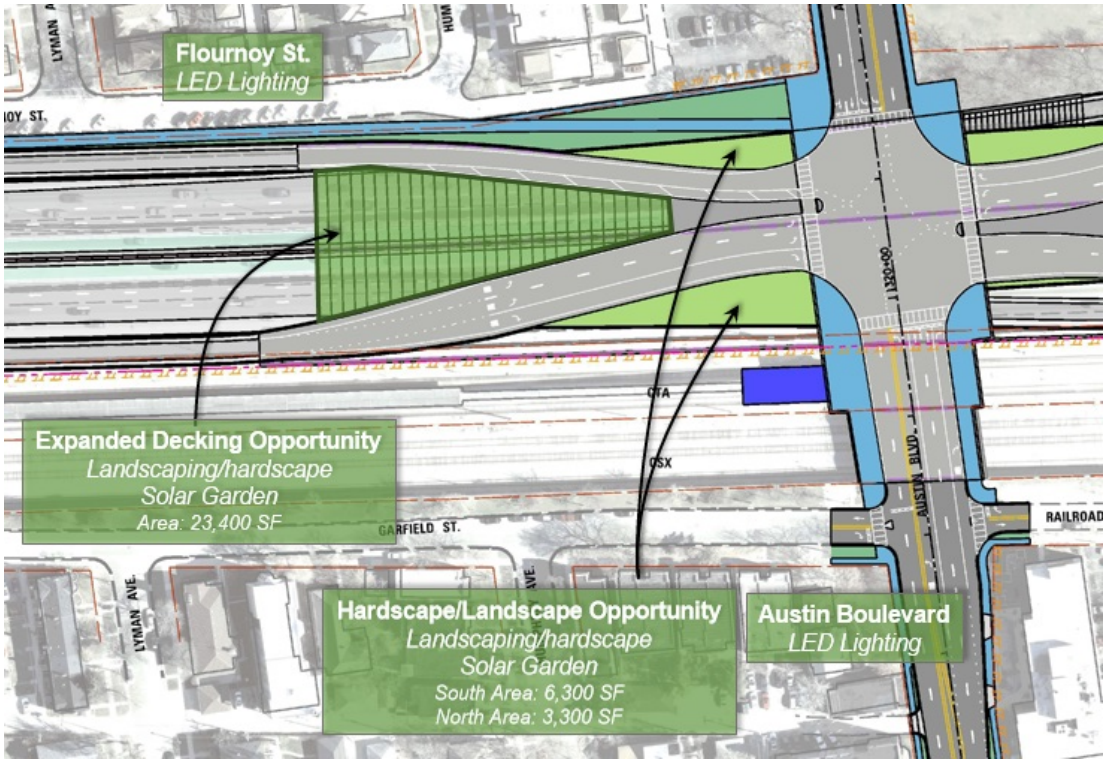
The Village of Oak Park also is exploring the opportunity to install solar gardens in conjunction with the proposed project. The Village is considering applying solar panel technology to noise walls where proposed and/or where space may be available as part of the proposed project. Two such opportunity areas occur where expanded bridge decking is proposed over the expressway at Harlem Avenue and Austin Boulevard (Figure 3-54). IDOT would work with the Village to accommodate these features as these opportunities are further refined. Nonstandard features and/or incremental cost difference over standard features would require Village cost participation and maintenance responsibility.

Figure 3-54. Potential Solar Garden Areas – Village of Oak Park

Harlem Avenue



Austin Boulevard



Since publication of the DEIS, the following substantive change to this section has been made:

- Section 3.6.1.3 was updated to state that the rusty patched bumble bee is now endangered, and is no longer proposed as endangered.

The natural resources within the Project Corridor are limited in extent and quality, but they generally consist of common/adaptable species. This section addresses vegetation, wildlife, and threatened and endangered species.

3.6.1 Affected Environment

3.6.1.1 Vegetation and Cover Types

Table 3-35 summarizes the land cover within the Project Corridor based on information from the CMAP *2005 Land-use Inventory (Version 1.0)*.

Table 3-35. Land Cover within the Project Corridor

Cover Type	Acres	Percent of Total Land Cover within Project Corridor
Transportation	530	66
Residential	106	13
Industrial	81	10
Commercial	38	5
Open Space/Vacant/Under Construction	27	3
Institutional	19	2
Water	<1	<1
Total	**800**	**100**

Source: CMAP, 2005.
Note: Land use acreages are from CMAP and may vary from data provided by other sources found in other tables within this document. Numbers in table have been rounded. Percentages may not total 100.

The Project Corridor is approximately 800 acres (1.25 square miles) in size. Approximately 97 percent of the total cover is urban and built-up land. In high-density areas, nearly all of the land surface is covered with built structures, such as buildings, roads, parking lots, and driveways. The high percentage of impervious surface provides limited cover, foraging, and resting areas for wildlife. In areas of low/medium density, up to half of the land surface is covered with built structures. The remaining surface area is intermixed with urban landscaping, open space, or forested cover, which provide more area for foraging and cover habitat. Urban open space includes parks, golf courses, cemeteries, and other grass-covered surfaces within developed areas.

Of the land cover types listed in Table 3-35, the most important for wildlife are open space/vacant lands and surface water, which comprise less than 4 percent of the Project Corridor. Within the Project Corridor, there are no large contiguous wooded areas. Open space and surface waters provide important habitat for many species of plants and wildlife. Section 3.7, Water Resources and Aquatic Habitats, and Section 3.10, Wetlands, discuss the general distribution of aquatic/wetland habitats.

Field reconnaissance near the proposed transportation improvements found that most of the open space habitat consists of cemeteries located north and south of I-290 along the Des Plaines River. The Thomas Jefferson Woods and Miller Meadows Forest Preserves of Cook County are located outside the Project Corridor north and south of the cemeteries, respectively. The only other large open areas are located within the I-290/ US 45 interchange. The cemeteries consist of mowed turf and scattered trees. There are no high-quality natural areas located within the Project Corridor.

Trees

A survey to identify tree resources within impacted areas of the Project Corridor was conducted in November 2016 (Huff & Huff, Inc., 2016). The tree survey was completed according to IDOT Departmental Policies (D&E – 18) *Preservation and Replacement of Trees.* Trees with a diameter at breast height (dbh) of 6 inches or greater, as well as trees with a dbh less than 6 inches when such have been intentionally planted for landscaping, environmental mitigation, or habitat preservation/enhancement purposes, were identified within impacted areas of the Project Corridor. Overall tree health and structure were also assessed for identified trees. Trees were inventoried using the Direct Counting Method.

No forested areas greater than 20 acres are located within the Project Corridor. The majority of the Project Corridor contains scattered trees within the roadway rights-of-way, as well as landscaped trees within adjacent residential and commercial land. Limited tree resources are located within floodplains and riparian areas. A total of 3,660 trees are located within impacted areas of the Project Corridor (Huff & Huff, Inc., 2016). Sixty-nine (69) species of trees were identified in impacted areas of the Project Corridor. The most common species identified include honey locust *(Gleditsia triacanthos*, 12 percent) and green ash *(Fraxinus pennsylvanica*, eight percent). Approximately 60 percent are considered landscaped and 40 percent are considered volunteer (a plant that grows on its own). Table 3-36 summarizes the total number of landscaped and volunteer trees present within each municipality of impacted areas of the Project Corridor. It should be noted that many of the green ash trees within impacted areas of the Project Corridor appeared to be infected with the Emerald Ash borer. Regardless of the proposed project, many if not all of the ash trees would need to be removed in the future due to the Emerald Ash borer.

Table 3-36. Tree Data by Municipality

Municipality	Total Trees	Percent of Total*
Bellwood	444	5
Broadview	164	2
Chicago	4,094	50
Forest Park	636	8
Hillside	1,587	20
Maywood	689	9
Oak Park	3339	4
Westchester	199	2
Total	**8,152**	**100**

Source: Huff & Huff, Inc., 2016.
*Total may not equal 100 percent due to rounding.

3.6.1.2 Wildlife

The Project Corridor contains limited areas of wildlife habitat. Roughly 97 percent of the Project Corridor is urban and built-up land (Table 3-35). Development in the Project Corridor has limited the distribution of sensitive wildlife species to protected lands, such as forest preserves. There are no forest preserves within the Project Corridor; however, there are forest preserves north and south of the Project Corridor along the Des Plaines River. Overall, urban development and habitat fragmentation limits wildlife movement throughout much of the Project Corridor.

The developed parts of the Project Corridor provide minimal wildlife habitat. Wildlife species in urban/suburban areas tend to be tolerant of disturbance and human activities. Some would use urban and suburban habitats, but species diversity generally is lower than in forest preserves and rural habitats. Urban-tolerant wildlife species are generally common, adaptable species and include limited numbers of mammals, birds, reptiles, and amphibians. Aquatic species, such as fish, mussels, and crustaceans, are discussed in Section 3.7, Water Resources and Aquatic Habitats. A wildlife survey was not conducted as part of the study; instead, national and state databases were searched for wildlife information.

Invasive Species

Invasive species are those not native to a particular ecosystem, whose introduction does or is likely to cause harm to the associated habitat, environment, economy, or human health. Under EO 13112 *(Invasive Species),* federal agencies are required to identify, control, and minimize/prevent actions that may cause or promote the introduction or spread of invasive species. Invasive species should be considered during all phases of the environmental process to meet NEPA requirements.

Based on available data, the US Department of Agriculture (USDA)-Natural Resources Conservation Service (NRCS) *Noxious Weeds List for Illinois* includes invasive plant species that have been recorded within Cook County, such as Canada thistle *(Cirsium arvense),* common ragweed *(Ambrosia artemisiifolia),* and giant ragweed *(Ambrosia trifida).*

Additional invasive plant species dominate many of the upland habitats in the Project Corridor, such as common buckthorn *(Rhamnus cathartica),* garlic mustard *(Alliaria petiolata),* Tartarian honeysuckle *(Lonicera tatarica),* and teasel *(Dipsacus* sp.).

Invasive species also include aquatic nuisance species and injurious wildlife species that can potentially harm an ecosystem. Examples of aquatic nuisance species and injurious wildlife that have been recorded from the Project Corridor include the common carp (*Cyprinus carpio*).

3.6.1.3 Threatened and Endangered Species

Threatened and endangered species assessments were conducted using published databases and field review of available habitat. Threatened and endangered species clearances were provided for the project on April 10 and December 13, 2014 (Appendix G-1).

Federal-Listed Species

A review of the US Fish and Wildlife Service (USFWS) list for threatened and endangered species was conducted in November 2016. The list is made accessible and provided by USFWS as part of the initial Section 7 Consultation process. Table 3-37 summarizes the USFWS list for threatened and endangered species known to occur within Cook County, Illinois.

On January 14, 2016, USFWS issued the Endangered and Threatened Wildlife and Plants; 4(d) Rule for the Northern Long-Eared Bat (50 CFR Part 17, 2016; Appendix G-2). There are no known hibernacula within the Project Corridor. No buildings would be removed as part of this project. Although existing bridges would be demolished and replaced, the lack of habitat and connectivity to habitat to these bridges limits the use of these structures by bats. In addition, there are no known maternity roost trees within the Project Corridor or within 150 feet of the Project Corridor (Appendix G-2). The absence of the northern long-eared bat was determined during the Section 7 consultation conducted by FHWA on December 13, 2013, given the urban environment, proximity to downtown Chicago, and lack of trees adjacent to an existing multi-lane expressway. Therefore, the proposed project would *not affect* the northern long-eared bat and potential suitable roosting habitat was not assessed. The proposed project would meet the Final 4(d) Rule (50 CFR Part 17, 2016).

The project is not within a "high potential zone" for the endangered rusty patched bumble bee, as established by USFWS historical records of observation for the species. Per USFWS guidance, since the project is not within a "high potential zone" for the rusty patched bumble bee, the species is not likely to be encountered within the I-290 project corridor. The rusty patched bumble bee will not be affected by the proposed I-290 action.

Table 3-37. Federally Listed Threatened and Endangered Species within Cook County

Species	Status	Habitat	Habitat Present in Project Corridor?
Piping Plover *(Charadius melodus)*	Endangered	Lakeshore beaches.	No
Hine's emerald dragonfly *(Somatochlora hineana)*	Endangered	Spring-fed wetlands, wet meadows and marshes.	No
Leafy prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone.	No
Rusty patched bumble bee	Endangered	Grasslands with flowering plants from April through October, underground and abandoned rodent cavities or clumps of grasses above ground as nesting sites, and undisturbed soil for hibernating queens to overwinter.	No
Northern long-eared bat *(Myotis septentrionalis)*	Threatened	Hibernates in caves and mines, swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods and human structures such as buildings and bridges.	No
Eastern prairie fringed orchid *(Platanthera leucophaea)*	Threatened	Moderate to high-quality wetlands, sedge meadow, marsh, and mesic to wet prairie.	No
Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil.	No
Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil.	No
Eastern massasauga rattlesnake *(Sistrurus catenatus)*	Threatened	Graminoid-dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands).	No
Rattlesnake master borer moth *(Papaipema eryngii)*	Candidate	Undisturbed prairie and woodland openings that contain their only food plant, rattlesnake-master *(Eryngium yuccifolium).*	No
Rufa red knot *(Calidris canutus rufa)*	Threatened	Along coastal areas or large wetland complexes during migratory window of May 1 through September 30.	No

Source: USFWS, 2016.

In summary, the proposed project would not affect the species listed in Table 3-37.

State-Listed Species

Based on information provided by the Illinois Department of Natural Resources (IDNR) and Illinois Natural Heritage Database, 117 species are state-listed threatened or endangered species within Cook County (Table 3-38).

Table 3-38. State Listed Threatened and Endangered Species within Cook County

Type of Species	Number of Species Listed
Plant	91
Bird	13
Fish	4
Insect	3
Reptile	3
Amphibian	1
Small Mammal	1
Mussel	1

Source: Illinois Endangered Species Protection Board, 2014.

The Ecological Compliance Assessment Tool (EcoCAT) reviewed on November 4, 2014, indicated the banded killifish *(Fundulus diaphanus)* as potentially within the Project Corridor. A review of the Natural Heritage Database (2016) found no record of the banded killifish in the Project Corridor.

3.6.2 Environmental Consequences

3.6.2.1 Habitat Loss and Fragmentation

The build alternatives are located predominantly in developed areas associated with existing roadways. All four build alternatives would result in the same impacts to habitat. A total of 10 acres of existing nonpaved surface area would be converted to paved roadway surface.

The build alternatives would not fragment any contiguous forested parcels or wooded riparian corridors larger than 20 acres. The density of trees within impacted areas of the Project Corridor is highly varied, with the highest density of trees located within right-of-way areas that are not actively mowed. The build alternatives may potentially impact 3,884 trees. Fifty-seven (57) species of trees were identified within the potentially impacted areas. The most common species identified that are potentially impacted include honey locust (12 percent) and Siberian elm *(Ulmus pumila*, nine percent). Table 3-39 summarizes the total number of potentially impacted landscaped and volunteer trees present within each municipality.

Table 3-39. Potentially Impacted Trees by Origin and Municipality

Municipality	Landscaped Trees	Volunteer Trees	Total	Percent of Total*
Bellwood	305	139	444	11
Broadview	27	137	164	4
Chicago	706	224	930	24
Forest Park	122	514	636	16
Hillside	534	49	583	15
Maywood	112	567	679	17
Oak Park	229	78	307	8
Westchester	87	54	141	4
Total	2,122	1,762	3,884	99

Source: Huff & Huff, Inc., 2016.
*Total may not equal 100 percent due to rounding.

3.6.2.2 Wildlife

Developed areas associated with existing roadways provide poor wildlife habitat. Wildlife that use the available habitat tend to be tolerant of disturbance and human activities. Urban-tolerant wildlife species are generally common adaptable species and include limited numbers of birds, mammals, reptiles, and amphibians.

Habitat for the peregrine falcon *(Falco peregrinus),* since delisted as a state threatened species and now protected by the Migratory Bird Treaty Act, is present within the Project Corridor. No peregrine falcons or avian nests were identified within the Project Corridor during the tree survey (Huff & Huff, Inc., 2016); however, known peregrine falcon occurrences and occurrence buffer areas were determined to be located a sufficient distance away from the Project Corridor to not be impacted by the proposed project (Appendix G-1).

Overall, project-related impacts to wildlife associated with the build alternatives would be minimal. Construction (e.g., grading and equipment operation) could also result in wildlife impacts, as can traffic and construction noise. Many mobile wildlife species would avoid harm due to construction operations, but some mortality is expected, especially to small mammals, amphibians, and reptiles that might be present in construction areas.

Direct conversion of approximately 10 acres from nonpaved cover to paved areas would result in the loss of wildlife habitat for breeding, foraging, and resting. Impacts to wildlife could involve limited population reductions of species or displacement associated with the habitat within the construction limits of the proposed project. The Project Corridor contains limited areas of wildlife habitat, and it is expected that the overall effect on wildlife using those areas would be minimal**.** Of the land cover types listed in Table 3-35, the most important type in the Project Corridor for wildlife is open space and surface waters. A small amount of urbanized open space would be converted

to paved areas per CMAP's *2005 Land-use Inventory (Version 1.0)*. Aerial photography indicates additional open space (pervious surfaces) located within land defined by CMAP as transportation use (typically roadway rights-of-way). The majority of the 10 acres that would be converted from nonpaved cover to paved areas would occur within the existing transportation right-of-way between Mannheim Road and Harlem Avenue. Limited wildlife habitat present within this area is degraded due to the adjacent expressway, rail transit, and freight rail, as well as surrounding residential land, existing access restriction fence and noise walls, and a limited riparian corridor associated with Addison Creek.

No impacts to forest preserves or state-designated lands are proposed. Because the proposed project consists primarily of improvements to existing roads and land already dedicated to transportation infrastructure close to developed land, impacts to wildlife habitat are minimal.

Habitat fragmentation divides larger continuous habitat into smaller habitat patches, reducing habitat function and value. The build alternatives would result in very little fragmentation because the area is within existing transportation corridors. Edge habitat is the boundary between habitat types and is often associated with urbanized areas. Some species identified near the Project Corridor, such as the American robin *(Turdus migratorius),* prefer edge habitat. Most land impacted by the build alternatives are urbanized and include edge habitat. Minimal disruption of the habitat edge is anticipated from the build alternatives because most improvements are within existing rights-of-way.

3.6.2.3 Barriers to Wildlife Movement

Development of the build alternatives considered avoidance, minimization, and mitigation of natural resource impacts. The build alternatives primarily include improvements to existing roadways or addition of a new travel lane. These roadways are already barriers to wildlife movement. Existing roadside barriers, such as fences and jersey walls, are expected to remain in place or be replaced if impacted; fences and jersey walls may restrict wildlife from entering roadways. They can also trap wildlife on the roadway, allowing no means of escape. Short barrier walls that would be implemented as necessary near creek crossings typically restrict the movement of small animals (including reptiles, amphibians, and smaller mammals) from entering the roadway corridor. The walls, however, would not limit the movement of larger mammals to prevent them from being trapped within the roadway.

3.6.2.4 Operational Mortality

Operational mortality would most likely result from vehicle/wildlife collisions along the proposed facility. The Project Corridor is located in an urban setting, and the land use tends to limit the extent and frequency of wildlife use compared to rural areas and large protected open space. The majority of potential vehicle/wildlife collisions would be with common animal species near existing greenways crossed by the build alternatives [e.g., Addison Creek (Figure 3-55), Des Plaines River (Figure 3-56)]. It is expected that minimal to no species loss would occur from either the No Build Alternative or build alternatives, given the heavily urbanized area.

Figure 3-55. Addison Creek, north of I-290



Source: Field Photo (Huff & Huff), 2014.

Figure 3-56. Des Plaines River, north of I-290



Source: Field Photo (Huff & Huff), 2014.

3.6.3 Measures to Minimize Harm and Mitigation

Avoidance and minimization of impacts to natural resources (including upland plant communities and wildlife resources) was an important component in the development and evaluation of the build alternatives.

3.6.3.1 Upland Plant Communities

The build alternatives have been designed to utilize existing roadways and rights-of-way to the extent practicable, which would minimize disturbances to undeveloped open space and commercially developed areas. No roadway alignments go through large tracts of undisturbed open space or wooded land, and disturbances would be limited primarily to edge impacts associated with widening and improving existing roadways and rights-of-way.

In the future design phase and during construction, IDOT will investigate and implement measures to minimize impacts to tree resources.

These measures include:

- Implementation of proper soil erosion and sediment control measures to minimize sediment deposition and indirect adverse impacts in wooded wetland and riparian zones; and
- Construction fencing and exclusion zones to reduce compaction of roots and soil.

Adverse impacts to trees will be reduced and minimized by implementing a tree protection and preservation plan that may include guidance regarding root pruning in critical root zones close to site grading, tree trunk and/or dripline protection measures, and establishment of exclusion zones to protect wooded land outside the proposed construction limits.

Mitigation of tree resources will comply with guidelines established by IDOT for tree replacement. Tree and vegetation replacement will be guided by IDOT's *Preservation and Replacement of Trees* (IDOT, 2002) policy and Chapter 59 ("Landscape Design") of the *BDE Manual* (IDOT, 2014).

Guidelines for replacement of trees and vegetation include the following:

- Replace impacted woodland areas, including woody riparian corridors, and trees that provide screening with tree plantings intended to provide comparable functional values within the right-of-way, to the extent practicable. When this cannot be achieved, plantings outside the right-of-way will be considered;
- Plant replacement trees in suitable locations as close as practical to the removal site;
- Plant no ash trees of any variety within the Project Corridor to help control spread of the emerald ash borer;
- Restore disturbed areas with vegetation as appropriate, with emphasis on native species;

- Encourage contractors to use locally produced (within 200 miles) materials; and
- Plant vegetation that has low maintenance requirements.

Disturbance of streamside/riparian vegetation will be kept to a minimum. Areas that are disturbed will be stabilized in accordance with National Pollutant Discharge Elimination System (NPDES) and Clean Water Act (CWA) Section 404 permit requirements. Erosion controls, stormwater quality/quantity best management practices (BMPs) (e.g., compensatory floodplain storage, bioswales), trees, shrubs, and other appropriate vegetation will be installed near streams to mitigate for riparian impacts.

A landscaping plan will be developed during the design phase that will identify areas where trees, shrubs, and grasses will be planted on highway side slopes, on back slopes, and in the median, except where clear vision needs to be maintained at highway entrances and exits, intersections, and median openings. Landscape trees and shrubs will be planted along post-construction parkways adjacent to existing commercial and residential developments to replace aesthetic woodland functions and values, as necessary.

3.7 Water Resources and Aquatic Habitats

Since publication of the DEIS, the following substantive change to this section has been made:

- Updated Section 3.7.1.4 with water quality standards to conform with current standards;
- Identification of a proposed underground storage vault at Kostner Avenue to provide additional capacity to supplement the existing trunk sewer; and
- Identification of a proposed new outlet to the Des Plaines River to separate ComEd stormwater runoff from Pump Station 4.

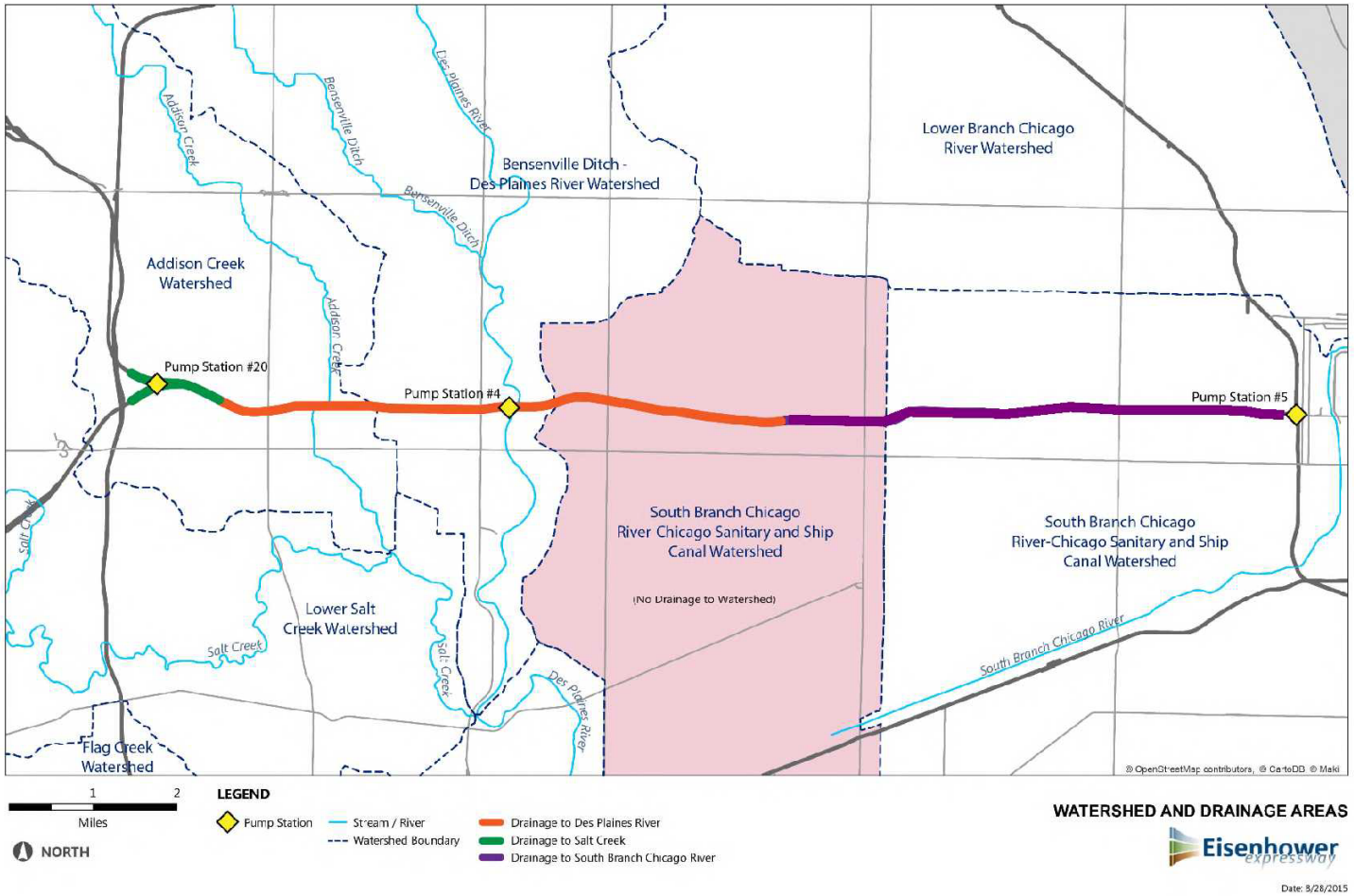
This section describes the physical, biological, and chemical characteristics of surface waters in the Project Corridor, including their associated aquatic habitats. An evaluation of these characteristics can provide an indication of water quality and a baseline from which potential water quality impacts can be assessed. Wetland resources are discussed in Section 3.10.

This section also discusses impacts to surface water resources that would be associated with the construction, operation, and maintenance of the alternatives, including the pollutants that could be deposited into receiving waters, potential impacts to water quality, and direct impacts through construction and the placement of fill material. Pollutants, such as sediments, solids, heavy metals (e.g., lead, zinc, and copper), oil and grease, deicing chemicals, and fertilizers/nutrients, may be released into the environment during construction or may accumulate on roadway surfaces and adjoining rights-of-way as a result of motor vehicle operations and maintenance. These pollutants were evaluated for potential impacts upon water quality. Measures to minimize and mitigate these impacts are also described.

3.7.1 Affected Environment

The Project Corridor is within the Des Plaines River drainage basin, Hydrologic Unit Code (HUC) 07120004, and the Chicago River drainage basin, HUC 07120003, as catalogued by the US Geological Survey (USGS). The Des Plaines River and the Chicago River drainage basins have been divided into several sub-watersheds near the Project Corridor, including Salt Creek, Addison Creek, Upper Des Plaines River, Lower Des Plaines River (main stem), and South Branch of the Chicago River (Figure 3-57). The Project Corridor crosses Addison Creek and the Des Plaines River main stem. All stormwater collected within the Project Corridor is currently directed into a storm sewer system. In the western section of the project, Wolf Road to I-294, the storm sewer system drains to Pump Station 20 and ultimately discharges to Salt Creek. Stormwater runoff from Wolf Road to Central Avenue drains to Pump Station 4 and discharges to the Des Plaines River. In the eastern portion of the project, roadway runoff drains to Pump Station 5 and eventually discharges to the South Branch of the Chicago River.

Figure 3-57. Watersheds in the Project Corridor



None of the I-290 existing roadway runoff drains to Addison Creek (Figure 3-57). Land uses for these watersheds are described in Appendix H.

3.7.1.1 Watershed Planning Groups

The proposed project crosses four watersheds represented by watershed groups: The Lower Des Plaines Ecosystem Partnership (LDPEP), The Upper Des Plaines River Ecosystem Partnership (UPDREP), DuPage River Salt Creek Workgroup (DRSCW), and Salt Creek Watershed Network (SCWN). Figure 3-57 depicts the watershed boundaries for the area streams.

The LDPEP (LDPEP, 2004) is an active watershed group consisting of local communities, forest preserve districts, and environmental organizations that work together to identify stressors to the aquatic environment (through stream monitoring) and to develop and implement recommendations and actions to improve water quality and stream health in the watershed.[45] LDPEP is an Ecosystem Partnership associated with the IDNR Conservation 2000 (C2000) Program.[46] This partnership provides watershed resources, assists stakeholders with developing strong grant proposals for watershed improvements, and provides input on the C2000 grant selection process.

The UPDREP was formed to "preserve, protect, and enhance the Upper Des Plaines River Watershed through stakeholder education, collaboration, and technical assistance" (Upper Des Plaines River Ecosystem Partnership, 2015). UPDREP is no longer an active watershed group; however, the information collected by the group is also provided by LDPEP. UPDREP also identified water quality and habitat improvements made by the group in the Watershed Restoration Action Strategy for the Upper Des Plaines River Report. For additional information, refer to: http://lowerdesplaines.org/upper_resources.htm.

The DRSCW is an active watershed group consisting of local communities, publicly owned treatment works (POTW), and environmental organizations that work together to identify stressors to the aquatic environment (through stream monitoring) and develop/implement recommendations and actions to improve water quality and stream health. DRSCW has also identified projects with a high potential to restore beneficial uses to stream segments in the DuPage River-Salt Creek Watersheds. Projects include dam removal, habitat restoration, stormwater management, chloride reduction, and a study of the impact of deicers (Midwest Biodiversity Institute, 2008). For additional information, refer to http://drscw.org/.

The SCWN is an organization that promotes awareness of issues affecting Salt Creek and investigates opportunities to restore the creek to be an enjoyable public resource. SCWN

[45] For additional information, refer to: http://www.upperdesplainesriver.org/ and http://www.lowerdesplaines.org/index.htm.

[46] The C2000 Program (renamed Partners for Conservation in 2008) is a comprehensive, long-term approach to natural resource protection and management in Illinois. The Partners for Conservation program provides funding and technical assistance for habitat restoration, land acquisition, planning, research, and outreach. Partners for Conservation is joint funded by IDNR, IDOA, and IEPA.

conducts public education and outreach throughout the watershed and promotes the use of BMPs to improve water quality and recreation (http://www.saltcreekwatershed.org/).

3.7.1.2 Water Resources

Water resources receiving stormwater flow in the Project Corridor are limited to three streams: Salt Creek, Des Plaines River, and the South Branch of Chicago River. The Des Plaines River and Addison Creek are both crossed by the Project Corridor; however, stormwater does not discharge directly into Addison Creek. Seven stormwater management facilities were also identified in the existing Project Corridor.[47]

The physical, biological, and chemical characteristics of the Project Corridor surface bodies of water are described in the following subsections.

3.7.1.3 Physical and Biological Description of Surface Water Bodies

A stream's physical characteristics (e.g., substrate and flow rate) may affect the aquatic biota. In rivers, habitat is usually closely linked to biological diversity. This subsection describes the physical and biological characteristics of streams crossed by the Project Corridor. The information summarized is primarily based on fieldwork completed as part of the wetland and Waters of the United States (WOUS) delineation conducted for the project (Huff & Huff, 2014) and available data through the Illinois Natural History Survey (INHS), IDNR, and USEPA STORET databases. No stream sampling was conducted as part of this project. Key physical characteristics of the streams are listed in Appendix H.

Flow Characteristics

Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River are streams with flow. In general, a perennial stream usually maintains constant flow throughout the year and is capable of supporting fish and aquatic life. All four streams are perennial (Parsons Brinckerhoff, 2014; CBBEL, 2014).

Stream Substrate

A streambed may be composed of sand, gravel, cobble, detritus, silt, clay, or bedrock. Within the Project Corridor, the substrate of Salt Creek consists of silt and gravel. Addison Creek consists of silt, while the substrate of the Des Plaines River consists of silt, loam, and gravel. The substrate of the South Branch of the Chicago River is composed of silt and muck.

Stream Width and Depth

The Project Corridor streams range in width from approximately 50 to 165 feet, and water depth ranges from approximately 1 to 26 feet.

[47] Section 404 (Clean Water Act) waters are defined at and determined in accordance with 33 CFR §§328-329 and 40 CFR §230.3. Final jurisdictional determination is completed by the USACE.

Riparian Vegetation

Riparian habitat includes the vegetated portion of the floodplain adjacent to rivers, streams, and creeks. Riparian habitat functions may include erosion control, streambank stabilization, water quality benefits, treatment of contaminated stormwater runoff, habitat for plants and animals, a source of organic and nutrient input, moderation of stream temperatures (keep streams cool), and recreational or aesthetic value.

The discharge into Salt Creek occurs adjacent to and on the south side of I-88. Trees and shrubs are located along a narrow riparian corridor in this portion of Salt Creek, which is located in an area of office buildings.

Addison Creek and the Des Plaines River have trees or shrubs located within a relatively narrow riparian corridor. Addison Creek is channelized within the Project Corridor and, for the most part, the beneficial buffer functions of the riparian habitat within the Project Corridor are limited (CBBEL, 2014). Within the Project Corridor, Addison Creek is located immediately adjacent and parallel to the north side of I-290 west of 25th Avenue. The creek banks are stabilized with concrete and vegetation, dominated by box elder *(Acer negundo),* silver maple *(Acer saccharinum),* American elm *(Ulmus americana),* catalpa *(Catalpa speciosa),* riverbank grape *(Vitis riparia),* and mowed turf (Huff & Huff, 2014).

Extensive wooded areas are located adjacent to the Des Plaines River north and south of the Project Corridor. Throughout the Project Corridor, the Des Plaines River has a bed of silty, loamy soil (Parsons Brinckerhoff, 2014). The channel banks are fairly steep and vegetated with grass and trees through most of the reach (Parsons Brinckerhoff, 2014). The upstream natural channel is in fairly good condition in the vicinity of the FAI-290 Bridge; however, the downstream channel banks, especially the east bank of the channel, are very steep and significantly eroded (Parsons Brinckerhoff, 2014).

The South Branch of the Chicago River has man-made concrete retaining walls and flows through a heavily urbanized area; therefore, it has limited riparian vegetation (Pescitelli and Rung, 2009).

Mean Habitat Score

A habitat assessment was not completed for Addison Creek, the Des Plaines River, or the South Branch of the Chicago River. A habitat assessment was completed for Salt Creek by DRSCW in the "Stream Dissolved Oxygen Improvement Feasibility Study for Salt Creek" (HDR, September 2009).

The Illinois Environmental Protection Agency (IEPA) Qualitative Stream Habitat Assessment Procedure (SHAP) was utilized to describe Salt Creek based on the observations collected during the reconnaissance. The SHAP index includes factors for bottom substrate, deposition, substrate stability, canopy cover, pool substrate characterization, pool quality, pool variability, canopy cover, bank vegetation, top of bank land use, flow-related refugia, channel alteration, channel sinuosity, width/depth ratio, and hydrologic diversity. Based on the subjective evaluation for the aforementioned factors, a SHAP score is determined. SHAP scores can range from 15 to

208, with scores above 142 considered excellent, between 100 and 142 considered good, between 59 and 100 considered fair, and lower than 59 considered poor.

A reconnaissance of Salt Creek was completed on October 13, 2005, during a period of low-flow conditions from I-88 to Cermak Road. In this section, Salt Creek is 2.6 feet deep with a mud bottom 2 to 5.9 feet deep with gravel substrates.

The SHAP for this segment was 55 of 208, indicating poor habitat quality. The section had poor habitat diversity, scattered canopy, and was mostly deep pools.

Upstream Drainage Area and Watershed Characteristics

Assessing the upstream drainage area and characteristics of a watershed can provide information relative to stream health and potential causes of impairment. The upstream drainage areas range from approximately 17.1 square miles (Addison Creek) to approximately 480 square miles (Des Plaines River). The Salt Creek drainage area is approximately 102.8 square miles and the South Branch of Chicago River (in natural state) drainage area is 226 square miles (Horton, 1914). Most of the land use in the Project Corridor watersheds includes developed land that likely has contributed to stream degradation.

Highly Erodible Soils

Highly erodible soils have been identified to have slopes of 4 percent or greater. These soils are usually associated with changes in topography and can occur along streams. When cleared of vegetation, these soils can become a source of sediment for adjacent waters. Based on the Cook County soils map, approximately 2 acres of highly erodible soils were identified in the Project Corridor, primarily within residential areas at the western terminus of the Project Corridor. Even though soil types have been mapped by the NRCS, most of the Project Corridor soils have been extensively altered by past grading activity associated with the existing roadway network and adjoining development; therefore, the mapped characteristics actually may not be present.

Biological Stream Ratings

In 2008, IDNR released biological stream ratings for Illinois streams (IDNR-Office of Resource Conservation [ORC], 2008).[48] These ratings can be used to identify aquatic resource quality, including biologically diverse streams and those with a high degree of biological integrity. The diversity and integrity scores fall within one of five ratings, ranging from A to E, with A representing the highest biological integrity or diversity of evaluated stream segments.

The segment of Salt Creek (GL-09) receiving runoff has not been assessed for biological significance, biological integrity, or diversity; however, the segment immediately south (GL-01) has been assessed. Salt Creek segment GL-01 was not considered biologically

[48] Based on information from IDNR, the new stream ratings replace the Biological Stream Characterization and Biologically Significant Stream developed in 1984 and 1992, respectively.

significant, received a diversity rating of B, and received a biological integrity rating of D (IDNR, 2008).

Within the Project Corridor, Addison Creek received an E rating for both biological diversity and integrity (IDNR, 2008). The segment of the Des Plaines River within the Project Corridor has not been assessed by IDNR. The segment of the Des Plaines River downstream of the Project Corridor received a rating of B for diversity and a C rating for integrity (IDNR, 2008).

The South Branch of the Chicago River was assessed as rating D (poor) for biological integrity and diversity, which indicates a limited aquatic resource with almost exclusively tolerant species present (IDNR, 2008).

Fish

Biological data for Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River were obtained from various studies. Appendix H contains a summary of their biological characteristics. Salt Creek data were obtained from DRSCW studies, approximately 3.3 to 5 miles downstream of the Project Corridor (DRSCW, 2007 and 2010). No intolerant species were identified; commonly occurring species include bluntnose minnow *(Pimephales notatus),* white sucker *(catostomus commersoni),* gizzard shad *(dorosoma cepedianum),* bluegill *(lepomis macrochirus),* orange spotted sunfish *(lepomis humilis),* and green sunfish *(lepomis cyanellus).*

In 2010, INHS conducted sampling of Addison Creek approximately 7 miles upstream of the Project Corridor (Wetzel *et al.,* 2010). The studies indicated that Addison Creek had five fish species present; none of these were intolerant species. Fathead minnows *(Pimephales promelas)* were 87 percent of the species collected.

The INHS fish collection database for Cook County contains records of 56 species of fish within the Project Corridor streams (INHS, 2014). Pollution intolerant fish species, threatened or endangered species, or "Species in Greatest Need of Conservation for Illinois"[49] have been collected within the Des Plaines River in Cook County. The bigmouth shiner *(Luxilus cornutus)* is the only Species in Greatest Need of Conservation that has been identified within the Des Plaines River in Cook County in the last 15 years).

The Des Plaines River may be used for recreational fishing, but it does not support commercial fisheries. Game fish, such as largemouth bass *(Micropterus salmoides),* bluegill, sunfish *(Lepomis* spp.), bullhead *(Ameiurus* spp.), and black crappie *(Pomoxis nigromaculatus)* are known to occur within the Des Plaines River in Cook County (INHS, 2014). Largemouth bass are widespread in Illinois and found in habitats of all types and quality.

A study published in 2009, *Fish Surveys in the Lake Michigan Basin 1996-2006: Chicago and Calumet River Sub-basins* by Stephen Pescitelli and Robert Rung, contained biological data for the South Branch of the Chicago River near Van Buren Street, approximately 0.1 mile

[49] Based on Appendix I of Illinois Wildlife Action Plan (IDNR, 2005).

upstream from I-290. A total of 11 different species of fish were identified. The most common, in order, were gizzard shad, bluegill, and spottail shiner *(notropis hudsonius).*

Aquatic Macroinvertebrates

Aquatic macroinvertebrates can be used as indicators of water quality conditions. Available aquatic macroinvertebrates were used to describe area streams and can provide information on water quality. One metric that is commonly used to assess water quality based on the presence of macroinvertebrates is Ephemeroptera (mayflies), Plecoptera (stoneflies), and Trichoptera (caddisflies) (EPT) taxa richness, which assesses the species richness present. A score of 0-6 is considered poor, 7-13 fair, 14-20 good-fair, 20-27 good, and greater than 27 is excellent. The Project Corridor streams support aquatic macroinvertebrate communities that are typical of polluted, urban streams, and no listed threatened or endangered species occur within the Project Corridor.

DRSCW collected macroinvertebrates in Salt Creek approximately 3.3 to 5 miles downstream of the Project Corridor. The most commonly occurring macroinvertebrates collected were the non-biting midge *(Polypedilum (P.) illinoense)* and aquatic worms *(Oligochaeta)* (DRSCW, 2007 and 2010). The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) also conducted macroinvertebrate surveys approximately 13 miles upstream, near Devon Avenue, in 2010 using two different collection methodologies. The most commonly occurring macroinvertebrates were segmented worms *(Oligochaeta),* flatworms *(Turbellaria),* caddisflies *(Cheumatopsyche)* and midges *(Tanytarsus).* EPT taxa richness was also provided for the results of the Hester-Dendy sampling method and Petite Ponar sampling method. Both methods had an EPT taxa richness score of 3, which is considered poor (MWRDGC, 2012).

Based on the results of an unrelated study, a section of Addison Creek, 7 miles upstream of the Project Corridor, had relatively tolerant macroinvertebrate communities, with scores associated with impaired water quality (Midwest Biodiversity Institute, 2008). A 2010 study conducted at the same Addison Creek location also showed a high incidence of tolerant macroinvertebrates and had a low EPT taxa richness score of 0, which is considered poor (Wetzel *et. al,* 2010).

MWRDGC collected macroinvertebrates in the Des Plaines River approximately 6 miles downstream of the Project Corridor near Ogden Avenue. The most commonly occurring macroinvertebrates were segmented worms, non-biting fly (*Polypedilum scalaenum grp)*, non-biting midge, caddisflies, and midges in the Des Plaines River. Two sampling methods were used – Hester-Dendy and Petite Ponar – and different EPT scores were provided for each method. The EPT taxa richness score was 6 for the Hester-Dendy method and 3 for the Petite Ponar method, and both are considered poor (MWRDGC, 2012).

The South Branch of the Chicago River was also sampled by MWRDGC in 2010 approximately 0.26 mile upstream of the Project Corridor near Madison Street. The most commonly occurring macroinvertebrates were segmented worms and sow bugs *(Caecidotea).* Two sampling methods were used, and EPT taxa richness scores were

provided for each sampling method. The EPT taxa richness score for both the Hester-Dendy and Petite Ponar method was 0, which is considered poor (MWRDGC, 2012).

Mussels and Clams

Available databases were searched for mussel and clam information associated with the Project Corridor streams. Based on available data, 16 species of mussels were collected from Addison Creek and the Des Plaines River in Cook County (INHS, 2014). Most of these mussel species are widespread or common and locally abundant species. Only two species, the flutedshell *(Lasmigona costata)* and ellipse *(Venustaconcha ellipsiformis),* identified within the Des Plaines River in Cook County, are considered pollution intolerant. The flutedshell record is from 2009, and the ellipse record is from 1957.

Mussel data for Salt Creek were obtained from INHS (1997-2009) studies. Based on these studies, three species of mussels were collected from Salt Creek near I-88, including Asiatic clam *(Corbicula fluminea),* which is an introduced species. Additionally, the paper pondshell *(Utterbackia imbecillis)* and the lilliput *(Toxolasma parvum)* were collected, and both are common and widespread species in Illinois. In 2006, a relic shell of the state endangered rainbow mussel *(Villosa iris)* was collected from Salt Creek (near the Cook County border), but no live shell was collected in Cook County.

No mussel surveys were available for the South Branch of the Chicago River.

3.7.1.4 Water Quality

Within Illinois, waters are protected and evaluated under the General Use Water Quality Standards (Title 35 Illinois Administrative Code, Subtitle C, Chapter I, Part 302, Subparts A and B). Designated uses under the General Use Water Quality Standards include aquatic life, fish consumption, primary contact, and aesthetic quality. States are required to classify waters with respect to impairments. Waters that do not fully support their designated uses are considered impaired and are cataloged in the 303(d) list, requiring total maximum daily loads (TMDLs). TMDLs establish pollution reduction goals to improve the quality of impaired waters.

As of July 1, 2015, the South Branch of the Chicago River, as part of the Chicago Area Waterway System, has newly approved water quality standards (Title 35 Illinois Administrative Code, Part 302, Subpart D - Illinois Environmental Protection regulation). The Indigenous Aquatic Life stream use has been replaced with "Chicago Area Waterway System Aquatic Life Use A" standards. The South Branch Chicago River has specific dissolved oxygen and chloride water quality standards. From July 1, 2015 to July 1, 2018, the following applies:

- Chloride: 500 milligrams per liter (mg/L) (May 1 thru November 30);
- Total Dissolved Solids: 1,500 mg/L (December 1 thru April 30); and
- Dissolved Oxygen: minimum of 5.0 mg/L (March thru July); 4.0 mg/L daily minimum average over seven days; and 3.5 mg/L at any time (August thru February).

After July 1, 2018, the water quality standard in effect for chlorides will be 500 mg/L and the Total Dissolved Solids water quality standard will be repealed.

The CAWS Chloride Reduction Initiative Workgroup Chloride Reduction Initiative (which includes IDOT) has requested a 5-year variance from the chloride water quality standard for the South Branch of the Chicago River. This variance would not affect the water quality standards for the Des Plaines River, Addison Creek, or Salt Creek.

TMDLs have been prepared for waters in the Salt Creek Watershed,[50] including Addison Creek (CH2M Hill, 2004). Addison Creek has an approved TMDL for Ammonia-N, carbonaceous biochemical oxygen demand (CBOD), chloride, dissolved oxygen, total dissolved solids, and total suspended solids (TSS). Table 3-40 summarizes the uses, impairment, and causes of impairment for Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River.

Urban streams, such as those crossed by the Project Corridor, often show signs of degradation. The water quality of streams in developed watersheds typically reflects the point and nonpoint source pollutant discharges from surrounding urban areas.

Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River waters do not support aquatic life (i.e., have an aquatic life use impairment), have been channelized or modified, and are surrounded by development (with forest preserve areas generally being an exception). The sources of impairment include combined sewer overflow and urban runoff (IEPA, 2016). Table 3-40 lists all causes and sources of impairments.

The recreational use of Salt Creek, Addison Creek, or the Des Plaines River within the Project Corridor is limited by their degraded nature and water quality impairments (Table 3-40).

Wastewater Treatment Plant Discharges

Effluent from wastewater treatment plants (WWTP) [e.g., municipal point source discharges (MPSD)] can dominate the flow of urban streams, especially during the summer base flow period between July and October (Midwest Biodiversity Institute, 2008). Wastewater effluents entering streams may increase pollutant loads, particularly during low-flow conditions. These loads may affect water quality downstream of their outflows.

[50] The Salt Creek TMDLs address segments of the following Project Corridor creeks: Salt Creek, Addison Creek, Spring Brook, and Meacham Creek (CH2M Hill, 2004a).

Table 3-40. Use Support and Impairment Summary for Project Corridor Water Bodies

Water Body [a]	Designated Use [b]	Causes of Impairment	Sources of Impairment	Impaired Waters [c]
Salt Creek (AUID: GL_09)	Not supporting: AL, FC, PC, Fully supporting AQ, Not assessed: SC	Aldrin, methoxychlor, sedimentation/siltation, TSS, pH, phosphorus (total), mercury, polychlorinated biphenyls (PCBs), fecal coliform, chlorides, dissolved oxygen	Urban runoff/storm sewers, combined sewer overflow, contaminated sediments, private and municipal point source discharge, source unknown, impacts from hydrostructure flow modification/regulation, dam impoundment, upstream impoundment, atmospheric deposition-toxic	Yes
Addison Creek (AUID: GLA_02)	Not supporting: AL, PC, AQ Not assessed: FC, SC	Aldrin, alteration in stream-side or littoral vegetative covers, chloride, chromium (total), DDT, hexachlorobenzene, nickel, other flow regime alterations, phosphorous (total), changes in stream depth and velocity patterns, fecal coliform, debris/floatables/trash	Contaminated sediments, channelization, loss of riparian habitat, combined sewer overflows, MPSD, urban runoff/storm sewers, upstream impoundment, dam or impoundment, municipal (urbanized high-density area)	Yes
Des Plaines River (AUID: G_32)	Not supporting: AL, FC Not assessed: SC, AQ	Chloride, phosphorus (total), mercury, PCBs, fecal coliform	Combined sewer overflows, highway/road/bridge runoff (non-construction related), MPSD, urban runoff/storm sewers, atmospheric depositions – toxics, source unknown	Yes
South Branch of the Chicago River (AUID: HC-01)	Not supporting: Indigenous AL, FC Not assessed: SC, AQ	PCBs, dissolved oxygen, total dissolved solids	Combined sewer overflows, urban runoff/storm sewers, unknown sources	Yes

Source: IEPA, 2016.

[a] Information is provided for water body segment Assessment Unit Identifications (AUID) associated with the Project Corridor. Designated uses and impairments may vary per AUID.

[b] Abbreviations: AL: Aquatic Life; AQ: Aesthetic Quality; FC: Fish Consumption; PC: Primary Contact; SC: Secondary Contact. No specific assessment guidelines have been developed to assess SC use for Illinois streams and inland lakes.

[c] Impairment status is based on the IEPA Illinois Integrated Water Quality Report and Section 303(d) List (IEPA, 2016).

There are no WWTPs within 2 miles of the discharge into Salt Creek (which is at River Mile 14.3) upstream of the Project Corridor. The closest is the Elmhurst WWTP at River Mile 17.8, which is 3.5 miles upstream of the discharge. There are several WWTPs with outfalls to Addison Creek upstream of the Project Corridor. According to the Final TMDL for Salt Creek, there is one point source on Addison Creek upstream of the Project Corridor (Bensenville South STP). There is also a combined sewer overflow (CSO) outfall on Addison Creek, which is near the project area: Bellwood CSO. The South Branch of the Chicago River receives CSOs and urban runoff; however, no WWTPs discharge to the South Branch of the Chicago River. There are no WWTPs on the Des Plaines River within 2 miles of the Project Corridor.

Water Quality Sampling Data

Appendix H contains available water quality monitoring data for Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River. These data were collected from sampling reports of STORET, DRSCW, and MWRDGC. The values in Appendix H represent the range of sampling events conducted by IEPA between 2003 and 2011.

The concentrations of copper, Pb, and zinc achieved the acute General Use Water Quality standards in segments of Salt Creek, Addison Creek, the Des Plaines River, and the South Branch of the Chicago River. The minimum dissolved oxygen values in the three streams achieved the General Use Water Quality Standards.

Based on chloride data from the STORET and MWRDGC database, chloride concentrations in sampled segments of Salt Creek, Addison Creek (GLA_2), and the Des Plaines River (G_39) within the Project Corridor exceeded the 500 mg/L water quality standard for periods of certain winters (IEPA, 2012). IEPA lists chloride as an impairment cause for the segment of the Des Plaines River within the Project Corridor (IEPA, 2016).

The October 2004 *Total Maximum Daily Loads for Salt Creek, Illinois* study for IEPA found that there was one exceedance, out of approximately 46 sample dates, of the chloride standard of 500 mg/L. The exceedance was 867 mg/L on March 11, 1999. The samples were taken at the Salt Creek station (USGS 05531500), which is approximately 6 miles downstream of this project's discharge point into Salt Creek.

Additional information on chloride concentrations in Salt Creek were obtained from the Elgin-O'Hare – West Bypass Study: Tier Two Draft Environmental Impact Statement (2012), which contained a summary of chloride data provided by DRSCW. DRSCW was able to derive chloride concentrations based on conductivity measurements. Three sites were sampled regularly in 2010, and values were presented for the winter months (January through March and November through December) and the remainder of the year (April through October). The nearest two locations were near JFK Boulevard in Addison, which is approximately 7.4 miles upstream, and at Wolf Road in Westchester, which is approximately 5.8 miles downstream. The winter chloride average at JFK Boulevard was 503.4 mg/L, and the winter average for Wolf Road was 576.1 mg/L, exceeding the General Use Water Quality standard.

3.7.2 Environmental Consequences

This subsection discusses potential impacts to surface water resources that would be associated with the construction, operation, and maintenance of the four build alternatives, including the pollutants that could be deposited into receiving waters, potential impacts to water quality, and direct impacts to water resources through construction and the placement of fill material. Pollutants, such as sediments, solids, heavy metals (e.g., copper, Pb, and zinc), oil and grease, deicing material, fertilizers and nutrients, may be released into the environment during construction or may accumulate on roadway surfaces and adjoining rights-of-way as a result of motor vehicle operations and facility maintenance. These pollutants can be transported to receiving waters via stormwater runoff.

3.7.2.1 Construction Impacts to Surface Waters

Each of the four build alternatives would cross two streams, Addison Creek and the Des Plaines River. The construction impacts would be the same for all four build alternatives. Direct impacts to surface waters would result from construction and the placement of fill to construct the proposed improvements. Typical construction activities associated with transportation projects include earthmoving practices (e.g., demolition, clearing and grubbing, grading, filling, excavation) that remove vegetative cover and expose soils. Such activities increase the potential for erosion and sedimentation by exposing disturbed soils to precipitation. The No Build Alternative would not have any construction impacts to the streams.

Increased impervious surface area due to construction and compaction of soils by heavy equipment may result in less stormwater infiltration and additional stormwater runoff. In-stream construction, placement of structures (e.g., abutments and piers), streambank disturbance, channel realignment, and temporary crossings could cause increases in turbidity and sedimentation and temporarily alter downstream hydraulics and substrate conditions. Downstream aquatic systems could be temporarily affected by the increases in turbidity and sedimentation. Increased sedimentation during construction has the potential to cover stream substrate, thereby affecting habitat for some species of fish and macroinvertebrates. The magnitude of impact varies based on several factors, such as proposed type of crossing, number of crossings, stream characteristics (substrate, depth, current velocity), soil type, construction method, and implementation of BMPs.[51]

Highly erodible soils are mapped as being present within the Project Corridor; however, these soils do not occur near the Addison Creek or Des Plaines River crossings.

[51] BMPs are schedules of activities, prohibition of practices, maintenance procedures, and other management practices used to prevent or reduce negative impacts to water quality.

The placement of piers for stream crossings and additional lanes may also have an impact on surface waters. Table 3-41 summarizes the proposed improvements to piers and bridges at the stream crossings and incremental loss of stream bed due to these improvements. As such, surface water impacts are associated with the widening or lengthening of existing piers and ancillary areas to support stream crossing structures.

Table 3-41. Streams Crossed by the Proposed Project in the Existing and Build Condition

Stream [a]	Incremental Permanent Impacts to WOUS (acres)	Temporary Impacts to WOUS (acres)	Description of Existing Crossing and Stream Bed Loss	Description of Proposed Crossing and Stream Bed Loss
Addison Creek	0.22	0.31	Open abutment bridge with two piers, 2 feet and 6 inches wide by 131 feet, or 0.015 acre.	Piers to be replaced with two piers, 3 feet wide by 206.5 feet long, plus a rectangular area on each abutment 20 feet wide by 225 feet long, or 0.24 acre.
Des Plaines River	0.18	0.25	One pier 4' on one end of pier and 5.9' on other end of pier, by 104 feet, located near the center of the channel, or 0.007 acre.	Bridge would be replaced. One existing pier in the center would be replaced with two piers, 4 feet wide by 144 feet long, plus a rectangular area on each abutment 20 feet wide by 175 feet long, on either side of the channel, or 0.19 acre.

[a.] No stream crossings within the Salt Creek or South Branch of the Chicago River watersheds are proposed.

Within the Project Corridor, Addison Creek is channelized and located immediately adjacent and parallel to the north side of I-290 west of 25th Avenue. The bridge over Addison Creek would be replaced to accommodate two additional lanes, approximately 25 to 30 feet, to support the wider bridge, piers may be replaced or widened. The stream bank of Addison Creek would be reduced at this crossing.

The bridge over the Des Plaines River would also be replaced to accommodate two additional lanes. To accommodate this widening, additional embankment would be required. One pier in the Des Plaines River will be replaced with two piers. No physical changes would occur in Salt Creek or the South Branch of the Chicago River.

With the implementation of BMPs during construction, any proposed in-stream work and construction activities adjacent to the streams would not be expected to adversely impact the overall habitat quality of the stream. Construction-related impacts to the aquatic community are anticipated to be minor and temporary in nature.

3.7.2.2 Operational Impacts to Surface Waters

Operations include use of the transportation system. Potential impacts associated with operation of any of the build alternatives would result from pollutant accumulation on roadway surfaces, median areas, and adjacent rights-of-way. Pollutants accumulate through use of the transportation system, natural processes, and as a result of airborne deposition. Pollutant concentrations are highly variable and are affected by numerous factors, such as traffic characteristics (volume and speed), weather (precipitation and wind), maintenance practices, and adjacent land uses. Primary constituents of highway runoff associated with typical operations include TSS (from pavement wear, atmospheric deposition, dirt), Pb (from tire wear), zinc (from tire wear, motor oil, grease), copper (from metal plating, moving engine parts, brake lining wear), and petroleum (from spills, leaks, gasoline, antifreeze, hydraulic fluids). Roadway runoff can transport pollutants that have accumulated on impervious surfaces of the roadway to adjacent streams.

Additional travel lanes and other impervious surfaces would be constructed under each build alternative. As the impervious area of a roadway increases, the volume of stormwater runoff increases and stormwater infiltration decreases. Use of the additional impervious surfaces would generate more pollutants. The section of the Project Corridor that is associated with the Salt Creek subwatershed is from the western project terminus near Butterfield Road to Wolf Road. In the Salt Creek section of the Project Corridor, the build alternatives would result in a small increase in lane-miles compared to the No Build Alternative due to an additional lane being added at the I-290/I-88 system interchange (eastbound I-88 to eastbound I-290); this change would represent less than 1 percent growth in lane-miles. A slight shift in the mainline lanes is also proposed in the Salt Creek section for the build alternatives, but this would have minimal effect on lane-mile totals.

Stormwater runoff from the Project Corridor is managed through a series of pump stations. As a result, the watershed boundaries do not reflect the discharge points for the Project Corridor.

As shown in Table 3-42, the Des Plaines River is receiving more than 63 percent of the stormwater runoff from the Project Corridor.

The Des Plaines River receives stormwater from two sections of the Project Corridor:

1. One section from Wolf Road east to the Des Plaines River; and
2. One Section from Central Avenue west to the Des Plaines River.

Table 3-42. Watersheds Receiving Project Corridor Stormwater

Watershed	Length of I-290 in Watershed (miles)	Percent	Length of I-290 Runoff Reaching Stream (miles)	Percent
Salt Creek	0	0	1.5	14
Addison Creek	3.4	32	0	0
Des Plaines River	2.1	20	6.7	63
Chicago Ship & Sanitary Canal	3.9	37	0	0
South Branch Chicago River	1.2	11	2.4	23
TOTAL:	10.6	100	10.6	100

These two sections of the build alternatives would each have an estimated 24 percent increase in mainline lane-miles compared to the No Build Alternative due to an added through lane in each direction. The Des Plaines River would also receive stormwater runoff from a proposed sewer system along the frontage roads from 25th Avenue to 1st Avenue, parallel to Harrison Street and Bataan Drive. The proposed storm sewer system along the frontage roads reduces the occurrence of combined sewer overflows (CSO) in the Village of Maywood. A new Outlet #4 to the Des Plaines River is proposed to separate ComEd stormwater runoff from Pump Station 4. The outlet is needed for hydraulic purposes, and will require approximately 10 feet of permanent easement under an existing parking lot at the Circuit Court of Cook County Fourth Municipal District Maywood Courthouse. This change will not result in additional impervious area (Sheet 6 of Section 3.0 Map Set). Refer to Section 3.9.2.1 for further description of Addison Creek characteristics and the ongoing MWRDGC Addison Creek Reservoir and Channel Improvements projects

The section of the Project Corridor associated with the South Branch of the Chicago River subwatershed is from Central Avenue to the eastern project terminus at Racine Avenue. The build alternatives in this section of the Project Corridor would have no proposed changes to the mainline that would result in appreciable changes in lane-miles; however, the slope of this section of the mainline is being adjusted, which would have a slight effect on the runoff volume.

Water impacts are site-specific and depend heavily on the characteristics of the highway and the receiving waters. The degree of pollutant loading is linked directly to the amount of roadway traffic. Research indicates few substantial impacts from highways with ADT that is less than 30,000 vpd (Young *et al.*, 1996; Dupuis *et al.*, 1985). Under these conditions, potential impacts are generally short term, localized, acute loadings from temporary water quality degradation, with few (if any) long-term or chronic effects.

All projected year 2040 ADTs (bidirectional) of the build alternatives exceed 30,000 vpd. The projected bidirectional ADTs for the four build alternatives in the year 2040 range from 151,000 to 240,200 vpd.

For Addison Creek and the South Branch of the Chicago River, no change in pollutant concentrations would occur. Addison Creek receives no runoff and the existing drainage to the South Branch of the Chicago River is unchanged from existing to the No Build and build condition.

Runoff from I-290 to Salt Creek would increase by less than 1 percent. The increase is associated with changes in ramp pavement. The resulting change in pollutant concentration in Salt Creek did not result in a measurable increase.

Pollutant concentrations in the Des Plaines River were evaluated using the Stochastic Empirical Loading and Dilution Model (SELDM) (Granato, 2013). This model was recently developed by USGS to provide a planning-level estimate of pollutant concentrations. SELDM performs a Monte Carlo analysis in which the precipitation, pre-storm flow, runoff coefficients, and concentrations of water quality constituents in highway runoff are varied randomly within defined probability distributions. SELDM was used to predict the potential effect of highway runoff on pollutant concentrations in the Des Plaines River.

The SELDM pollutant loading analysis evaluated the predicted once-in-3-year water quality concentration of four common roadway pollutants and compared the values to the acute water quality standards. Detention basins planned at Mannheim Road and 25th Avenue also provide reduction of these pollutants in the build scenario. There were no predicted water quality exceedances for Pb, copper, or zinc for the build alternatives. There is no water quality standard for TSS; however, reduction of TSS provides water quality benefits.

Appendix H contains the calculations for pollutant reductions based on the BMP concept applied. Section 3.7.3.2 describes the evaluation of BMPs.

The proposed detention basins, where constructed, would reduce pollutant loadings in the Des Plaines River, as that is the only stream where a detention basin could be constructed due to space constraints. Section 3.7.3 describes the evaluation of BMP measures within the site-specific constraints of the Project Corridor. Based on the pollutant loading analysis, concentrations achieved the Illinois General Use Water Quality standards for all streams.

3.7.2.3 Maintenance Impacts to Surface Waters

Maintenance impacts associated with the build alternatives would include implementation of deicing practices during winter months and herbicide spraying for invasive/noxious vegetative species within the right-of-way. Herbicide applications would follow the manufacturer's guidelines to minimize drift and runoff into surface waters. An NPDES permit for pesticide application point source discharges, including herbicide application, would be obtained, as necessary.

Seasonal deicing with salt (commonly sodium chloride), along with plowing and other alternative measures, are used to reduce snow and ice build-up on roads. Deicing assists with safe traffic movement by improving road conditions in winter, but application of road salt contributes chloride loads to surface waters. Road salt is highly soluble and moves through the environment in solution as runoff, splash, spray, and dust. The

potential impact that stormwater containing chlorides may have on receiving waters is dependent on many factors, such as the concentration, size of the water body (water volume), precipitation, topography, soil type, and drainage patterns.

The General Use Water Quality Standard for chloride for Salt Creek and the Des Plaines River is 500 mg/L. For the South Branch of the Chicago River, a standard of 500 mg/L of chloride applies May 1 through November 30.[52] From December 1 through April 30, a Total Dissolved Standard of 1,500 mg/L will apply from 2015 to July 1, 2018. After July 1, 2018, the water quality standard for chlorides will be 500 mg/L year-round.

Currently, IDOT is participating in the CAWS Chloride Reduction Initiative. This work group is preparing a variance to address these new standards considering reduction of salt usage in the CAWS using BMPs.

The primary methods of snow and ice removal in IDOT, District One, are plowing and the application of road salt. During 10 winter seasons (2000/2001 through 2010/2011), IDOT averaged 21.7 tons of salt per lane-mile (system wide).[53] Efforts are made to apply only the amount of material necessary to maintain motorist safety. The total quantity of road salt entering the environment varies based on the number of snow events per season and the number of times road salt is applied per storm.

Each build alternative would increase the number of lane-miles and pavement in the Project Corridor, thereby increasing the total salt loading over existing levels. Potential water quality impacts to the Project Corridor streams due to chlorides were evaluated for the build alternatives using the USGS methodology developed by Frost, Pollock, and Wakelee (1981) for existing and build conditions (Table 3-43).

The incremental daily average chloride concentration contribution of the existing roadway to area streams ranges from 1.7 mg/L to 4.2 mg/L. With the proposed improvements and increased lanes, the average chloride concentration would incrementally increase to a range of 2.5 mg/L to 4.4 mg/L. The small incremental change in concentration is attributed to the large drainage area and stream flow compared to the volume of I-290 runoff. No change (less than 0.1 percent) is estimated for Salt Creek because only 0.1 lane-mile is being added in the build alternatives; the chloride loading to the South Branch of the Chicago River would also remain the same because roadway runoff volumes would not increase as a result of the project. Though there would be no change in chloride load, a slight increase in annual daily average concentration was predicted for the South Branch of the Chicago River due to the change in slope associated with the build alternatives. The Des Plaines River is the primary stream where chloride loadings would increase by 59 percent, with increased annual daily average concentration from 1.7 mg/L to 2.5 mg/L.

[52] Title 35 Illinois Administrative Code, Subtitle C, Chapter 1, Part 302.

[53] Salt application rates are based on information from IDOT.

Table 3-43. Incremental Chloride Contribution Analysis

Stream	Highway Lane-Miles			Annual Daily Average Chloride (mg/L)			Annual Daily Maximum Chloride (mg/L)		
	Existing/ No Build	Build	Percent Increase	Existing/ No Build	Build	Percent Increase	Existing/ No Build	Build	Percent Increase
Salt Creek[1]	12.3	12.4	0.9	2.9	2.9	0.6	30	30	>0.1
Des Plaines River [2,3]	37.0	**57.6**	**55**	1.7	**2.5**	**48**	29	**30**	**5**
South Branch of Chicago River [4]	44.7	44.7	0.0	4.2	4.4	4	33	33	0.0

[1] Stormwater runoff drains from the western limits of the project (I-290) to station 70+00 (about even with the CarMax) drains to Pump Station 20, then into Salt Creek at I-88 near York Road.

[2] Stormwater runoff drains from station 70+00 to the east (drains into main trunk sewer that passes under Addison Creek draining into Pump Station 4 and then into Des Plaines River).

[3] Stormwater runoff drains from Central Avenue to the west of Des Plaines River drains to Pump Station 4 and discharges to the Des Plaines River.

[4] Stormwater runoff drains from Central Avenue to the eastern project limits flows into Pump Station 5, which then discharges into the South Branch of the Chicago River.

The annual daily maximum chloride concentration contribution ranges from 29 mg/L to 33 mg/L in the existing condition, while the build chloride contribution ranges from 30 mg/L to 33 mg/L. Annual daily maximum chloride concentrations in Salt Creek and the South Branch of the Chicago River would not increase as a result of this project. There would be an increase in chloride loading to the Des Plaines River associated with the build alternatives. Given the chloride impairment of the Des Plaines River, IDOT would use BMPs to offset the potential increase to the Des Plaines River, as discussed in Section 3.7.3.

3.7.3 Measures to Minimize Harm and Mitigation

3.7.3.1 Construction Impacts

To reduce potential stream impacts, soil erosion and sediment control measures near streams would involve special consideration, such as minimization of soil disturbance, installation of applicable soil erosion and sediment controls prior to, during, and following construction. This may include installation of silt fence prior to construction activities, installation of temporary erosion control products if disturbed areas are to sit idle, and protection of side slopes with seed and rolled erosion control products (i.e., erosion control blanket) to assist with vegetation establishment.

In-stream construction may be required to replace or widen bridge piers, widen bridges, extend culverts, and install new culverts near the proposed detention basins. In-stream construction would follow standard practice (IDOT *Standard Specification for Road and Bridge Construction* [IDOT, 2012]), including isolating the work area, as necessary. All required permits and approvals (e.g., Section 404 CWA, Section 401 CWA water quality certification, and IDNR-OWR floodway construction permits) would be obtained prior to any in-stream construction. Mitigation for WOUS will be provided for a ratio of 1:1. Additional details regarding construction methodology would be provided during CWA and floodway construction permitting.

Flow would be maintained during construction in Addison Creek and the Des Plaines River by using dam and pumping, fluming, culverts, or other techniques. Cofferdams, if necessary, would be constructed of non-erodible materials; earthen embankments or dikes would not be used as cofferdams. If dewatering is required to perform "work in the dry" in perennial streams, the dewatering would be temporary in nature. All materials used for temporary construction activities would be moved to upland areas following completion of the construction activity. Temporarily disturbed areas would be restored to preconstruction conditions, including grading to original contours and installation of erosion control as soon as practicable in accordance with NPDES permit requirements. Erosion and sediment controls would be used to minimize downstream impacts. Further discussion of construction impacts related to water resources is discussed in Section 3.14, Construction Impacts.

3.7.3.2 Operational Impact Practices

Stormwater would be managed through a combination of stormwater runoff, drainage collection facilities, and post-construction BMPs. The three streams receiving stormwater discharges have impaired water quality due to various pollutants and conditions. The only pollutant identified as a cause of impairment and associated with roadway operations is chloride. For both Salt Creek and the Des Plaines River, chloride has been identified as a potential water quality concern. Section 3.7.2.3 describes maintenance impacts to surface waters.

The feasibility of BMPs for the build alternative was evaluated given the physical site constraints of the Project Corridor. Limited right-of-way space, low permeable soils, and drainage patterns all affected the potential options for stormwater treatment.

An existing detention basin is located near Pump Station 20, which currently treats 2 percent of stormwater runoff from the existing roadway prior to discharging into the Salt Creek. Four additional detention basins are proposed in the Project Corridor along Mannheim Road and 25th Avenue. The proposed detention basins would treat an additional 11 percent of stormwater runoff from the Project Corridor prior to discharging into the Des Plaines River.

There are currently no existing detention basins to treat metals and TSS in stormwater prior to discharging to the South Branch of the Chicago River. An underground vault is proposed at Kostner Avenue that drains to the Pump Station 5 outlet to the South Branch of the Chicago River. This vault is needed for hydraulic reasons, to supplement the existing underground trunk sewer that is in need of additional capacity. There is no increase in stormwater directed to the South Branch of the Chicago River due to the project and an expected increase of only 0.1 percent to Salt Creek.

Several BMPs were evaluated for implementation. This included infiltration, permeable pavement, green side street features, and rain gardens. Permeable pavement on the shoulders was considered; however, maintenance of these shoulders on a high traffic volume corridor reduced their feasibility. Green side street features include rain gardens and native buffers. These features provide potential reduction of stormwater runoff along the frontage roads and adjacent side streets. Opportunities for including these features will continue to be evaluated; however, no reduction in runoff volume or quality was considered in determining potential water quality impacts. Three locations at 1st Avenue, Harlem Avenue, and Austin Avenue were evaluated for infiltration features. The soils in these areas had low permeability, which reduced the feasibility of potential implementation. Rain gardens were considered where excess land and drainage patterns provide an opportunity for construction.

3.7.3.3 Deicing

Even though chloride is dissolved in the stormwater runoff, the daily annual maximum chloride concentration may be reduced by using structural BMPs. BMPs, such as detention ponds, attenuate the peak concentration of stormwater flows by mixing chlorides with permanent pool volumes in existing wet ponds and/or by collecting the

runoff and allowing it to mix with lower-concentration runoff. For the Des Plaines River, four detention basins are being constructed, which should have a beneficial effect on the maximum chloride concentrations discharged to the river. In addition, nonstructural BMPs (e.g., pre-wetting and monitoring salt application rates) are already used and will continue to be used to balance public safety and environmental impacts.

The amount of salt entering the environment depends on the number of snow storms per season and salting events per storm. There will be additional effort applied to identify ways for the proposed project to achieve lower chloride concentrations in receiving streams through the implementation of stormwater BMPs, promoting deicing material application best practices in the Project Corridor watersheds, reviewing the anticipated road-salt application rate for future operating conditions, and evaluating chloride reduction implementation plans for TMDLs developed within the watersheds affected by the project. IDOT recognizes that water quality is an important issue and will strive to meet chloride standards based on prudent and practicable stormwater and road salting BMPs to the extent that public safety is not compromised.

3.8 Groundwater

There have been no substantive changes to this section since publication of the DEIS.

This section discusses the groundwater resources that are found within the Project Corridor. The potential impacts to these resources from each of the build alternatives are presented, along with measures to minimize or mitigate potential impacts.

3.8.1 Affected Environment

Groundwater resources in the Project Corridor occur below surficial deposits of permeable bedrock, sand, gravel, silt, and/or clay. According to the Berg map, which assesses "potential for contamination of shallow aquifers from land burial of wastes" (Berg *et al.*, 1984), the Project Corridor lies within Zones AX, A1, B1, C1, and E. Zone AX is described as alluvium containing a mixture of gravel, sand, silt, and clay along streams and variable in composition and thickness. Zone A1 is described as permeable bedrock at or within 20 feet of the surface with variable underlying materials. Zone B1 is described as sand and gravel less than 20 feet thick over relatively impermeable till or bedrock. Zone C1 is described as permeable within 20 to 50 feet of the surface overlain by till or other fine-grained material. Zone E is described as uniform, relatively impermeable silty or clayey till at least 50 feet thick with no evidence of interbedded sand and gravel. Zones AX, A1, and B1 represent a high potential for aquifer contamination.

USEPA regulates potential impacts to sole source aquifers. According to EPA's list of designated sole source aquifers, there are no sole source aquifers, as defined by Section 1424(E) of the Safe Drinking Water Act, within the Project Corridor. In addition, there are no Karst formations in the Project Corridor.

The Project Corridor contains no Class III special resource groundwaters. Such groundwaters are determined by the Illinois Pollution Control Board to be demonstrably unique or irreplaceable sources of groundwater and are suitable for application of a water quality standard more stringent than Class I groundwater. Class III groundwaters are considered vital contributors for particularly sensitive ecological systems and/or dedicated nature preserves.

Drinking water in the Villages of Bellwood, Broadview, Forest Park, Hillside, Maywood, Oak Park, and Westchester, and the City of Chicago, is obtained from Lake Michigan. The Village of Bellwood operates three backup wells.

To help protect drinking water supplies, the Safe Drinking Water Act was amended in 1986 to require states to develop wellhead protection areas. Wellhead protection areas represent surface and subsurface areas surrounding a community water supply (CWS) well through which contaminants have the potential to move toward the well system. Typically, wellhead protection areas are assumed to extend 1,000 feet from the well; however, local geography may extend these areas if potential for contamination exists in a larger area. In addition to wellhead protection areas, individual wells have setback

zones, typically 200 to 400 feet, which represent the area from which the well draws water. There are no CWS or Non-CWS setback zones within the Project Corridor.

Private water well information was obtained from the Illinois State Geological Survey (ISGS) water well database. Only one private well (API 120310277600) was identified in the ISGS database located within the Project Corridor. This well is located in the northwest quadrant of the 1st Avenue overpass bridge, north of the westbound I-290 mainline lanes. The private well was completed in 1947 and finished at a depth of 372 feet. During a field visit, this well could not be located. This well is located within the footprint of the existing expressway construction area and could not be located in the field. No further record has been found regarding this well, so it is assumed that it was removed during construction of this section of the expressway and is no longer in operation.

3.8.2 Environmental Consequences

No impacts to public water supplies are anticipated with implementation of any of the build alternatives. There are no sole source designated aquifers in the Project Corridor; therefore, there are no impacts to sole source aquifers. No measurable change to the available water supply is expected from the proposed improvements. The additional impervious area represents a small reduction in recharge area.

The potential for contamination of groundwater supply wells is determined by proximity to sources, well construction, geological conditions, and management of stormwater. The Illinois Groundwater Protection Act (Chapter 415 Illinois Compiled Statutes Section 55) establishes setback zones for the location of potential sources of pollution, such as underground storage tanks (USTs) and stockpiles of deicing chemicals. Setback zones would be considered in the siting of maintenance facilities and in the operation of dry wells; however, no maintenance facilities are planned for the project. The maximum setback zone around a CWS well is 1,000 feet for protection of groundwater and 200 feet for private wells.

There are no CWS wells within 1,000 feet of the build alternatives. The aforementioned private well located within the Project Corridor at 1st Avenue would be impacted by all of the build alternatives. This private well is likely not currently utilized because the Village of Maywood obtains drinking water from Lake Michigan; it is anticipated the well, if it exists and its location has been confirmed, would be plugged as part of any build alternative and would be closed following well closure procedures as outlined in Section 9 of the Illinois Water Well Construction Code Law (415 ILCS 30/9). It is not anticipated that the well would need to be replaced.

None of the build alternatives create any potential new "routes" for groundwater pollution movement or any new "sources," as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, *et seq.).* Groundwater quality is not expected to be measurably affected by any of the build alternatives.

3.8.3 Measures to Minimize Harm and Mitigation

To minimize potential changes in groundwater quality, post-construction BMPs, such as vegetated swales, native vegetation, filter strips, and stormwater management facilities, will be installed where practical and feasible to collect, detain, and filter stormwater runoff to minimize potential surface and groundwater degradation (Section 3.7). The potential for groundwater infiltration is limited due to the clayey soils; therefore, it is expected that the potential for groundwater migration of contaminants will be minimal.

Detention areas will be created adjacent to the 25th Avenue interchange which will allow for groundwater infiltration. In addition, proposed retaining walls adjacent to the mainline would be being used to create flat grassed areas at the frontage road level. These flat areas will reduce runoff rates and amounts by replacing sloped embankments.

3.9 Floodplains

Since publication of the DEIS, the following substantive changes to this section have been made:

- Updated results from the hydraulic model were included throughout the section with revised fill volumes in floodways and floodplains. The proposed structures would not increase the created water elevation more than 0.1 foot over the natural condition;
- In Section 3.9.1.1, the project description for the proposed Addison Creek Reservoir was updated to reflect its current schedule and status;
- In Section 3.9.1.1, the project description for the proposed Addison Creek channel improvements was updated to reflect its current schedule and status;
- In Section 3.9.2.1, a brief description of MWRDGC and IDOT coordination was added with respect to the Addison Creek Reservoir and Addison Creek Channel Improvements; and
- Added a note to Figure 3-58 in Section 3.9.2.3 stating that the proposed outlet pipe from 1st Avenue to the Des Plaines River would be constructed to hold the 10-year flood frequency.

3.9.1 Affected Environment

According to the National Flood Insurance Program (NFIP) Flood Insurance Rate Maps (FIRMs) produced by the Federal Emergency Management Agency (FEMA), the Project Corridor includes two base floodplains with regulatory floodways (Table 3-44). The Project Corridor is within Cook County. The two base floodplains with regulatory floodways are associated with Addison Creek and the Des Plaines River. The extent of floodway limits were identified from FIRM maps published by FEMA (2015). Bridge or culvert replacement in a designated floodway shall not result in an increase of upstream flood stages more than 0.1 foot over the existing conditions for all flood events up to and including the 100-year frequency flood event if the existing bridge or culvert is not a source of flood damage.

IDOT will follow IDNR-OWR Part 3708 rules for appropriate uses in the Addison Creek and Des Plaines River designated floodways.

Table 3-44. Designated 100-Year Floodplains within the Project Corridor

Waterway[a]	County	Floodplain Area in Project Corridor (acres)[b]	Floodway Identified	Map Set Sheet #
Addison Creek	Cook	64.14	Yes	Sheet 3 of 16
Des Plaines River	Cook	0.94	Yes	Sheet 6 of 16

Source: FEMA, digital version of FIRMs, https://msc.fema.gov/portal (FIRM 17031C04770, 17031CO388J, 17031C0476J, 17031C0389J, 17031C0369J, 17031C0418J, 17031C0506J, 17031C0415J, 17031C0505J, 17031C0395J, 17031C0485J)

[a] All streams and associated 100-year floodplains lie within the Des Plaines River drainage basin (HUC 07120004). This table lists FEMA-named streams and tributaries with mapped floodplain in the Project Corridor.

[b] Area is based on geographic information system (GIS) calculation of digitized published FEMA floodplain data, including right-of-way.

3.9.1.1 Reservoirs

Reservoirs aid to control floods. The existing reservoirs in the Addison Creek watershed and Main Stem of the Lower Des Plaines River subwatershed are described below.

Five flood-control reservoirs exist in the Addison Creek watershed and within Cook County; however, all are located outside of the Project Corridor. The hydraulic effects of these reservoirs are included in the current Addison Creek hydraulic modeling (MWRDGC, 2011). MWRDGC proposed a new 600 acre-foot reservoir in the Addison Creek watershed, approximately 0.75 mile upstream of the Project Corridor. The reservoir is planned to be located northwest of the intersection of Washington Boulevard and 25th Avenue. The proposed reservoir would be approximately 50 feet deep, accessed by a side-channel spillway, and dewatered by a proposed pump station. The reservoir is in the final design phase and is expected to be completed in three years (estimated completion 2020).

The proposed reservoir (in conjunction with proposed Addison Creek channel conveyance improvements and proposed removal of three existing bridges over Addison Creek at 30th, 31st, and 32nd avenues) is expected to attenuate flow in the downstream Villages of Bellwood and Westchester. The boundary between these two villages is the Project Corridor. At I-290 near 30th Avenue, the difference in 100-year water surface elevation (WSEL) with the improvements is minimal as compared to the 2011 MWRDGC model. However, the MWRDGC reduction in 100-year WSEL at I-290 is approximately two feet as compared to the regulatory Flood Insurance Study (FIS) 100-year WSEL. The WSEL differences do not significantly affect the design of the proposed I-290 roadway profile or bridge structure over Addison Creek, but have been accounted for in the plans. The channel improvements are in their final design phase and are expected to be completed in four years (estimated completion 2021).

There are no flood control reservoirs within the Mainstem Lower Des Plaines River subwatershed (MWRDGC, 2011).

3.9.1.2 Spillways and Pump Stations

In addition to the proposed future side-channel spillway and pump station associated with the MWRDGC Project, the following spillways and pump stations are associated with the proposed Project Corridor:

- Under the existing condition, Addison Creek bends to the west and then south in the area north of Harrison Street between Eastern Avenue and Cernan Drive in the Village of Bellwood. Near these bends, Addison Creek can exceed the capacity and flow into I-290 overflows southeasterly toward the 25th Avenue underpass south of Harrison Street. Runoff draining to the 25th Avenue I-290 underpass drains by gravity easterly to IDOT Pump Station 4 to the Des Plaines River.
- The far western portion of the proposed Project Corridor drains into IDOT Pump Station 20, which discharges via storm sewer that follows the Reagan Memorial Tollway (I-88) to Salt Creek.
- The portion of the proposed Project Corridor, east of Central Avenue in the City of Chicago, drains into IDOT Pump Station 5, which discharges into the South Branch of the Chicago River. This pump station is interconnected with IDOT Pump Station 26. When Pump Station 5 reaches capacity, additional inflow to the station overflows to Pump Station 26.
- IDOT Pump Station 26 also discharges into the South Branch of the Chicago River near Jackson Boulevard.

3.9.1.3 Natural and Beneficial Floodplain Values

Beneficial values of floodplains include, but are not limited to, the moderation of floods, water quality, groundwater recharge, fish and wildlife habitat, open space, and recreational value. Both of the floodplains for this project are located in urban areas. Des Plaines River floodplain areas near the Project Corridor are confined within the channel banks, while other floodplain areas upstream and downstream of the corridor spread out over open land, such as the Concordia and Forest Home cemeteries. The Addison Creek floodplain extends across developed residential areas upstream and downstream of the Project Corridor. This floodplain contains homes, industrial buildings, and other structures that experience repeated flood damage.

3.9.1.4 Flood Buyout Properties

Although there are areas of chronic floodplain flooding within and surrounding the Project Corridor, there are currently no properties, communities, local agencies, or counties participating in the FEMA Hazard Mitigation or Flood Mitigation Assistance grant programs or flood-prone property buyout program.

3.9.2 Environmental Consequences

3.9.2.1 Floodplain Encroachments

The floodplain encroachment evaluation was conducted in accordance with EO 11988 "Floodplain Management," "Environmental Documentation for Floodplain Encroachments" as contained in the IDOT *BDE Manual* (IDOT, 2010), "Floodplain

Encroachments" as contained in the IDOT *Drainage Manual* (IDOT, 2011), and Illinois Administrative Code Part 3708 "Floodway Construction in Northeastern Illinois." Guidance from MWRDGC and the various local municipalities was considered in determining floodplain impacts and compensatory storage requirements because the local floodplain ordinances are more restrictive than IDOT requirements.

IDNR requires a 1:1 ratio of compensatory storage volume to fill volume in designated regulatory floodways under the Part 3708 rules.

IDOT considers local floodplain ordinance requirements for compensatory storage after a floodplain encroachment evaluation. The local ordinance that would have jurisdiction for the Project Corridor is the MWRDGC *Watershed Management Ordinance* (WMO), as amended July 10, 2014. Compensatory storage for fill in the floodplain fringe is not mandatory.

The floodplain encroachment evaluation identified potential floodplain encroachments by overlaying proposed roadway locations onto FIRMs published by FEMA (2015). Normal, 10-year, and 100-year natural water surface elevations (WSELs) developed in Existing Conditions Hydraulic Reports were used in conjunction with the proposed roadway cross sections to calculate the amount of proposed roadway fill volume (acre-feet) in the floodplain.

Table 3-45 summarizes the proposed fill within the FEMA mapped floodplains in the Project Corridor.

Table 3-45. Proposed 100-Year Floodplain Fringe Impact Summary

Waterway	Location and Description	Normal to 10 Years	10 to 100 Years
		Cut Volume (acre-feet)	Cut Volume (acre-feet)
Addison Creek	At I-290. Two 3-span bridges with piers to be widened or replaced.	17.07	-4.36
Des Plaines River	At I-290. Two 3-span bridges with center pier to be replaced with two new piers.	0.0	0.00

Table 3-46 summarizes floodplain encroachment type (e.g., longitudinal or transverse).

Table 3-46. Proposed 100-Year Floodplain and Regulatory Floodway Encroachment Summary

Waterway	Crossing Location	Floodplain Encroachment	Floodway Encroachment
Addison Creek	At I-290	Transverse / Longitudinal	Transverse / Longitudinal
Des Plaines River	At I-290	Transverse	Transverse
Transverse Encroachment: Across the floodplain, such as a bridge. Perpendicular crossings are preferable over skewed crossings to minimize floodplain impacts. Longitudinal Encroachment: Along the floodplain, sometimes also called "latitudinal." A reasonable attempt should be made to avoid longitudinal encroachments.			

Transverse encroachments occur when the roadway crosses the floodplain. Transverse encroachments would be unavoidable because the Project Corridor generally runs from east to west while Addison Creek and the Des Plaines River generally run from north to south. The potential transverse encroachments would be generally associated with proposed pavement widening that increases embankment fill in the floodplain and causes culvert extensions or bridge widening.

Longitudinal encroachments occur where the roadway would roughly run parallel to and within the floodplain. This occurs along I-290 and Harrison Avenue, where Addison Creek runs from east to west for several blocks, parallel to the roadway corridor. The addition of pavement and embankment slope would cause a longitudinal encroachment on Addison Creek in this area. The Addison Creek FEMA regulatory floodplain also extends along I-290 west to the Mannheim Road intersection and east past the 25th Avenue underpass.

MWRDGC has been working with IDOT on the Addison Creek Flood Control project, consisting of a reservoir, channel improvements, and removal of the upstream bridges. IDOT and MWRDGC staff met during MWRDGC's preliminary design phase, and more recently on July 26, 2016. Hey and Associates, Inc. continues to coordinate with IDOT. Also, MWRDGC has provided IDOT with modeling information. The relevance of the public flood control project is as follows:

- 17 Illinois Administrative Code Chapter 1, Section 3708 "Floodway Construction in Northeastern Illinois" states that a public flood control project is "a flood control project which will be operated and maintained by a public agency to reduce flood damages to existing buildings and structures, which includes a hydrologic and hydraulic study of the existing and proposed conditions of the watershed. Nothing in this definition or this Part shall preclude the design, engineering, construction, or financing, in whole or in part, of a flood control project under this Part by persons or parties who are not public agencies."

- The Code further states that if a downstream restrictive bridge or culvert is scheduled to be removed, reconstructed, modified, or if a public flood control project is scheduled to be built within the next five years, the proposed construction must be

analyzed and shown to meet the requirements of the administrative code for both existing conditions and expected flood profile conditions post-construction.

- The Code states the 100-year frequency flood profile and regulatory floodway may be changed if a public flood control project has been constructed and is operable.

The structures crossing floodplain areas are sized to allow a minimum of 3 feet of freeboard between the roadway edge of pavement and the 50-year headwater elevation, or a design exception would be obtained. Bridges are sized to have a minimum of 2 feet of clearance between the low beam elevation and the 50-year natural water surface elevation, and the low beam would be above the all-time high water level, or a design exception would be obtained.

The IDOT *BDE Manual* Section 26-7.05(C) was used to evaluate and document floodplain impacts. The Addison Creek crossing is both a transverse and a longitudinal encroachment of the floodplain, while the Des Plaines River crossing is a transverse encroachment.

- The longitudinal encroachment of Addison Creek cannot practicably be avoided because the creek parallels I-290 for approximately 1,000 feet, and because of dense existing urban development and the existing freight rail bridge immediately west of 25th Avenue, the I-290 limits of construction cannot shift exclusively to the south of the existing I-290 in this area. Within the normal to 10-year floodplain, there would be a 17.07 acre-feet cut in floodplain fill; from the 10 to 100-year floodplain, there is a projected 4.36 acre-feet floodplain fill.
- The transverse encroachments of Addison Creek and the Des Plaines River would not result in a significant interruption of emergency vehicle or evacuation access because it is anticipated that portions of I-290 and detour routes would be available during construction. The proposed improvements would improve I-290 traffic flow, which in turn may improve emergency response and/or community evacuation times. The transverse encroachment would likely have no significant effect on natural and beneficial floodplain values because the improvement is not anticipated to significantly impact fish or other aquatic species, or change how this floodplain is used for recreation, visual quality, or groundwater recharge. The transverse encroachment of Addison Creek is not anticipated to increase the risk of flooding, nor would it result in incompatible floodplain development. The proposed project, in combination with MWRDGC reservoir and channel projects, is anticipated to reduce flooding in the Addison Creek area.

In accordance with 23 CFR 650.111(e), it has been determined through the floodplain encroachment evaluation that there are no significant floodplain encroachments from the proposed build alternative, and there is no practicable alternative to the longitudinal floodplain encroachment at Addison Creek.

3.9.2.2 Floodway Encroachments

Regulatory floodway encroachments are anticipated at both stream crossings. Proposed structures would comply with the 17 Illinois Administrative Code Part 3708 Rules for Bridge and Culvert Reconstruction or Modification, determining the feasibility of reducing the created head to 0.1 foot over the natural elevation for floods up to and including the 100-year event if the existing structure is a source of flood damage. If the structure is not a source of flood damage, the proposed structures would not increase the flood profile by more than 0.1 foot above existing conditions up to and including the 100-year storm event. On Addison Creek, there is significant overbank flooding resulting in flood damage both upstream and downstream of I-290; however, the existing I-290 bridge over Addison Creek is not the source of flood damage. On the Des Plaines River, there is minor overbank flooding. The existing I-290 bridge over the Des Plaines River is not a source of flood damage. Both existing bridges create a head of 0.1 foot or less over the natural elevation for floods up to and including the 100-year event. The proposed structures would not increase the created head more than 0.1 foot over the natural condition. An IDNR-OWR permit for Floodway Construction in Northeastern Illinois would be issued by IDOT prior to any work within the floodway.

Table 3-47 summarizes the floodway impacts with the proposed build alternative.

Table 3-47. Proposed 100-Year Floodway Impact Summary

Waterway	Location and Description	Normal to 10 Years		10 to 100 Years	
		Cut Volume (acre-feet)	Required Storage (acre-feet)	Cut Volume (acre-feet)	Required Storage (acre-feet)
Addison Creek	At I-290. Two 3-span bridges with piers to be widened or replaced.	0.15	0.00	0.23	0.00
Des Plaines River	At I-290. Two 3-span composite bridges with center pier to be replaced with two new piers.	-0.34	0.34	-0.03	0.03

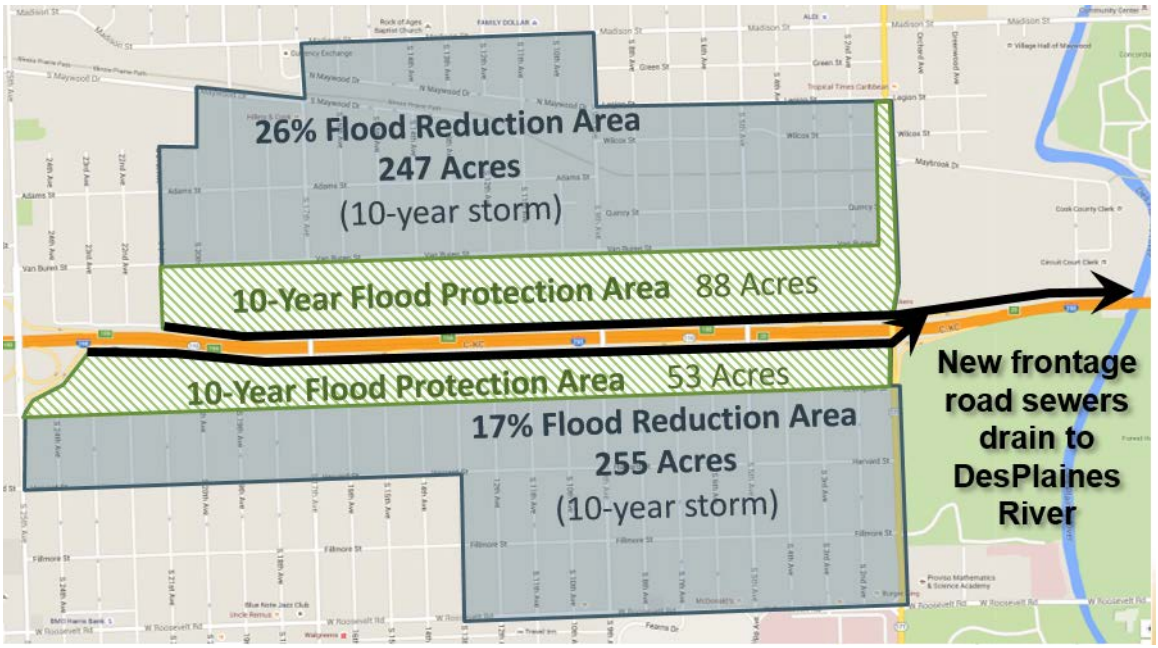
3.9.2.3 Local Community Coordination

Coordination with local communities occurred to gain more knowledge of specific drainage issues occurring within the local communities. Maywood, Bellwood, and Broadview specifically experience localized chronic stormwater flooding. The existing drainage plan (EDP) was provided to all of the communities along the corridor.

Individual meetings were held with three communities to identify and address chronic local flooding issues. MWRD requested constructing frontage road drainage systems from 25th to 1st Avenues on both sides of I-290, which would help alleviate stormwater flooding in the villages. MWRD requested the new frontage road storm sewer to outlet

into the Des Plaines River. MWRD was not in favor of reusing existing combined sewers, even with storm water detention in oversized pipes. Figure 3-58 identifies the location of the proposed frontage road sewers, which would ultimately drain to the Des Plaines River. The proposed frontage road sewers would allow opportunities for future connections to local separated storm sewers and could increase the level of flood protection to residential properties that occurs independently of the Project Corridor.

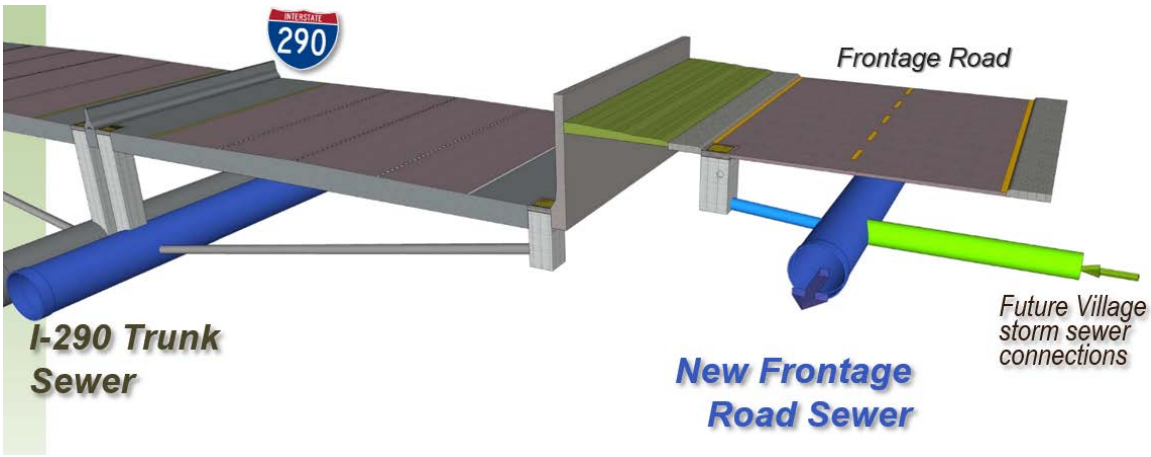
Figure 3-58. Proposed Frontage Road Storm Sewer Location



Note: The proposed outlet pipe from 1st Avenue to the Des Plaines River would be designed to hold the 10-year flood frequency, as shown in the areas directly to the west of 1st Avenue.

Specifically, in the Village of Maywood, coordination identified an opportunity to address local stormwater flooding issues by constructing a new storm sewer trunk line along the I-290 north and south frontage roads of Harrison Street and Bataan Drive. A model of a portion of the proposed frontage road and local drainage is shown in Figure 3-59. The sewers would also intercept overland flow from reaching the expressway as it has in the past during larger storm events. The storm sewer trunk lines would provide an improved outlet for storm sewers in conjunction with the future Village combined sewer separation project. The trunk line would outlet to the Des Plaines River in a single outlet location north of the I-290 bridge. The new storm sewer trunk line would reduce the occurrence of combined sewer overflows (CSO) to the Des Plaines River.

Figure 3-59. Proposed Frontage Road and Local Drainage Detail



3.9.3 Measures to Minimize Harm and Mitigation

Floodplain and floodway impacts will be avoided or mitigated to the extent feasible; however, some floodplain impacts are unavoidable based on roadway design constraints. Hydraulic design studies were completed to properly size proposed drainage structures, provide acceptable freeboard and clearance for proposed roadway improvements, and limit floodway and floodplain impacts in accordance with state rules. Retaining walls are proposed in key locations near the floodplains to minimize impacts. Where fill within the floodplain is unavoidable, local ordinances for potential compensatory storage will be considered, when feasible and cost effective.

Compensatory storage volume mitigation is typically an excavated, hydrologically and hydraulically equivalent volume of storage created to offset the loss of existing flood storage. Per the Part 3708 Rules as applied by IDOT, compensatory regulatory floodway storage must be placed between the normal water elevation and the natural 100-year flood elevation. Compensatory storage must be similar to the impacted storage. All regulatory storage lost between normal to the natural 10-year flood elevation must be replaced below the 10-year flood elevation. All regulatory floodway storage lost between the natural 10-year and the natural 100-year flood elevation must be replaced above the 10-year flood elevation. There is no proposed fill in the Addison Creek and Des Plaines River floodways, so there is no requirement to provide mitigation for lost storage.

3.10 Wetlands

There have been no substantive changes to this section since publication of the DEIS.

This section describes wetlands within the Project Corridor. Section 404 of the CWA defines wetlands as, "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

3.10.1 Affected Environment

A wetland and WOUS delineation was conducted using the methodology presented in the "*Regional Supplement to the COE Wetland Delineation Manual: Midwest Region"* (US Army Corps of Engineers, 2010). After identifying wetland locations from the published National Wetland Inventory, a field reconnaissance was conducted to confirm whether wetlands are located within the Project Corridor. Wetland delineations were conducted in October 2014 within the entire Project Corridor. Based on the results of the field delineations, no wetlands were identified in the Project Corridor.

The Project Corridor is located within the Chicago River and the Des Plaines River watersheds. Generally, wetlands are associated with streams or localized depressional areas. Ponds and rivers within the Project Corridor are discussed in detail in Section 3.7, Water Resources. Within the Project Corridor, the relief is level/flat. The entire Study Area is urbanized and has been affected by development.

Two waterways were identified within the right-of-way of the build alternatives. These two features, the Des Plaines River and Addison Creek, flow perpendicular to the Project Corridor.

3.10.2 Environmental Consequences

Because there are no wetlands located within the No Build Alternative and the build alternatives, there would be no direct or indirect impacts to wetlands. Because there would be no wetland impacts, no measures to minimize harm or mitigation are proposed. Impacts to WOUS are discussed in Section 3.7, Water Resources.

3.11 Special Waste

There have been no substantive changes to this section since publication of the DEIS.

This section discusses areas where current or past property uses may have resulted in contamination and the potential for the proposed project to be affected by, or cause impacts related to, special or hazardous waste. This section also outlines potential mitigation measures, including additional investigations that may be required to avoid or minimize involvement with known special or hazardous wastes.

Contaminated soils or groundwater could potentially be encountered during demolition, construction, or earthwork, resulting in the release of contamination into the air, soil, or water. Special waste sites affect construction projects because of high clean-up costs and safety hazards through exposure and material handling. Exposure to environmental contamination can adversely impact construction workers and public safety and lead to diminished quality of natural resources. Encountering such contamination without prior knowledge can also result in increased project costs and project delays to properly manage the resulting wastes. Therefore, identification, assessment, and investigation of contamination concerns in the corridor are an integral part of the project planning process. Sites with known or potential special or hazardous waste contamination were determined through review and interpretation of information contained within the regulatory agency databases, historical property use data, and visual inspections.

Results of the assessment process were provided in two Preliminary Environmental Site Assessments (PESAs) conducted by ISGS on behalf of IDOT (available upon request). ISGS PESA #1260V, dated July 11, 2012, evaluated the western and central portion of the corridor from east of I-294 to west of Kostner Avenue. ISGS PESA #1260B, dated July 25, 2014, evaluated the eastern portion of the corridor from west of Kostner Avenue to Halsted Street.

Based on the results of the analysis, recognized environmental conditions (RECs) may pose risks of varying degrees to the proposed project. Contamination can jeopardize the health and safety of workers and the public, and can create delays, expense, and liability, especially if contamination is exacerbated by construction. Special waste must therefore be properly investigated, managed, handled, and disposed, as discussed in Section 3.11.3.

PESA project sites identified within the PESA reports are sites that are within or are immediately adjacent to the project limits. REC sites include those PESA project sites that are identified on one or more regulatory databases or are otherwise determined to be sites of potential concern based on historical property use data or visual inspections.

3.11.1 Affected Environment

3.11.1.1 Definitions

According to federal and State of Illinois statutes, the term "hazardous waste" means a solid waste, or combination of solid waste that, because of its quantity, concentration, or physical, chemical, or infectious characteristics may:

- Cause or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or
- Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

The term "special waste" in Illinois refers to a broad category of wastes that may result in environmental problems when managed and disposed with municipal-type wastes. Illinois special wastes include any Resource Conservation and Recovery Act (RCRA) hazardous waste, as well as any industrial process waste or pollution control waste that has not been declassified pursuant to Section 808.245 of the Illinois Administrative Code. Non-RCRA Special Wastes are those wastes determined pursuant to Section 808.245 of the Illinois Administrative Code to pose a low or moderate degree of hazard to the environment or the public health in the course of their transport, storage, treatment, or disposal.

Consistent with ASTM Standard Practice E1527-13, the term REC means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Examples of RECs identified in the PESA include current or former USTs with a documented release, spills, evidence of chemical use or former chemical use, impacted or potentially impacted soil or groundwater, fill soil, drums, and other similar conditions.

De minimis conditions are not recognized environmental conditions. A *de minimis* condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Examples of *de minimis* conditions include asbestos-containing materials (ACM) in building construction; normal use of lead-based paint (LBP) on buildings and structures; electrical transformers in normal use unless determined to be leaking or otherwise determined to pose a hazard; and agricultural use of pesticides and herbicides.

3.11.1.2 Assessment Methodology

ISGS conducted the PESAs in accordance with *"A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects"* (Erdmann, *et al.*, 2012, 2014) (IDOT-ISGS PESA Manual). The assessments were prepared using historical and geological information including aerial photographs; USGS topographic maps; plat maps; file information of the ISGS regulatory file

information from federal, state, and other agencies; and various other sources of information. A site reconnaissance was completed. The specific methods used to conduct the assessments are contained in the IDOT-ISGS PESA Manual.

PESA project sites are "sites" that are within or immediately adjacent to the project limits. PESA project sites are primarily defined by onsite inspection and may or may not coincide with actual parcel boundaries as defined by Property Identification Numbers (PINs). Sites may be combined with other adjoining sites if land use is similar and if no RECs exist for any site within the group (e.g., all houses in a residential development along the project may be combined into a single site in the PESA report).

The Executive Summary section of the PESA reports summarizes, in tabular form, PESA project sites that have RECs (Table 1); PESA project sites that have *de minimis* conditions only (Table 2); PESA project sites that have neither RECs nor *de minimis* conditions (Table 3); and PESA project sites that are adjoining the proposed project that also appear on regulatory lists (Table 4).

3.11.1.3 Existing Conditions

Land use within the Project Corridor is a mix of commercial, industrial, and residential uses. The nature of potential contaminant sources within the Project Corridor is as varied as the types of existing land uses. Spills or accidental releases can potentially occur through handling operations and leaks from storage tanks and containers. Commercial and industrial operations have the potential to release a broad range of hazardous substances such as petroleum and cleaning solvents into the soil and groundwater. Potential releases of hazardous substances from facilities that treat, store, transfer, or dispose of municipal, industrial, or construction wastes can also occur. Materials contained within the structures located throughout the Project Corridor have the potential to contain ACM, and painted surfaces/components may contain LBP.

3.11.1.4 Environmental Regulatory Agency Databases

Facilities with known or potential special/hazardous wastes are listed in numerous databases including those maintained by USEPA, IEPA, the Illinois Emergency Management Agency (IEMA), and the Office of the Illinois State Fire Marshall (OSFM).

The regulatory database searches were conducted by ISGS in accordance with the PESA guidance manual to identify known or potential contamination from regulated substances within the Project Corridor. A description of the individual databases included in this analysis and the associated findings are summarized below.

<u>*Federal*</u>

- **Resource Conservation and Recovery Information System (RCRIS) Database** – RCRIS is a national computerized management information system that contains information related to compliance with, or violation of, the federal RCRA. RCRA requires that generators, transporters, treaters, storers, and disposers of hazardous waste provide information concerning their activities to state environmental agencies. This database is used primarily to track handler permits or closure status,

compliance with federal and state regulations, and cleanup activities. The database is maintained by the USEPA. There were 101 PESA project sites identified in the RCRA hazardous waste generator database.

- **Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) Database** – CERCLIS is a national information system that contains information related to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA or Superfund). Under CERCLA, USEPA is charged with maintaining a National Priorities List (NPL), which identifies the nation's worst hazardous waste sites, and for informing the public about sites that warrant further investigation and pose the most significant risk to public health, welfare, and the environment. CERCLIS contains sites that are on the NPL, as well as sites that are in the screening and assessment phase for possible inclusion on the NPL (referred to as "NPL-eligible"). As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned (NFRAP)" have been removed from CERCLIS. The NFRAP sites may be those where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. A NFRAP archive status indicates that to the best of the USEPA's knowledge, Superfund has completed its assessment of a site and has determined that no further steps will be taken to list that site on the NPL. The CERCLIS database is maintained by the USEPA. Since the time the PESAs were completed, the CERCLIS Public Access Database, which contained a selected set of publicly releasable Superfund program data, has been retired. The USEPA is transitioning to the Superfund Enterprise Management System, or SEMS, which includes the same data and content as CERCLIS. There were four PESA project sites identified in the CERCLIS database.
- **Toxic Release Inventory (TRI) Database** – Under the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), the USEPA developed a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of US facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. The TRI provides information to the public on the release of toxic chemicals from manufacturing facilities in any given area. Industrial facilities provide information that includes: the location of the facility where the chemicals are manufactured, processed, or otherwise used; amounts of chemicals stored on-site; estimated quantities of chemicals released; on-site source reduction and recycling practices; and estimated amounts of chemicals transferred to treatment, recycling, or waste facilities. The TRI data for chemical releases to land are limited to releases within the boundary of a facility. Releases to land include: landfills; land treatment/application farming; and surface impoundments, such as topographic depressions, man-made excavations, or diked areas. The database is maintained by the USEPA. One PESA project site was identified in the TRI database.
- **USEPA Brownfield Database** – The term "brownfield site" means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Brownfield

sites are generally industrial or commercial properties that are abandoned, inactive, or underutilized due to environmental contamination. The USEPA provides technical assistance and some funding for assessment and cleanup of designated sites. They can also provide tax incentives for cleanup that is not paid for outright; specifically, cleanup costs are fully tax deductible in the year they are incurred. The database is maintained by the USEPA. No PESA project sites were identified in the USEPA Brownfield database.

- **ERNS Database** – The Emergency Response Notification System (ERNS) records and stores information on reported releases of oil and hazardous substances. The ERNS database is maintained by the USEPA. There were 13 PESA project sites identified in the ERNS database.
- **Transformer Databases** – The USEPA maintains two databases on transformer registration and quarterly activities regarding polychlorinated biphenyl (PCB)-containing transformers. There were two PESA project sites identified in the PCB databases.

Illinois

- **Illinois Voluntary Site Remediation Program (SRP) Database** – The SRP is an Illinois program for property owners to voluntarily clean up contaminated property. The intent of the program is to provide persons seeking to perform or performing investigative or remedial activities the opportunity to receive review and evaluation services, technical assistance, and No Further Remediation (NFR) determinations from the IEPA. Letters of NFR determinations are issued for sites that have successfully demonstrated, through proper investigation, and, where warranted, remedial action, that environmental conditions do not present a significant risk to human health or the environment. The database is managed by IEPA. There were 45 PESA project sites identified in the SRP database.
- **Illinois Clean Construction and Demolition Debris (CCDD) Sites Database** – A CCDD facility is a current or former quarry, mine, or other excavation site accepting CCDD as fill material. CCDD means uncontaminated broken concrete without protruding metal bars, bricks, rock, stone, reclaimed or other asphalt pavement, or soil generated from construction/demolition activities. Potential environmental concerns exist with these sites because current operating facilities have operated without a regulatory definition of "uncontaminated." The database is maintained by IEPA. No PESA project sites were identified in the CCDD database.
- **Illinois Brownfield Database** – This database is similar to the brownfield database maintained by USEPA; however, assistance is provided at the state level. The database is maintained by IEPA. One PESA project site was identified in the IEPA Brownfield database.
- **Illinois Active Landfills Database** – Active permitted landfill facilities in the State of Illinois are listed in this database. The database is maintained by IEPA. No PESA project sites were identified in the Illinois Active Landfills database.

- **Coal Gasification Sites Database (Former Manufactured Gas Plant [FMGP])** – Historically, gas for lighting and heating was produced from coal by numerous power companies and municipalities. Byproducts of gas manufacturing included coal tar (containing polycyclic aromatic hydrocarbons, or PAHs) and benzene. Commonly, these and other wastes associated with gas manufacturing were left onsite, aboveground and underground, which may pose a significant threat to public health and the environment. One PESA project site was identified in the Coal Gasification Sites database.
- **Illinois Abandoned and Inactive Landfills Database** – IEPA maintains a list of Abandoned and Inactive Landfills in the State of Illinois. No PESA project sites were identified in the Illinois Abandoned and Inactive Landfills database.
- **Illinois UST Sites** – A database of regulated USTs in Illinois that contain regulated substances, including petroleum products or hazardous substances, is maintained by OSFM. There were 115 PESA project sites identified in the UST database.
- **Illinois Leaking Underground Storage Tank (LUST) Sites** – Regulated USTs in Illinois that have a suspected or confirmed leak are listed in this database. LUSTs contain regulated substances, including petroleum products or hazardous substances, such as those typically found at gasoline stations, fleet fueling facilities, and industrial sites. The database is maintained by IEPA. There were 72 PESA project sites identified in the LUST database.
- **Illinois Bureau of Land (BOL) Open Dump Sites** – Abandoned piles of household garbage, bags of yard waste, appliances, old barrels, used tires, and demolition debris such as lumber, shingles, pipes, and asbestos can threaten the health of humans, wildlife, and the environment. Known as open dumps, these sites can be found throughout Illinois – heaped at the bottom of ravines, in empty lots and pastures, and along roadsides. An open dump is an illegal waste disposal site and should not be confused with a permitted municipal solid waste landfill or a recycling facility. If allowed to remain, open dumps often grow larger, and may attract dumping of solid and hazardous wastes. Open dumps pose the following health, safety, and environmental threats: fire and explosion; inhalation of toxic gases; injury to children playing on or around the dump site; disease carried by pests; contamination of waterways and lakes; contamination of soil and groundwater; contamination of drinking water; damage to plant and wildlife habitats; and decrease in the quality of life to nearby residents and the local community. This database in maintained by the IEPA BOL. There were 210 PESA project sites identified in the BOL database.
- **Illinois Spills Database** – The primary responsibility of IEMA is to better prepare the State of Illinois for natural, manmade, or technological disasters, hazards, or acts of terrorism. IEMA coordinates the State's disaster mitigation, preparedness, response, and recovery programs and activities, functions as the State Emergency Response Commission, and maintains a 24-hour Communication Center and State Emergency Operations Center (SEOC). As part of their responsibility, IEMA maintains a database of reported incidents involving the release of oil, hazardous

materials, or other contaminants to the land, air, or waters of the state. There were 93 PESA project sites identified in the IEMA database.

- **Activity and Use Limitations (AUL) Database** – An AUL is a control with the intent to restrict or limit the use of, or access to, a site or facility. These restrictions, which may include institutional and/or engineering controls, are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil or groundwater on the property. There were 52 PESA project sites identified in the AUL database.
- **Highway Authority Agreement (HAA) Database** – A Highway Authority Agreement (HAA) is an institutional control agreement with a highway authority where the requirements of 35 Illinois Administrative Code (35 Ill. Adm. Code) 742.1020(b) and (c) are met and IEPA has determined that NFR is required. There were 10 PESA project sites identified in the HAA database.

A total of 242 PESA project sites were found in one or more regulatory databases. A summary of PESA project sites found in the above environmental regulatory databases is provided in Table 3-48. PESA project sites listed within at least one environmental regulatory database are considered REC sites.

3.11.1.5 Non-Regulatory Agency Listed Sites/Concerns

PESA project sites with potential special/hazardous waste concerns not included on regulatory agency databases were identified in the PESA reports prepared by ISGS based on visual inspections or historical data information. In accordance with the PESA guidance protocol, these inspections were conducted for parcels within the build alternatives, as well as those parcels along (i.e., intersecting, touching or bounding at any point) the proposed project. Observations were made for indications of contamination such as stained or discolored soil and/or pavement; stressed vegetation; debris or other uncontrolled dumping or waste disposal; drums and chemical containers; location of PCB-containing transformers; groundwater monitoring wells; and evidence of underground and aboveground storage tanks. Standard historical research includes plat maps, Sanborn fire insurance maps, city directories, historical topographic maps, aerial photographs and imagery, and Illinois manufacturers' directories. Based on the completed visual inspections and historical data evaluations, 253 additional REC sites and/or additional concerns beyond the sites with database listings were identified in the PESA reports, which could potentially impact the proposed project due to the presence of special or hazardous wastes.

Table 3-48. Summary of PESA Project Sites in Environmental Regulatory Databases

Database	Total
Federal Database Sites	
RCRA	101
CERCLIS	4
TRIS	1
US BROWNFIELD	0
ERNS	13
Transformers/PCBs	2
State Database Sites	
SRP	45
CCDD	0
IEPA Brownfields	1
Active Landfill	0
FMGP	1
Abandoned/Inactive Landfill	0
UST	115
LUST	72
BOL	210
IEMA	93
AUL	52
HAA	10

3.11.2 Environmental Consequences

The proposed project itself does not involve the use or handling of contaminating substances; however, construction activities (i.e., excavation or dewatering) have the potential of encountering hazardous or special waste (i.e., contaminated soil and/or groundwater). Potentially hazardous situations can be mitigated efficiently provided that stakeholders have prior knowledge and are prepared for the situation. Unexpected conditions can create delays, expense, and liability, especially if contamination or other conditions are exacerbated by construction, and can jeopardize the health and safety of workers and the public. Planned excavation may encounter contamination and require disposal permits, special material handling techniques, remediation, monitoring, or avoidance.

The ISGS PESA reports identified numerous REC sites, any of which have the potential for soil or groundwater contamination, and could potentially pose a risk to construction activities. These REC sites may require further evaluation, including testing (preliminary site investigation [PSI]). The determination whether further assessment is necessary will be evaluated as the proposed project progresses and detailed design becomes available. The decision depends on the nature of the REC, its proximity to the planned construction activities, and its potential impact to the proposed project. Mitigation is discussed in Section 3.11.3.

Based on information from both PESAs, and considering overlapping duplicates between the two reports, 495 unique sites (242 REC sites listed within at least one environmental regulatory data base plus 253 additional REC sites identified in the PESA reports) were determined to be RECs posing a potential concern to the proposed project. These REC sites are listed in Table 1 of the Executive Summary section of the PESA reports.

3.11.3 Measures to Minimize Harm and Mitigation

Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures.

Further environmental studies may be necessary if the proposed project requires work to be performed on or adjacent to a property identified with a REC. It is the responsibility of IDOT to determine if any of the sites with RECs, or right-of-way adjacent to the RECs, will be impacted with the proposed work. A PSI is required if a REC site identified in Table 1 of the PESA Executive Summary involves any of the following situations:

- New right-of-way or easement acquisition (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities;
- Building demolition/modification; or
- Excavation activities occurring on existing right-of-way adjoining a REC site.

In some cases, the affected portion of the property that involves the REC can be risk managed through avoidance and not require additional assessment. If the affected property containing the REC is fully taken, then the property is ineligible to be risk managed. If risk managing is not possible, a PSI is required to determine the nature and extent of potential contamination.

Right-of-way or easement acquisition is planned for several locations along the Project Corridor, as described previously in Section 3.1.7. Based on the results of the PESA evaluation, 13 PESA project sites appear to be either part of, or immediately adjacent to, the areas of planned acquisition. For those identified situations, the IDOT District Bureau of Land Acquisition shall coordinate the acquisition with IDOT Bureau of Design and Environment, Central Bureau of Land Acquisition, and the Chief Counsel's

Office to determine if an "All Appropriate Inquiries" (AAI) assessment (parcel-specific Phase I Environmental Site Assessment) is required prior to the acquisition process for additional liability protection under CERCLA.

Once the nature and extent of construction activities are fully known and the areas of contamination are delineated through PSI testing, quantities of impacted soil and water will be estimated. Contaminated material will be managed and disposed of in accordance with applicable federal and state laws and regulations and in a manner that would protect human health and the environment. Special waste issues that may arise in the construction phase will be managed in accordance with the *"IDOT Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions."* The specification and special provision addresses the transportation and proper disposal of contaminated soil and water, including requirements for sampling, monitoring, management, disposal, and reporting.

3.12 Special Lands

Since publication of the DEIS, the following substantive changes to this section have been made:

- Updated Section 3.12.1.4 regarding the use of Urban Park and Recreation Recovery (UPARR) monies at Columbus Park;
- Updated Section 3.12.2 to clarify that no Land and Water Conservation Fund (LWCF) or UPARR-funded park sites would be impacted;
- Added a new Section 3.12.3 to document a *de minimis* impact finding for three parks in the Village of Forest Park; and
- Added a new Section 3.12.4 to document a Section 4(f) exception finding for certain project improvements proposed at Columbus Park.

This section discusses special lands, including parks, recreational areas, and nature preserves, found within the Project Corridor**.** In the Project Corridor, there are 51 parks and recreation areas and a portion of the Illinois Prairie Path**.** Potential effects to these resources from the build alternatives are presented, along with a discussion of certain improvements to Columbus Park in consultation with the Chicago Park District.

3.12.1 Affected Environment

The location of parks, recreation facilities, and forest preserves within or near the Project Corridor are illustrated in Figure 3-60. Each facility within the footprint of the Project Corridor is described in the following sections in terms of its general purpose, whether it is public or private, and whether its development involves the use of lands purchased or improved with Section 6(f) LWCF, UPARR and/or Open Space Land Acquisition and Development (OSLAD) funding from Illinois.

3.12.1.1 Federal and State Lands

There are no federal or state-operated parks, recreation areas, or natural areas in the Project Corridor.

3.12.1.2 Existing Parks and Recreational Areas

Within the 1-mile-wide Project Corridor, there are 51 parks and recreation areas (Table 3-49). These range in size from small 0.1-acre tot lots to the 150-acre James Garfield Park located at 100 North Central Park Drive in the City of Chicago. All of the parks, with the exception of the Thomas Jefferson Woods and Millers Meadow Forest Preserve in Forest Park and Garfield Park and Union Park in Chicago, are located completely within the Project Corridor. Only 0.03 acre of Thomas Jefferson Woods (118.3 total acres), 1.57 acres of Millers Meadow (334.4 total acres), and 54.5 acres of Garfield Park (184.7 total acres) are located outside of the Project Corridor. Several of the parks are immediately adjacent to the I-290 right-of-way: Park District of Forest Park, Veterans Park and the Dog Park in Forest Park; Rehm Park, Barrie Park, and Wenonah Park in Oak Park; and Columbus Park, Park No. 422, and Horan Park in the City of Chicago.

Figure 3-60. Existing Parks and Recreation Facilities



Table 3-49. Existing Parks in the I-290 Project Corridor

Park	Size (acres)	Amenities	Location	Owner
Gladstone Park	11.4	• Ball Diamonds (3-1 lighted) • Batting Cages • Playground Equipment • Drinking Fountains • Picnic Area • Soccer Field • Shelter • Tennis Court	850 Westchester Boulevard Westchester, IL	Westchester Park District
Flippinger Park	0.7	• Playground	1021 South 25th Avenue Bellwood, IL	Memorial Park District
Babe Ruth Park	1.2	• Softball Diamond	810 South 25th Avenue Bellwood, IL	Memorial Park District
Winfield Scott Park	4.4	• Ball Diamond • Basketball Court	19th Avenue and Maywood Drive Maywood, IL	Village of Maywood
Bataan Park	0.3	• Playground	22nd Avenue and Lexington Avenue Maywood, IL	Village of Maywood
Tot Lot	0.1	• Playground	S.10th Avenue and Van Buren Street Maywood, IL	Village of Maywood
Water Works Park	3.7	• Playground • Trails	9th Avenue and Maywood Drive Maywood, IL	Village of Maywood
Thomas Jefferson Woods (part of Thatcher Woods Complex)	118.3	• Trails • Nature Center	Madison Street Maywood, IL	Forest Preserve District of Cook County
Standard Park	0.5	• Playground	5th Avenue and Lexington Avenue Maywood, IL	Village of Maywood
Millers Meadow Forest Preserve	334.4	• Picnic Areas • Model Airplane Field • Recreation Fields	2199 South 1st Avenue Maywood, IL	Forest Preserve District of Cook County
Park District of Forest Park (Station Park)	19.3	• Ball Diamond • Recreation Field • Skateboard Park • Playground • Aquatic Center • Administration Building	7501 Harrison Street Forest Park, IL	Park District of Forest Park

Table 3-49. Existing Parks in the I-290 Project Corridor (continued)

Park	Size (acres)	Amenities	Location	Owner
Popelka Park	0.1	• Playground	Thomas Avenue and Adams Street Forest Park, IL	Village of Forest Park
Veterans Park	0.2	• Playground	Circle Avenue and Lehmer Street Forest Park, IL	Village of Forest Park
Forest Park Dog Park	0.3	• Dog Park	Circle Avenue and Lehmer Street Forest Park, IL	Village of Forest Park
Maple Park	6.4	• Ball Diamond • Athletic Field • Playground • Dog Park • Tennis Court • Walking Path	1105 South Maple Avenue Oak Park, IL	Park District of Oak Park
Carroll Park	2.5	• Ball Diamond • Athletic Field • Playground • Field House	1125 South Kenilworth Oak Park, IL	Park District of Oak Park
Euclid Square Park	2.8	• Ball Diamond • Athletic Field • Playground • Tennis Court • Walking Path	705 West Fillmore Street Oak Park, IL	Park District of Oak Park
Rehm Park	5.8	• Athletic Fields • Chess Tables • Playground • Pool • Tennis Court	515 Garfield Street Oak Park, IL	Park District of Oak Park
Wenonah Tot Lot	0.1	• Playground	Wenonah and Harrison Oak Park, IL	Park District of Oak Park
Fox Park	1.5	• Ball Diamond • Athletic Field • Playground • Splash Pad • Chess Tables • Field House	624 South Oak Park Avenue Oak Park, IL	Park District of Oak Park
Longfellow Park	2.8	• Ball Diamond • Athletic Field • Basketball Court • Outdoor Ice Rink • Playground • Splash Pad • Walking Path • Field House	610 South Ridgeland Avenue Oak Park, IL	Park District of Oak Park

Table 3-49. Existing Parks in the I-290 Project Corridor (continued)

Park	Size (acres)	Amenities	Location	Owner
Barrie Park	3.4	• Ball Diamond • Athletic Field • Playground • Multi-use Sports Courts • Walking Path • Field House • Sledding Hill	1011 South Lombard Avenue Oak Park, IL	Park District of Oak Park
Elsie Jacobsen Discovery Garden (at Oak Park Conservatory)	0.1	• Interactive Gardens	615 Garfield Street Oak Park, IL	Park District of Oak Park
Columbus Park	135.1	• Ball Diamonds • Basketball Court • Field House • Fishing Area • Gymnasium • Picnic Area • Tennis Court • Pool • Golf Course	500 South Central Avenue Chicago, IL	Chicago Park District
Rockne Stadium	6.9	• Athletic Field	1117 South Central Avenue Chicago, IL	Chicago Public Schools
Moore Park	3.2	• Ball Diamond • Basketball Court • Field House • Playground • Water Feature	5085 West Adams Street Chicago, IL	Chicago Park District
Clark (John) Park	1.9	• Ball Diamond • Basketball Court • Field House • Athletic Fields • Playground • Pool	4615 West Jackson Boulevard Chicago, IL	Chicago Park District
Violet Playlot Park	0.5	• Playground • Water Feature	4120 West Taylor Street Chicago, IL	Chicago Park District
Park No. 500	1.2	• Basketball Court • Picnic Area • Walking Path	730 South Springfield Avenue Chicago, IL	Chicago Park District
Boler (Leo Roscoe) Park	1.8	• Playground	3601 West Arthington Street Chicago, IL	Chicago Park District

Table 3-49. Existing Parks in the I-290 Project Corridor (continued)

Park	Size (acres)	Amenities	Location	Owner
Homan Square Park (Park No. 515)	5.1	• Athletic Field • Field House • Gymnasium • Picnic Area • Playground • Pool	3517 West Arthington Street Chicago, IL	Chicago Park District
Garfield Park	184.7	• Ball Diamond • Basketball Court • Athletic Fields • Field House • Gymnasium • Fishing Area • Playground • Pool • Tennis Courts • Walking Paths	100 North Central Park Avenue Chicago, IL	Chicago Park District
Gladys Playlot Park	0.3	• Playground • Basketball Court	3301 West Gladys Avenue Chicago, IL	Chicago Park District
Playlot Park No. 422	0.9	• Playground • Water Feature	3232 West Congress Parkway Chicago, IL	Chicago Park District
Horan Park	3.0	• Ball Diamond • Basketball Courts • Field House • Water Feature	3035 West Van Buren Street Chicago, IL	Chicago Park District
Magnolia Playlot Park	0.3	• Playground • Water Feature	3224 West Flournoy Street Chicago, IL	Chicago Park District
Barberry Park	0.1	• Sandbox • Water Feature	2825 West Arthington Street Chicago, IL	Chicago Park District
Dogwood Playlot Park	0.2	• Playground • Water Feature	2732 West Polk Street Chicago, IL	Chicago Park District
Altgeld Park	4.3	• Ball Diamond • Basketball Court • Athletic Field • Field House • Gymnasium • Playground • Pool • Volleyball Courts	515 S. Washington Avenue Chicago, IL	Chicago Park District
Sain Park	0.9	• Basketball Court	2453 West Monroe Street Chicago, IL	Chicago Park District

Table 3-49. Existing Parks in the I-290 Project Corridor (continued)

Park	Size (acres)	Amenities	Location	Owner
Park No. 489	0.7	• Playground	2420 West Adams Street Chicago, IL	Chicago Park District
Claremont Playlot Park	1.0	• Playground • Community Garden	2334 West Flournoy Street Chicago, IL	Chicago Park District
Livingston Field Park (Park No. 510)	2.3	• Ball Diamonds	2139 West Lexington Street Chicago, IL	Chicago Park District
Touhy-Herbert Park	3.0	• Ball Diamond • Basketball Court • Field House • Playground • Water Feature	2106 West Adams Street Chicago, IL	Chicago Park District
Garibaldi Playground Park	2.5	• Playground	1520 West Polk Street Chicago, IL	Chicago Park District
Arrigo Park	6.5	• Ball Diamond	801 South Loomis Street Chicago, IL	Chicago Park District
Sheridan Park	3.9	• Ball Diamond • Athletic Field • Field House • Gymnasium • Playground • Pool	910 South Aberdeen Street Chicago, IL	Chicago Park District
Miller Playlot Park	0.1	• Playground	846 South Miller Street Chicago, IL	Chicago Park District
Union Park	13.5	• Ball Diamond • Basketball Court • Athletic Field • Field House • Gymnasium • Picnic Area • Playground • Tennis Court • Pool	1501 West Randolph Street Chicago, IL	Chicago Park District
Skinner Park	5.4	• Ball Diamond • Basketball Court • Athletic Field • Field House • Playground • Picnic Area • Community Garden • Water Feature	1331 West Monroe Street Chicago, IL	Chicago Park District

Table 3-49. Existing Parks in the I-290 Project Corridor (continued)

Park	Size (acres)	Amenities	Location	Owner
Mary Bartelme Park	2.3	• Playground • Dog Park	115 Sangamon Street Chicago, IL	Chicago Park District

Sources:
Westchester Park District: http://www.wpdparks.org/parks/17-gladstone-park
Memorial Park District: http://www.mempark.org
Village of Maywood: http://www.maywood-il.org/Village-Services/Parks,-Recreation-Cultural-Services.aspx
Forest Preserve District of Cook County: http://fpdcc.com/
Village of Forest Park: http://www.forestpark.net/dfp/parks-recreation
Park District of Forest Park: http://www.pdofp.org/parks-and-facilities/
Park District of Oak Park: http://www.pdop.org/parks-and-facilities/
Chicago Park District: http://www.chicagoparkdistrict.com/parks/search/

In addition to the numerous parks in the Project Corridor, a portion of the Illinois Prairie Path is located along the northern edge of the corridor through Hillside, Bellwood, and Maywood. The Illinois Prairie Path is a multi-use nature trail for non-motorized public use. The trail spans approximately 61 miles through Cook, DuPage, and Kane counties in northeastern Illinois along the former right-of-way of the old Chicago Aurora & Elgin electric railroad. Initiated in 1963, the Illinois Prairie Path is the first US rail-to-trail conversion in the nation. The eastern end of the trail starts at 1st Avenue and Maybrook Drive in the Village of Maywood, but it also includes a discontinuous trail link to the east that was constructed in 2006, crossing the Des Plaines River between Maybrook Drive in Maywood and a parking area at the CTA Station in Forest Park. Maybrook Drive serves as a connection between the two trails. Currently, there are no funded projects to expand the path or create connections to the path. The Village of Maywood Comprehensive Plan (2008) calls for improved connections to the Prairie Path:

> *The Prairie Path should be extended east from its current terminus at First Avenue to the Des Plaines River and possibly to the Forest Park CTA Blue Line Station. The Path should be enhanced with lighting, benches, and special landscaping along its entire length through Maywood.*

3.12.1.3 Nature Preserves

There are no nature preserves within the Project Corridor.

3.12.1.4 LWCF, OSLAD and UPARR-Funded Sites

Section 6(f) of the Land and Water Conservation Fund Act of 1965 (LWCF) (Public Law 88-578, 16 USC 4601-8(f)(3)) states that properties purchased or improved with LWCF funds cannot, "without the approval of the Secretary [of the US Department of Interior], be converted to other than public outdoor recreation uses." The OSLAD program is an Illinois state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks, open space, or conservation purposes. This program is similar to the LWCF program in

Illinois in that both are managed by IDNR, have concurrent application due dates, equal grant maximums, and similar general rules (IDNR, 2011b). The programs differ in their financing resources.

Properties purchased using LWCF funds (Section 6(f) lands) or properties purchased and/or developed using OSLAD grant program funds are protected and may also be a resource protected by Section 4(f) of the USDOT Act of 1966 (49 U.S.C. 303).

Two parks, the Park District of Forest Park and Garfield Park in the City of Chicago, previously received LWCF monies, while two parks were awarded OSLAD funds, Maple Park in Oak Park and the Park District of Forest Park in Forest Park.

In 2014 the State of Illinois announced $16.5 million in grant awards for 46 local park projects across Illinois. Included in the grant announcement was the Park District of Oak Park for which $400,000 in OSLAD grant funds were identified for improvements to Maple Park, including renovation of existing ball fields, construction of a new playground, and creation of two new athletic fields.

In January 2015 the State of Illinois announced that 75 park and recreation agencies throughout the State of Illinois would receive a total of $26,072,000 in OSLAD grants for FY15. Within the Study Area, the Park District of Forest Park was identified to receive a $400,000 OSLAD grant. The Park District of Forest Park plans to use its portion of the grant funding for landscaping improvements and exterior construction on the property formerly known as the Roos Property. Landscape elements of this plan include walking trails, a pavilion, sensory gardens, open grass space, and bicycle parking.

The UPARR Act of 1978 states "No property improved or developed with UPARR assistance shall, without the approval of NPS, be converted to other than public recreation uses. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Act Program and/or equivalent recreation plan and only upon such condition as deems necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. Section 1010 is designed to ensure that areas or facilities receiving UPARR grant assistance are continually maintained in recreation use and available to the general public."

In the Study Area near the project limits, Columbus Park received UPARR grant monies. These monies were used for improvements approved in 1981 for remodeling of the gymnasium building located west of Central Avenue, approximately 700 feet northeast of the project limits. The improvements were completed in 1984.

3.12.1.5 Planned or Proposed Park and Recreational Facilities

As previously discussed, the Park District of Forest Park is planning expansion of their existing park on the property known as the Roos Property at 7358 West Harrison Street. The property was originally purchased in 2013 and dependent on the receipt of 2015 OSLAD funds, the Park District would further develop the site with walking trails, a pavilion, sensory gardens, open grass space, and bicycle parking.

Per the Park District of Oak Park *2014-2018 Capital Improvement Plan*, improvements and/or renovations are planned for several parks in the Project Corridor including Longfellow, Maple and Rehm (http://www.pdop.org/file.aspx?DocumentId=1691).

The *2015 Update to the 5-Year Capital Improvement Plan* for the Forest Preserve District of Cook County includes plans for the development of a new off-leash dog area, a disc golf course, walking trails and improved picnic groves at Miller Meadow[54].

3.12.2 Environmental Consequences

Under the No Build Alternative, there would be no impacts to any existing parks or recreational resources. In addition, there would be no improvements to park access in the Project Corridor.

No part of the proposed project will encroach on either of the two parks described previously as having received LWCF funds, Maple Park in Oak Park and the Park District of Forest Park in Forest Park (the 16-inch Softball Hall of Fame at 7501 West Harrison Street). Consequently, neither park will be adversely affected. As will be described later in this section, a Section 4(f) exception is determined at Columbus Park to provide for certain public pedestrian enhancements along the park's southern boundary. These proposed enhancements, however, are apart from the gymnasium which previously received UPARR funding and are separated by approximately 700 feet. This facility within Columbus Park will, therefore, not be impacted by the proposed reconstruction of the Eisenhower Expressway; consequently, there will be no conversion of park property for which the UPARR monies were granted. See also Section 4.5.1 for consultation undertaken with the US Department of the Interior in response to comments provided on the DEIS.

There would be no direct or temporary use of park or recreational resources associated with any of the build alternatives with three exceptions which are described below in the Village of Forest Park and at Columbus Park.

Implementation of a build alternative could have beneficial effects to the recreational facilities in the Project Corridor with improved connectivity and access, including the improvement of bicycle and pedestrian access across I-290 at existing bridge crossing locations and the creation of a multi-use trail proposed to connect DesPlaines Avenue with Austin Boulevard along the north side of I-290. Also, the build alternatives include reconstruction of the 1st Avenue/Maybrook Drive intersection to provide a protected crossing of 1st Avenue to help complete the Illinois Prairie Path trail connection to the east. See Section 3.1.1.5, Transportation Network for a discussion of various bicycle and pedestrian improvements throughout the Project Corridor.

[54] http://fpdcc.com/downloads/FPCC-2015-2019-DRAFT-Capital-Improvement-Plan_web.pdf and http://fpdcc.com/site-plans/

3.12.2.1 Village of Forest Park Parklands

The proposed project would require small areas of new right-of-way from two parks in the Village of Forest Park to accommodate certain pedestrian and bicycle access improvements requested by the Village. The proposed improvements would occur as follows:

- Veterans Park (at 631 Circle Avenue): 1,160 square feet (temporary)/790 square feet (permanent) to provide for a wider, 12-foot sidewalk and a new on-street 6-foot bicycle lane along Circle Avenue, and a new sidewalk on the park's western boundary to connect the park with the proposed shared-use path (requested by Village); and
- The Dog Park (at 632 Circle Avenue): 840 square feet (temporary)/575 square feet (permanent) to provide for a wider, 10-foot sidewalk along Circle Avenue and a new on-street 6-foot bicycle lane (requested by Village).
- Park District of Forest Park (Recreation Center-Roos Property) (at 7358 West Harrison Street): 3,955 square feet (temporary) to provide work space for sidewalk installation on the west side of Circle Avenue.

In evaluating the consequences of these proposed improvements, consideration was given to Section 4(f) of the USDOT Act of 1966. This act governs the use of land from publicly owned parks, recreation areas, wildlife or waterfowl refuges, and public or private historic and archaeological sites for federal highway projects.

Section 4(f) Regulations

Section 4(f) of the USDOT Act of 1966 (49 USC Section 303 and 23 USC 138) was enacted to preserve publicly owned land used for recreation, wildlife, and waterfowl refuges. Section 4(f) resources also include public and private historic properties that are listed or eligible for inclusion in the NRHP, as well as archaeological sites that are listed or eligible for inclusion in the NRHP and warrant preservation in place.

Section 4(f) stipulates that FHWA and other USDOT agencies cannot approve the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuge areas, or public and private historic sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of the land; and
- The action includes all possible planning to minimize harm to the property resulting from use; or
- The Secretary of Transportation determines, after public notice and opportunity for public review and comment, that the use of the property, including any measure(s) to minimize harm committed to by the applicant will have a de minimis impact as defined in 23 CFR 771.17. The officials with jurisdiction (OWJ) over the Section 4(f) property must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Types of "uses" include:

- Permanent incorporation of land into a transportation facility (Direct Use).
- Temporary use of land that is adverse in terms of the statute's preservation purpose, unless an exception is applicable according to 23 CFR 774.13 (2008).
- Constructive use, as determined by the criteria in 23 CFR 774.15, meaning the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected features, attributes, or activities that qualify the property for protection under Section 4(f) are substantially impaired (Constructive Use).

The evaluation that follows was undertaken with these potential uses evaluated at Veterans Park, the Dog Park, and the Park District of Forest Park (Recreation Center – Roos Property).

Veterans Park

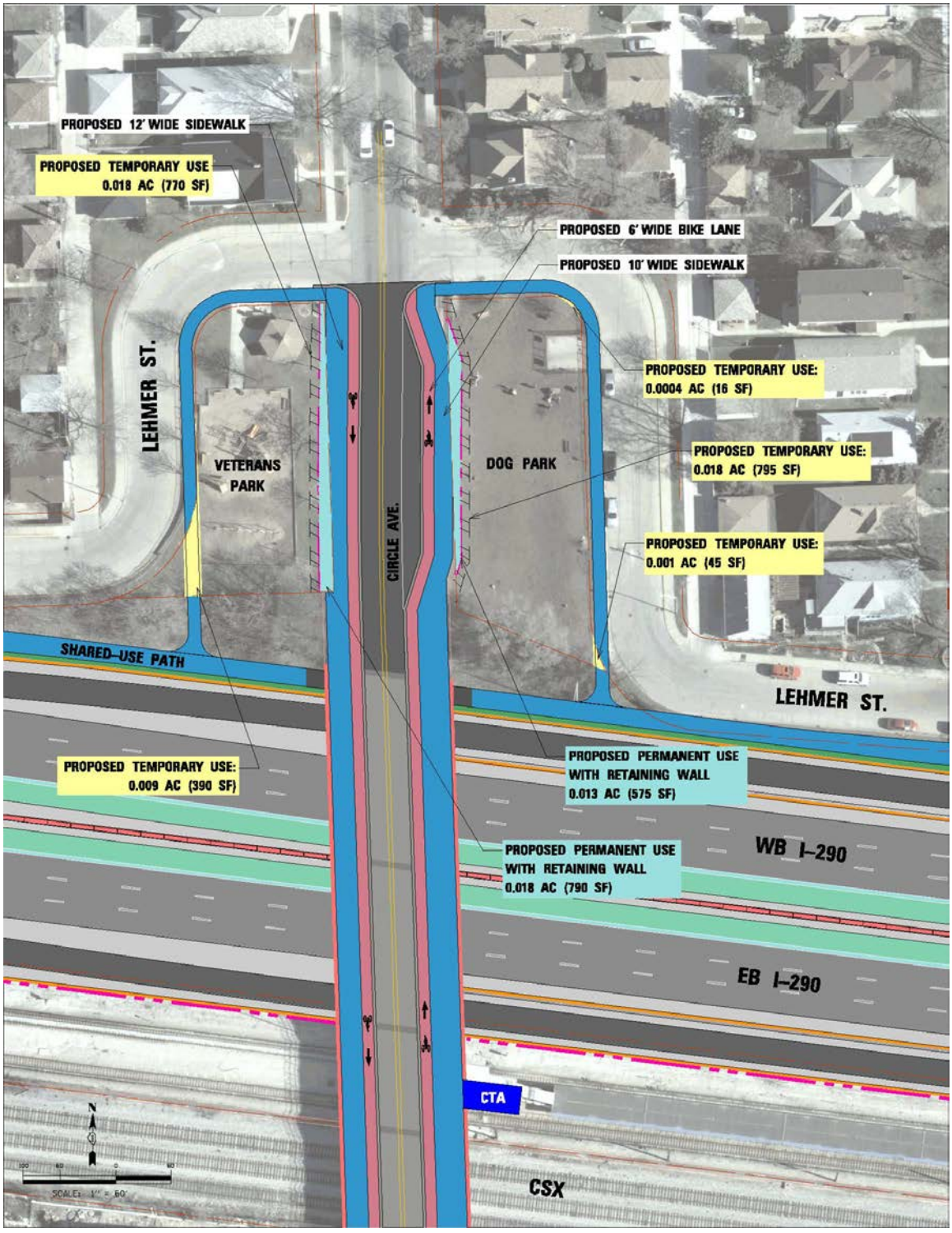
Planned project improvements at Veterans Park would include construction of a new sidewalk and widening of an existing sidewalk. As shown on Figure 3-61, a small amount of parkland would be needed along the park's western and eastern boundaries: 1) for a new sidewalk along the west boundary, which would provide a connection to the shared-use path proposed to parallel I-290, and 2) to widen the existing sidewalk on the eastern boundary along Circle Avenue from 5 feet to 12 feet. New bicycle lanes, 6 feet in width, are proposed along northbound and southbound Circle Avenue.

Permanent, Constructive, or Temporary Parkland Use. Permanent and temporary use of land within Veterans Park would occur. The permanent use would consist of 790 square feet to widen the existing sidewalk from 5 feet to 12 feet on the western side of Circle Avenue. This permanent use, to be accomplished as a conveyance of ownership to IDOT, would require approximately 0.07 percent of the parkland along its perimeter with no effect to existing facilities. At the same time, approximately 770 square feet would also be temporarily used along Circle Avenue to accommodate a transition in grade from the wider sidewalk to the park, along with 390 square feet for the new sidewalk connecting to the proposed shared-use path along I-290, for a total of 1,160 square feet. For the parkland that would be temporarily used by IDOT, a temporary easement would be conveyed or a permit issued to IDOT. Ownership of the temporary easement area would be retained as part of Veterans Park and park uses would re-commence once construction is complete.

No constructive use at Veterans Park would occur because no impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f) would result from activities associated with the proposed project.

Avoidance and Minimization Options. No avoidance or minimization options are available along the western boundary, unless the connection to the shared-use path was eliminated. Removal of this connection would not meet the purpose and need for this element of the project, nor would it meet the design intent to improve pedestrian safety

Figure 3-61. Veterans Park and the Dog Park –
Proposed Access Improvements at Circle Avenue and I-290



Source: WSP Parsons Brinckerhoff, 2016.

and connectivity. Along Circle Avenue, the existing sidewalk narrow-width would need to be retained and the proposed bicycle lane eliminated to avoid the permanent and temporary use to construct the wider sidewalk. Minimization measures developed at this location within the park include the use of a retaining wall to limit the extent of grade change into the park. Other considerations, such as narrowing the sidewalk width, were also evaluated. Given the intent to reconstruct project facilities to current standards, however, such a design would result in a substandard condition and is not recommended for that reason.

Dog Park

Planned project improvements at the Dog Park would be similar to those for Veterans Park, but the area of impact would be smaller. As shown in Figure 3-61, an incidental amount of parkland would be needed along the park's western and eastern boundaries 1) for a new sidewalk connecting to the shared-use path and 2) to widen the existing sidewalk along Circle Avenue from 5 feet to 10 feet.

Permanent, Constructive, or Temporary Parkland Use. Permanent and temporary use of land within the Dog Park would occur. The permanent use would consist of 575 square feet to widen the existing sidewalk from 5 feet to 10 feet on the east side of Circle Avenue. The permanent use, to be accomplished as a conveyance of ownership to IDOT, would require approximately 0.04 percent of the parkland along its perimeter with no effect to existing activities at the park, although the perimeter fence would need to be relocated along Circle Avenue. Approximately 795 square feet would also be temporarily used along Circle Avenue to accommodate a transition in grade from the wider sidewalk to the park, while 45 square feet would be needed to complete the sidewalk connection to the proposed shared-use path, for a total of 840 square feet. For the parkland that would be temporarily used by IDOT, a temporary easement would be conveyed or a permit issued to IDOT. Ownership of the temporary easement area would be retained as part of the Dog Park and park uses could re-commence once construction is complete..

No constructive use at the Dog Park would occur because no impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f) would result from activities associated with the proposed project.

Avoidance and Minimization Options. There are no avoidance or minimization options available along the eastern boundary, unless the connection to the shared-use path was eliminated. Removal of this connection would not meet the purpose and need for this element of the project, nor would it meet the design intent to improve pedestrian safety and connectivity. Along Circle Avenue, the existing narrow sidewalk width would need to be retained and the proposed bicycle lane eliminated to avoid the permanent and temporary use to widen the existing sidewalk. Measures to minimize impacts at this location include a retaining wall to limit the extent of grade change into the park. Other considerations, including a narrower sidewalk width, were also considered; however, such a design would result in a substandard condition and is not recommended for that reason, given the intent to reconstruct project facilities to current standards.

Park District of Forest Park – Recreation Center (Roos Property)

Permanent, Constructive, or Temporary Parkland Use. Temporary use of land within the Park District of Forest Park, Recreation Center (Roos Property) would occur (Figure 3-62). The land temporarily used would consist of 3,995 square feet, which would allow for construction of a new 5-foot-wide sidewalk along the property's eastern boundary on the west side of Circle Avenue. The parkland temporarily used would be retained as part of the Recreation Center (Roos Property) once construction is complete.

No constructive use at the Recreation Center (Roos Property) would occur because no impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f) would result from activities associated with the proposed project.

Avoidance and Minimization Options. No avoidance or minimization options are available unless the sidewalk was eliminated. Removal of the sidewalk would not meet the purpose and need for this element of the project, nor would it meet the design intent to improve pedestrian safety and connectivity. Given the intent to reconstruct project facilities to current standards, however, such a design would result in a substandard condition and is not recommended for that reason.

A summary of the proposed project's involvement with the public parks in the Village of Forest Park is shown in Table 3-50, with several small areas along the perimeter of Veterans Park and the Dog Park required for permanent and temporary use and a small area of temporary use along the eastern perimeter of the Recreation Center – Roos Property.

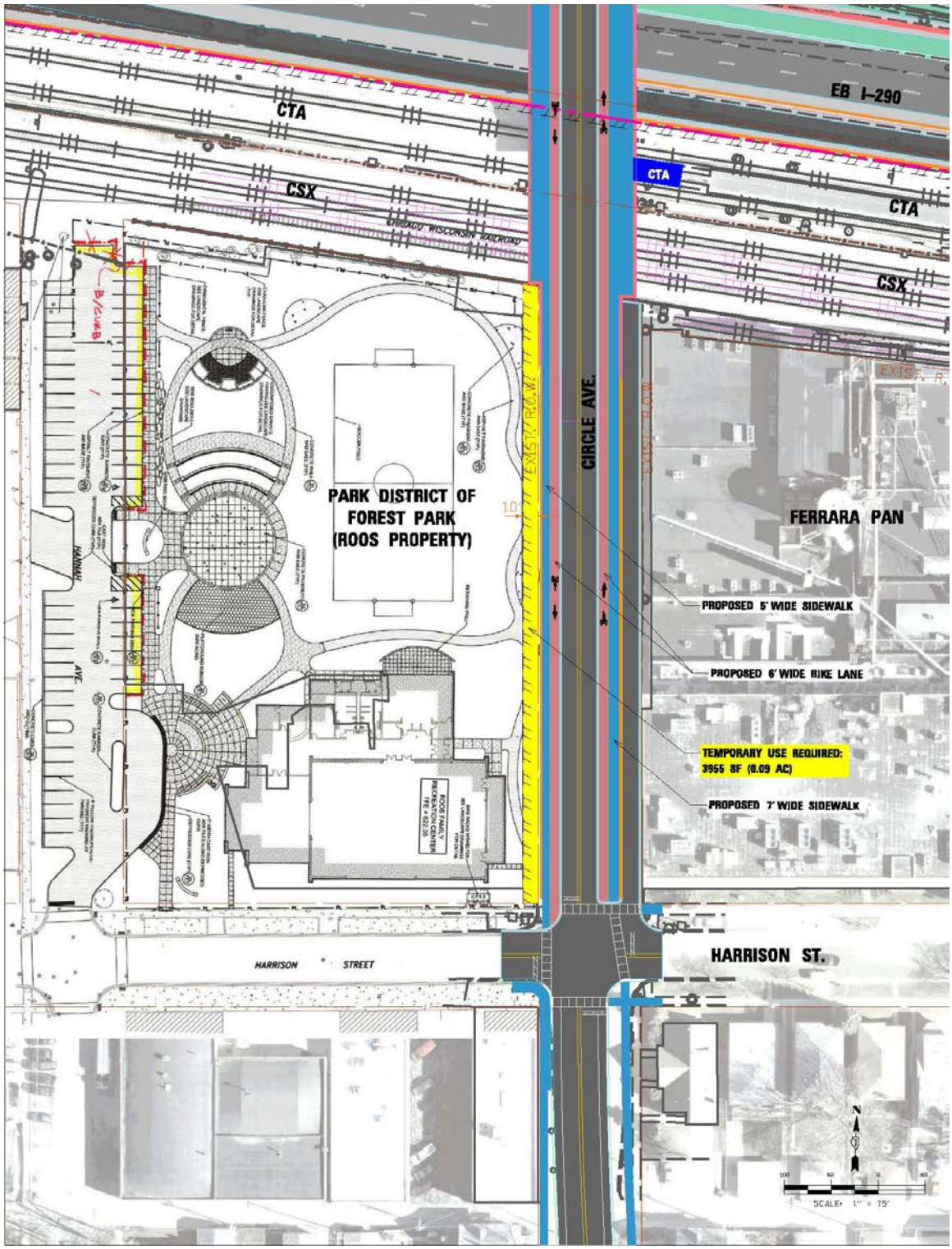
Table 3-50. Summary of Parkland Use – Village of Forest Park

Parkland Facility	Section 4(f) Involvement	Use		Comment
		Temporary	Permanent	
Veterans Park[1]	Yes	1,160 square feet (0.027 acre)	790 square feet (0.018 acre)	Two sidewalks; one each on the eastern and western perimeter
Dog Park[1]	Yes	856 square feet (0.020 acre)	575 square feet (0.013 acre)	Two sidewalks; one each on the eastern and western perimeter
Recreation Center - Roos Property[2]	Yes	3,955 square feet (0.091 acre)	-	Work space for sidewalk installation, west side of Circle Avenue
Total	Yes	5,971 square feet (0.137 acre)	1,365 square feet (0.031 acre)	

[1] Estimates based on plans dated July 11, 2016.

[2] Estimate based on plans dated March 10, 2015.

Figure 3-62. Park District of Forest Park – Roos Property



Source: WSP Parsons Brinckerhoff, 2016.

The DEIS described FHWA's intent to make a *de minimis* impact determination for Veterans Park, the Dog Park, and Recreation Center – Roos Property based on the minimization measures described. The project would not adversely impact the long-term use, function, or development of these parks. FHWA informed the Village of Forest Park, the OWJ for Veterans Park and the Dog Park, and the Park District of Oak Park for the Roos Property of its intention to make a de minimis impact determination for the parks. Through publication of the DEIS, a notice and opportunity to comment on this preliminary finding were also provided. No public comments on this preliminary determination were received, while written concurrence was received from the OWJs that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

3.12.2.2 Columbus Park

The 136-acre Columbus Park sits immediately adjacent to the north side of the I-290 right-of-way between Austin Boulevard and Central Avenue in the City of Chicago. In 1953, 9 acres of the park's southern boundary were lost to make way for the Eisenhower Expressway. The park offers a wide array of amenities, including a children's playground, baseball fields, athletic fields, basketball courts, a swimming pool, a nine-hole golf course, a fishing lagoon, and pathways. In addition, there is a field house that features a fitness center, two gymnasiums, three kitchens, meeting rooms, senior center, and banquet room. Also located on the park's grounds is the "Refectory" building, which is used frequently for weddings and special events. Columbus Park was designed by noted landscape architect Jens Jensen. It was listed in the NRHP in 1991, and designated an NHL in 2003 (Section 3.2, Cultural Resources).

One objective of reconstructing the Eisenhower Expressway is to improve pedestrian access and circulation to address the need for improved modal connections and opportunities. A specific consideration, at the request of the Chicago Park District, was to enhance bicycle and pedestrian access along the southern boundary of Columbus Park between Austin Boulevard and Central Avenue north of I-290 where no connectivity currently exists. This access improvement would require work space of approximately 1.03 acres in the southwestern corner of the park to construct a 450-foot connection from the proposed shared-use path at Austin Boulevard to the park's existing trail, consequently providing continuous non-motorized access between the eastern terminus of the Illinois Prairie Path at DesPlaines Avenue to Central Avenue. For this reason, consultation with the Chicago Park District was initiated on August 19, 2015, focusing on construction of this short section of paved trail, and for other requested enhancements including earthen berms, and tree plantings along the park's southern boundary, along with a context-appropriate plaza treatment at the Austin Boulevard interchange adjoining the park's southwestern corner (Figure 3-63).

At the east end, the Chicago Park District requested reconstruction of the existing trail with grading to address drainage issues and to construct new berms for screening a portion of the expressway in the vicinity of the Central Avenue on-ramp, requiring a work space of approximately 1.71 acres (Figure 3-64). As discussed with the Chicago Park District, the east end improvements could be constructed independently or in conjunction with the reconstruction of I-290.

Figure 3-63. Columbus Park – West Side Trail Connection and Enhancements

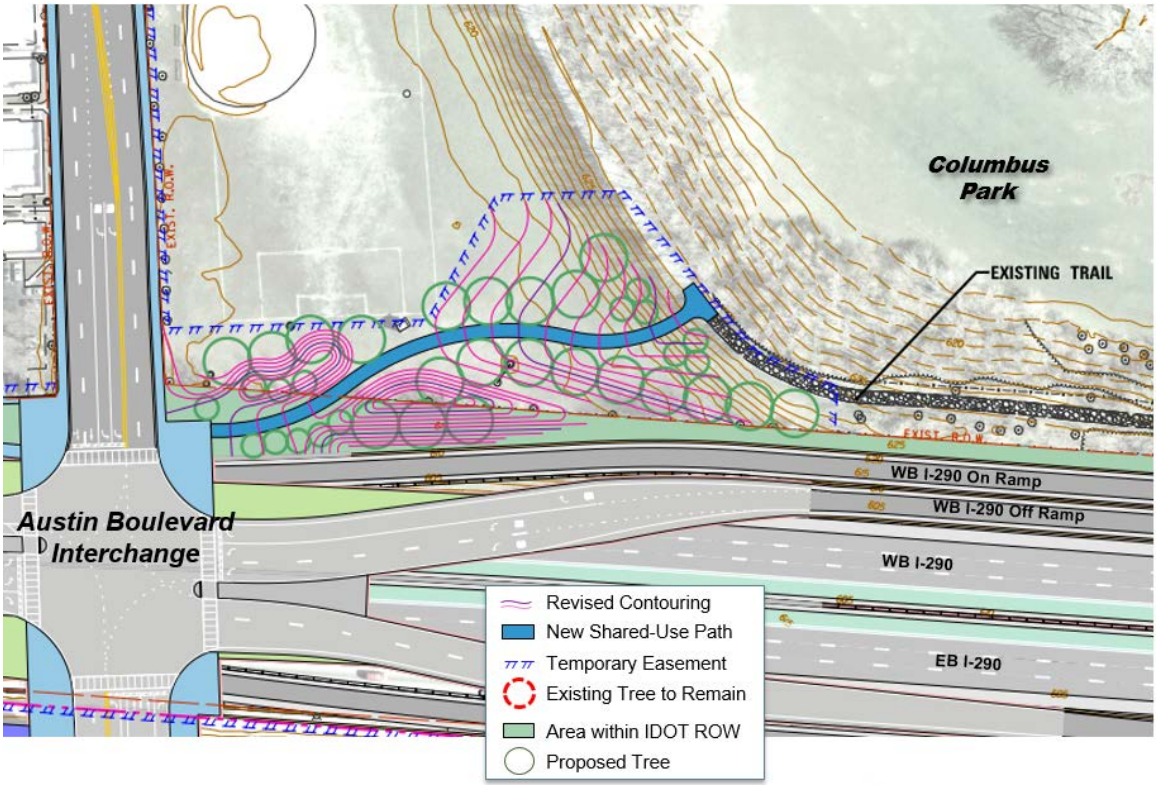
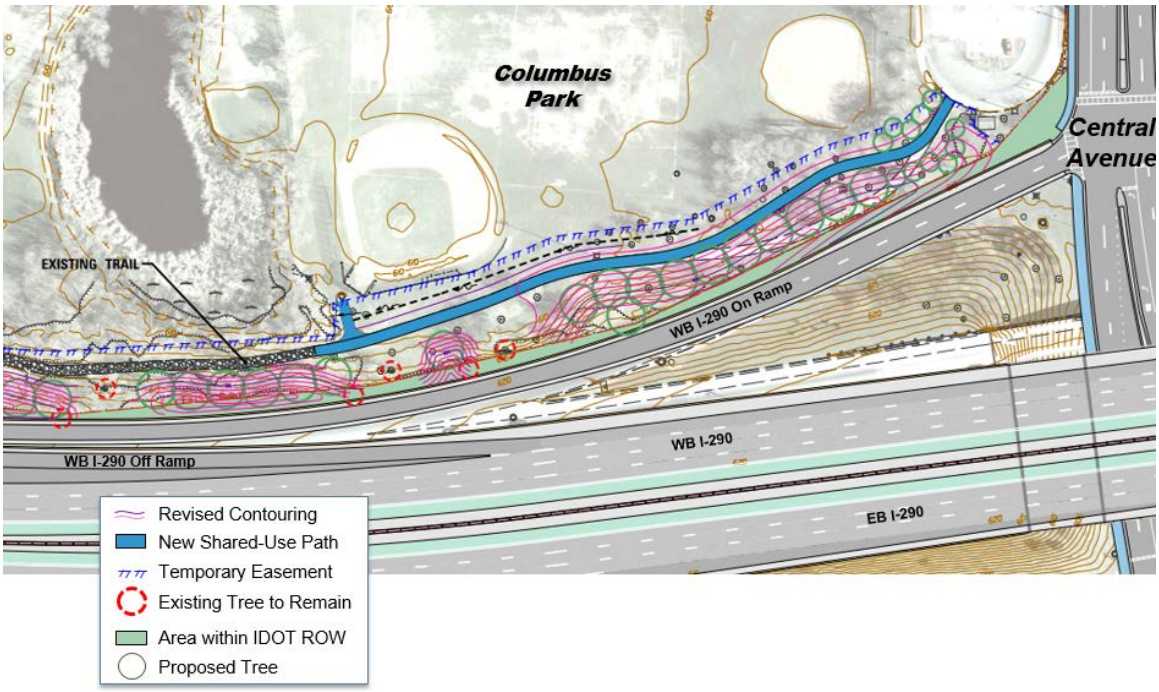


Figure 3-64. Columbus Park – East Side Enhancements



As with the Village of Forest Park parkland evaluation relative to Section 4(f) "use," the following evaluation considered permanent incorporation of land into a transportation facility, temporary use of land, and constructive use of Columbus Park by the proposed project.

Permanent, Constructive, or Temporary Parkland Use. Only temporary work space within Columbus Park would be needed. The 2.74 acres of work space would allow construction of a 450-foot-long shared-use path. As discussed previously, it would provide a connection from Austin Boulevard to the park's existing trail along the southern boundary of the park. In addition, landscape planting and earthen berms would be constructed in the vicinity of the shared-use path on the west side and along the east side as shown in Figure 3-63 and Figure 3-64. Once these enhancements are completed, the parkland would remain part of Columbus Park.

No constructive use at Columbus Park would occur because no impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f) would result from activities associated with the proposed project.

Avoidance and Minimization Options. No avoidance or minimization options are available unless the shared-use path and landscape enhancements as requested by the Chicago Park District were eliminated, which would not meet the purpose and need for this element of the project, nor the design intent to improve pedestrian connectivity.

Given the benefits of the enhancements requested by the Chicago Park District and with their concurrence that these features are intended to enhance the features that qualify this property as a Section 4(f) resource, FHWA can determine that Section 4(f) does not apply if the use qualifies as an exception as defined in 23 CFR 774.13 (g). Under this exception, the improvements can be considered by FHWA as a transportation enhancement project where:

1. The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
2. The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

Based on correspondence received on October 15, 2015, from the Chicago Park District (Appendix I) and informal consultation with the SHPO, the OWJs concluded that the scope of the improvements proposed would not adversely impact the park and, in fact, would preserve or enhance the activities, features, and attributes which qualify the property for Section 4(f) protection.

3.12.3 De minimis Determination for Parks within the Village of Forest Park

Three park properties in the Village of Forest Park were identified in the DEIS as potentially having a *de minimis* impact associated with the reconstruction of the Eisenhower Expressway:

- Veterans Park – permanent and temporary use
- Dog Park – permanent and temporary use
- Roos Property – temporary use

The resulting impacts to these parks would not adversely affect the activities, features, or attributes that qualify them as a Section 4(f) properties, based on the scope of the design concepts and minimization measures described previously in Section 3.12.2.1. A notice and an opportunity to comment on these proposed determinations were provided through publication of the DEIS. No comments were received from the public regarding impacts to these three parks.

The Village of Forest Park and the Park District of Forest Park (the OWJs) concurred in writing (May 18, 2017 and June 2, 2017, Appendix I) that the project would not adversely affect the activities, features or attributes that qualify the parks for Section 4(f) protection.

FHWA hereby issues a *de minimis* impact finding for the following:

- Veterans Park – 790 square feet of permanent use and 1,160 square feet of temporary use;
- Dog Park – 575 square feet of permanent use and 840 square feet of temporary use; and
- Recreation Center (Roos Property) – 3, 955 square feet of temporary use.

3.12.4 Determination of Section 4(f) Exception at Columbus Park

Certain improvements to existing and proposed pedestrian access at Columbus Park were identified in the DEIS to result in a temporary occupancy of the park. Following additional consultation with the OWJs, the scope of the proposed activities is considered to be a transportation enhancement project as defined in 23 CFR 774.13(g) and as described previously in Section 3.12.2.2. These improvements qualify as an exception to the requirement for Section 4(f) approval. The Chicago Park District and the SHPO were consulted and concurred in an exception to Section 4(f) approval based on the design concepts and measures identified previously to minimize harm to these resources (June 19, 2017 and May 26, 2017, Appendix I).

No comments were received from the public; in a written response, the US Department of the Interior requested a final opportunity to comment once the SHPO had concluded its review consistent with Section 106 of the National Historic Preservation Act. This review is required to document the project's effects on NRHP-listed and eligible historic properties which includes Columbus Park, a National Historic Landmark.

Based on the SHPO's written concurrence of a No Adverse Effect finding at Columbus Park (May 25, 2017, Appendix E), the SHPO's written concurrence with the Section 4(f) exception as a transportation enhancement project (above), and the Chicago Park District's written concurrence with FHWA's proposed Section 4(f) exception

determination (above), FHWA determines that the proposed improvements at Columbus Park requiring 2.74 acres of work space do not constitute a Section 4(f) use and that the project, once completed, would complement and enhance Columbus Park.

3.12.5 Measures to Minimize Harm and Mitigation

IDOT will continue to coordinate with the Village of Forest Park and the Park District of Forest Park in the pedestrian access enhancements proposed at Veterans Park, the Dog Park, and the Recreation Center – Roos Property, and with the Chicago Park District for pedestrian access and other enhancements at Columbus Park. As this consultation continues, all aspects of the final design will be approved and implemented under direction of the respective OWJs.

3.13 Visual Resources

There have been no substantive changes to this section since publication of the DEIS.

This section describes the existing visual conditions of the Project Corridor and the visual consequences of the No Build and build alternatives. The Visual Resources narrative has been organized from the following perspectives: 1) as viewed by motorists using I-290 and; 2) as viewed by occupants/users from adjacent land uses. The analysis has been further organized into five geographic sections, as identified below, using cross street locations to define each section:

- I-88/I-290 to 30th Avenue;
- 30th Avenue to 1st Avenue;
- 1st Avenue to DesPlaines Avenue;
- DesPlaines Avenue to South Central Park Avenue; and
- South Central Park Avenue to Racine Avenue.

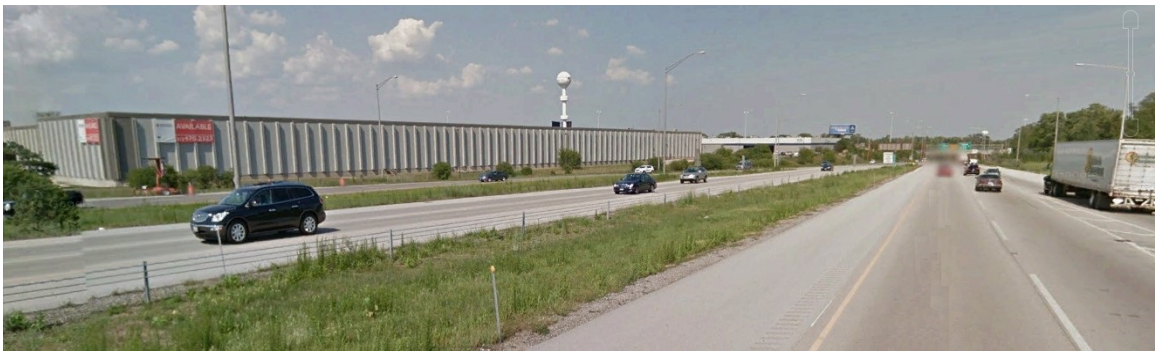
In addition to these geographic sections, Columbus Park, Corridor Landscape, Noise Barriers, and Bridge Structures are described separately.

3.13.1 Existing Conditions Visual Analysis as viewed from the Mainline

3.13.1.1 I-88/I-290 to 30th Avenue

Land uses adjacent to the corridor at the western terminus (I-88/I-290 interchange) are largely suburban in character, consisting of large-scale commercial properties in distinct development districts. These include manufacturing, warehousing-distribution housed in large volume structures on single-owner sites, as well as stand-alone retail shops and large-scale strip center commercial developments (Figure 3-65). Commercial advertising billboards are common throughout the corridor and are a dominant element in the viewshed.

Figure 3-65. I-88 Terminus of Study Area



Commercial land uses are visible proximate to the I-88 terminus of the Study Area.

Equally dominant in this section of the corridor is the presence of residential land use, which is comprised primarily of single-family, single-lot development.

In the western portion of the corridor from approximately the I-88/I-290 interchange east to 30th Avenue, the presence of concrete retaining walls and noise barriers screen the view of the residences from the corridor (Figure 3-66). Aside from the view to roof lines and mature canopy trees beyond the right-of-way, the existing noise barriers prevent the mainline traveler from viewing the residential communities that are located proximate to the Project Corridor. In areas that are comprised of commercial or industrial land uses, generally, the areas are visible from the freeway corridor (Figure 3-67).

Figure 3-66. Western Portion of Study Area



Existing noise barriers screen views to adjacent residential neighborhoods in the western portion of the Study Area.

Figure 3-67. Mainline Roadway Views



Example of location with open views from the mainline roadway to adjacent commercial land uses.

The profile grade of the mainline roadway undulates throughout this portion of the Project Corridor. In locations where the mainline underpasses a cross street, the mainline profile is depressed in a trough. In locations where the mainline overpasses a cross street, the mainline profile tends to be on fill. The variability of the mainline roadway profile is achieved either through the use of sloped earth embankment or vertical retaining walls.

This section of the Project Corridor includes intermittent areas of vegetated landscape, which occur within medians between the mainline and parallel to the shoulder of the freeway in many locations. The plant palette outside the mainline includes native and naturalized vegetation consisting of grasses, forbs, shrubs and deciduous trees, which are not actively maintained other than what appears to be a limited maintenance

mowing along the shoulder line. Planting within the mainline medians is primarily turf grass that appears to receive regular mowing. In many locations, deciduous vines cover large portions of the noise barriers, softening their warm season appearance (Figure 3-68). The Mannheim Road interchange includes large expanses of green space within the ramp areas that are a distinct landscape feature of this corridor section (Figure 3-69).

Figure 3-68. Mainline Roadway View – Retaining and Noise Barriers



The view from the mainline is generally limited to the Project Corridor due to the presence of the nearly continuous line of retaining walls and noise barriers. Climbing vines have been planted adjacent to walls, which tend to soften their appearance.

Figure 3-69. View at Mannheim Road/I-290 Interchange



The view from the mainline of large landscape area at the Mannheim Road/I-290 interchange.

The corridor is lit at night through a combination of pole-mounted cobra head light fixtures and large-scale mast-mounted fixtures. Concrete median barriers and metal beam guard rail shoulder barriers are common features in this portion of the Project Corridor.

3.13.1.2 30th Avenue to 1st Avenue

This portion of the Project Corridor is generally characterized by residential, religious, educational, and recreational land uses. Proximate to the 25th Avenue interchange, some commercial and industrial land uses are visible but are set back from the corridor beyond the adjacent frontage roads. The 25th Avenue interchange includes large expanses of green space within the ramp areas that are a distinct landscape feature of this Project Corridor section (Figure 3-70).

Figure 3-70. View at 25th Avenue/I-290 Interchange



The view from the mainline of large landscape areas at the 25th Avenue/I-290 interchange.

The dense vegetation largely parallel to and outside the mainline in this portion of the corridor effectively screens the view from the mainline to the adjacent land uses. Occasional breaks in the planting allow limited view of the adjacent land uses; however, the general perception from the mainline is that the corridor right-of-way contains large areas of vegetation. The visual screening created by the right-of-way plantings is primarily perceived during the growing season because most of the plantings are deciduous, not evergreen (Figure 3-71). The I-290 profile grade undulates from generally at-grade for most of the section and then into a cut section proximate to locations where cross-street overpasses are located. The cut section results in some enclosure of the viewshed from the mainline. Pole-mounted lighting and concrete center median barriers and shoulder barriers are common in this portion of the Project Corridor (Figure 3-72).

Figure 3-71. View Proximate to South 21st Avenue



Variability in the density of right-of-way planting allows occasional views to adjacent residential neighborhoods. View looking north to residences north of freeway proximate to South 21st Avenue.

Figure 3-72. Roadway View at 17th Avenue



View of roadway at cut section proximate to 17th Avenue illustrates slightly depressed roadway profile and use of concrete barriers.

3.13.1.3 1st Avenue to DesPlaines Avenue

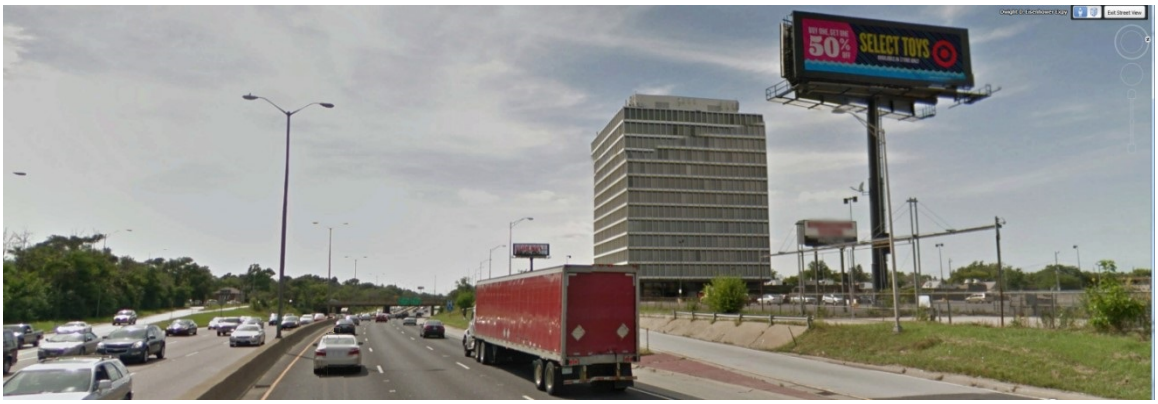
This section of the Project Corridor has distinctly more open space character, which is formed by the presence of large tract cemetery land uses, the heavily vegetated Des Plaines River corridor, and several large office buildings and industrial storage yard land uses. The visual screening created by the right-of-way plantings is primarily perceived during the growing season because most of the plantings are deciduous, not evergreen. These elements are set back from the right-of-way and allow for open views beyond the Project Corridor (Figure 3-73 and Figure 3-74). The open view is accentuated because the mainline profile is at the natural grade for most of the length of this section. Pole-mounted lighting, concrete median barriers, and shoulder barriers are common in this portion of the corridor.

Figure 3-73. View Northeast of 1st Avenue



View beyond confines of the Project Corridor of industrial and cemetery land uses to the south and industrial storage yards to the northeast of 1st Avenue.

Figure 3-74. Mainline View near I-290/1st Avenue Interchange



Open view to high-rise office from the mainline proximate to the northeast quadrant of the I-290/1st Avenue interchange.

3.13.1.4 DesPlaines Avenue to South Central Park Avenue

At DesPlaines Avenue, the character of the Project Corridor exhibits a more urban context as the mainline profile grade returns to a cut section and is surrounded by high-density residential, industrial, and commercial properties. In addition, this section of the corridor includes heavy rail and CTA track beds, passenger ramps, platforms, and head station facilities at numerous locations. The I-290 mainline profile and rail/transit facilities are in a common cut, which allows the perpendicular cross streets to pass over on structures. Portions of the I-290 mainline corridor section include planted medians that provide physical and visual separation of the eastbound and westbound travel lanes. The distant viewshed from the mainline is contained on either side of the corridor by canopy vegetation in adjacent neighborhoods, high-density residential, commercial, and or manufacturing facilities. The near viewshed at the profile grade level is generally contained by the presence of right-of-way vegetation, retaining walls, CSX track, and CTA facilities (Figure 3-75, Figure 3-76, and Figure 3-77).

The visual screening created by the right-of-way plantings is primarily perceived during the growing season because most of the plantings are deciduous, not evergreen. Pole-mounted lighting; concrete median and shoulder barriers; and right-of-way fencing are common elements in this portion of the Project Corridor.

Harlem Avenue and South Austin Boulevard

Of special note are the I-290 interchanges at Harlem Avenue and Austin Boulevard. These interchanges have a unique visual character due to the use of paired left-hand on-/off-ramps. The left-handed configuration places the ramp pairs within the median between the eastbound and westbound main line. This arrangement is achieved through the use of paired vertical concrete retaining walls that support fill and the ramp pavement. Vertical concrete barrier walls protect the ramp lanes and further add to the height of the retaining walls flanking the main line. The presence of paired ramps and vertical retaining walls at these locations is visually unique within the Project Corridor. The viewshed from the main line is very constricted by the paired ramps as they ascend in height to the profile grade of the cross-street interchange overpasses (Figure 3-76).

Figure 3-75. CTA Facilities near Circle Avenue



A common visual element, CTA facilities and CSX rail track, are visible south of the Project Corridor proximate to Circle Avenue.

Figure 3-76. I-290 View at Harlem Avenue



Center on-/off-ramp walls (left) and CTA facilities (right) frame view along eastbound I-290 at Harlem Avenue.

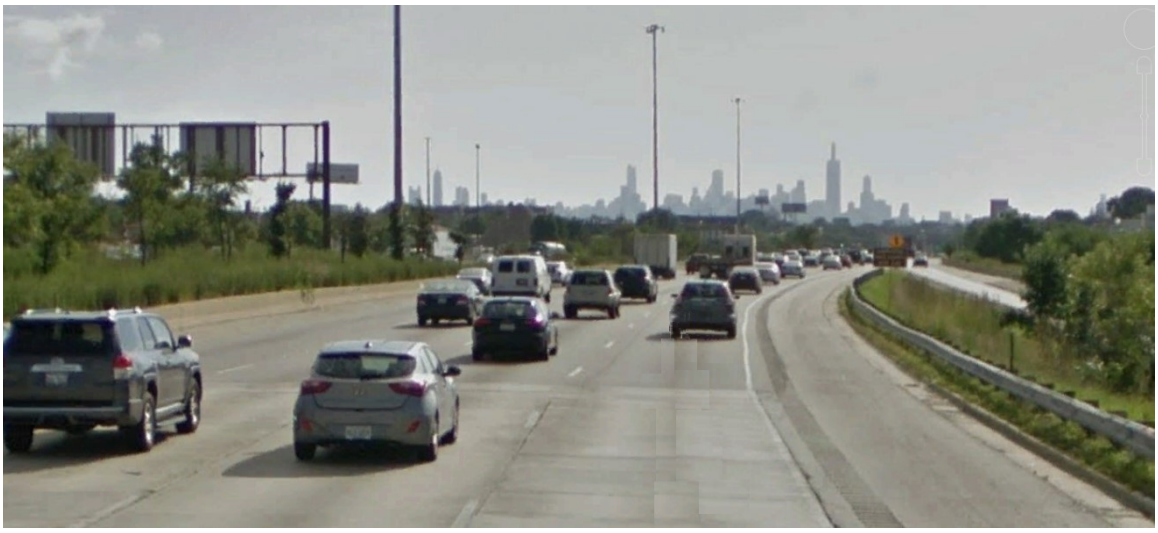
Figure 3-77. Eastbound I-290 View East of South Oak Park Avenue



Retaining walls (left), CTA facilities, and mid-rise adjacent housing structures (right) contain viewshed of the Project Corridor east of South Oak Park Avenue along the eastbound mainline.

East of Austin Boulevard, the mainline profile ascends from the cut section and becomes elevated over South Central Avenue. From this location, the eastbound motorist has the first complete view of the Chicago skyline (Figure 3-78).

Figure 3-78. I-290 Eastbound East of South Central Avenue



The Chicago skyline is visible east of the South Central Avenue overpass. Mainlines are separated by a large vegetated median (left).

This contrasts with areas farther west along the Project Corridor. The eastbound and westbound mainline in this location is separated by a wide planted median, which provides a transitional zone between the higher profile grade of the westbound lanes from the lower profile grade of the eastbound lanes and the CTA and CSX alignments. The viewshed is more open to the adjacent off right-of-way locations due in part to the adjacent Columbus Park and large-scale industrial facilities set back from the right-of-way.

The visual screening created by the right-of-way plantings is primarily perceived during the growing season because most of the plantings are deciduous not evergreen.

Between South Central Avenue and South Lockwood Avenue, the CTA track bed passes under the eastbound lanes and emerges from a tunnel aligned with the center median. From just west of South Laramie Avenue to the east end of the Study Area, the CTA facilities occupy the center median of the I-290 mainline. In addition to physically separating the mainline, the CTA facilities (i.e., head stations, platforms, and elevated track at South Paulina Street) are a dominant visual element of this section. In this section, the viewshed of the Project Corridor is defined by low-density urban environment as the buildings are in close proximity to one another but are of smaller scale and are set back from the Project Corridor. There are few exceptions to this proximate to South Kolmar Avenue and South Independence Boulevard, where large multi-story buildings are clearly visible from the corridor. The regular passing of a CTA train along the median further reinforces the urban character of the Project Corridor (Figure 3-79).

Figure 3-79. Viewshed with CTA Trains



Multi-story building east of South Independence Boulevard is a notable element in the viewshed. CTA trains travel along the central median on a frequent schedule during peak travel times.

Major vegetated strips of right-of-way separate the mainline from the frontage road and generally screen the foreground views to the land uses beyond. There is less vegetation at cross street overpasses and at the on-ramp/mainline junctures, allowing for more open views to the adjacent urban fabric. The CSX track alignment also shifts south and away from the I-290 viewshed.

3.13.1.5 South Central Park Avenue to Racine Avenue

East of South Central Park Avenue, the viewshed from the mainline is characterized by an increasing urban density, as observed from the west to east. The section exhibits many urban land uses, including light industrial, commericial, institutional, education, civic, medical, parks and open space, and residential. The immediate viewshed of the corridor varies primarily as a result of the mix and scale of these land uses and the close proximity of CTA facilites co-located within the Project Corridor (Figure 3-80 and Figure 3-81). The distance viewsheds vary from open to contained and are reflective of the size composition and height of the developments immediately adjacent to the right-of-way (Figure 3-82 and Figure 3-83). The perimeter of the right-of-way parallel to the mainline is generally vegetated with deciduous trees, shrubs, and turf, which provide some screening and buffering of the adjacent land uses from the Project Corridor. The visual screening created by the right-of-way plantings is primarily perceived during the growing season because most of the plantings are deciduous, not evergreen.

In several locations, the landscape is formal and highly maintained as a result of a sponsored landscape program by various corporations and institutions. The urban character is most fully developed in the corridor section located east of Western Avenue, which includes large educational facilities, high-density housing, office spaces, and multiple mid and highrise structures that make up the Illinois Medical District (Figure 3-84).

Figure 3-80. I-290 Eastbound near South Damen Avenue



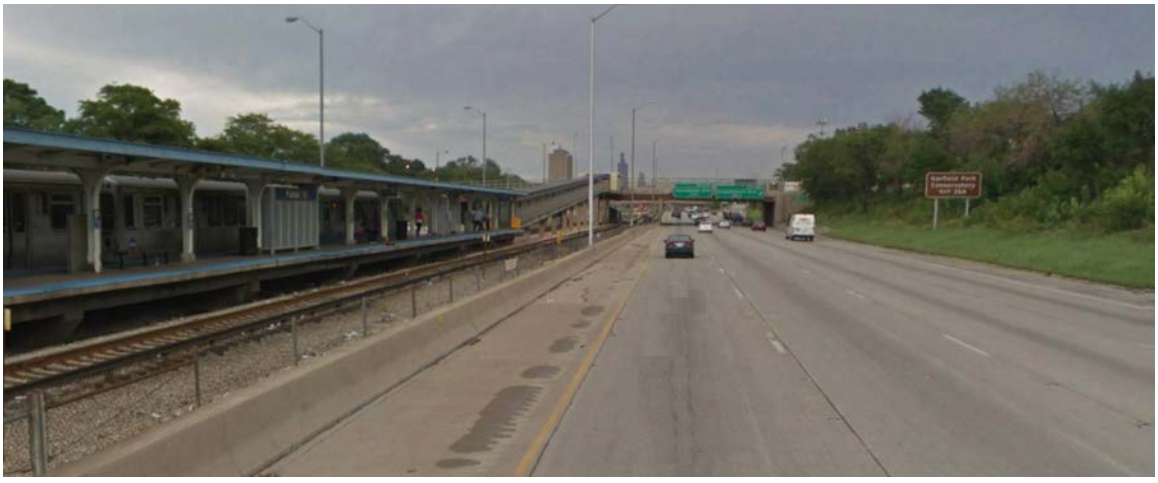
Viewshed of corridor appears generally suburban in character with vegetation parallel to right-of-way. Occasional land uses with large buildings interrupt otherwise open distant viewshed. Eastbound mainline proximate to South Damen Avenue.

Figure 3-81. I-290 Mainline View East of South Central Park Boulevard



Viewshed of corridor becomes more urban in character east of South Central Park Boulevard. Frequent occurrence of large buildings interspersed with apartments and institutional land uses form the distant viewshed.

Figure 3-82. I-290 Eastbound West of South Pulaski Road



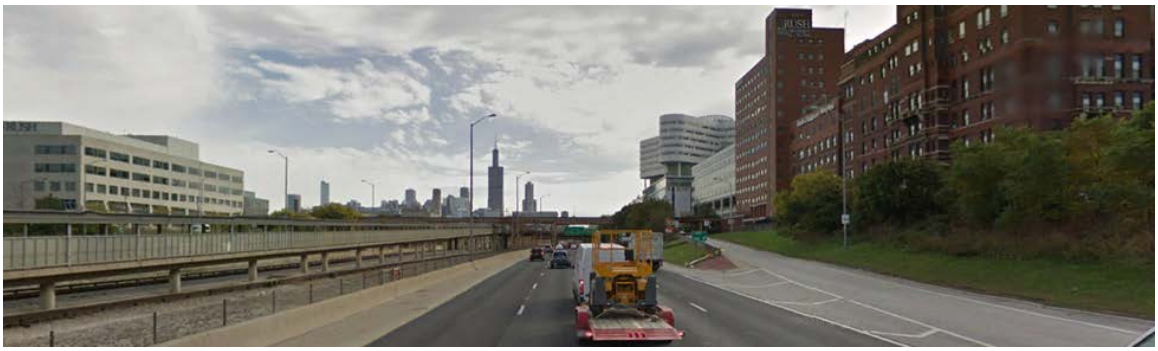
CTA facilities are a dominant visual element in the median separating the main lanes of the Project Corridor east of South Laramie Avenue.

Figure 3-83. Eastbound Mainline View West of South Paulina Street



CTA facilities are a dominant visual element overpassing the eastbound mainline.

Figure 3-84. Eastbound I-290 Mainline View



High-density urban character proximate to South Paulina Street is indicative of eastern end of the corridor. Viewshed is highly restricted.

3.13.2 Viewsheds of the Project Corridor from Adjacent Land Uses

3.13.2.1 I-88/I-290 Interchange to 30th Avenue

From the I-88/I-290 interchange east to 30th Avenue, the view from the adjacent residential land uses is screened due to the presence of noise barriers (Figure 3-85). Conversely, the views to and from the commercial, institutional, and industrial facilities are generally open and only limited by vegetation located adjacent to or on the right-of–way (Figure 3-86).

The existing noise barriers are generally located along right-of-way, accompanied by landscape areas of varying widths. In some locations, the planted space is on the side facing the I-290 mainline, and in others, it is located on the outside of the wall nearest the adjacent land use (Figure 3-87).

Figure 3-85. View at Hillside Avenue/Jackson Boulevard



View of freeway right-of-way and associated noise barrier at Hillside Avenue/Jackson Boulevard north of freeway.

Figure 3-86. View from Frontage Road east of Hillside Drive



Open southwest view to frontage road and freeway beyond from Hotel Property located east of Hillside Drive along north frontage road.

Figure 3-87. Southwest View Proximate to Hillside Drive



View looking southwest of planted embankment and noise barrier along north frontage road proximate to Hillside Drive. Planting is between noise barrier and frontage road.

The extent and quantity of the landscape in these strips varies depending on the available space. In larger spaces, large groupings of shrubs, trees, and grasses are common. In narrower strips, planting may include a single row of trees and turf or just turf. Vines have been planted along the base of the walls in many locations, which provides visual softening of the walls as viewed from outside the right-of-way (Figure 3-88).

Figure 3-88. View Looking East near Harrison Street



View looking east of wall with vines, low shrubs, and turf along south frontage roadway near Harrison Street west of Orchard Street.

In commercial, industrial, and similar land use locations, only right-of-way and off right-of-way landscapes separate the view of the corridor from these uses. In these locations, the view of I-290 is variable, from completely open where no planting exists, to entirely screened where dense plantings have thrived (Figure 3-87). The dominant plant types are deciduous, which provides a higher level of visual screening during the growing season. In the dormant season, the views are more open, allowing the walls and freeway (where walls do not exist) to be more visible from the adjacent land uses.

3.13.2.2 30th Avenue to 1st Avenue

In this portion of the Project Corridor, the right-of-way between the mainline and the adjacent frontage roadways is predominantly vegetated. The density and quality of the vegetation varies but generally provides semi-continuous screening of views from the frontage roads to the Project Corridor. The screening afforded by the plantings varies depending on the season of the year, slope, width, and density of the planting. A majority of the plantings tend to be deciduous and afford most of the screening properties during the growing season. The plantings vary from very dense and sight-proof to sparse with little screen value to only turf, which allow open views to the freeway. The open view locations are largely in the vicinity of on- and off-ramp facilities. Other areas that have sparse or little vegetation include locations where the roadway

facilities consume most of the right-of-way, leaving less room for soil in which to support plantings and areas adjacent to commercial properties (Figure 3-89, Figure 3-90, Figure 3-91, and Figure 3-92). In most locations, views are possible from one side of the freeway corridor to the other, most notably in locations where plantings are less dense and are comprised of primarily deciduous or warm season plant species.

Figure 3-89. I-290 Mainline near Cernan Drive



View of right-of-way with sparse planting proximate to Cernan Drive.

Figure 3-90. View along Harrison Street



Deciduous plantings screen views to the Project Corridor looking southeast along Harrison Street proximate to 2nd Street.

Figure 3-91. View of Bataan Drive near 23rd Avenue



Planting screen views from south frontage road to adjacent freeway common to many locations.

Figure 3-92. North Frontage Road along Harrison Street



Relatively open views to the Project Corridor from north frontage road at ramp facility along Harrison Street proximate to 19th Avenue.

3.13.2.3 1st Avenue to DesPlaines Avenue

In this portion of the Study Area, the mainline profile is predominantly at-grade and is bounded by the surrounding land uses of institutional (cemetery), industrial services, and mid-/high-rise offices. The views from these land uses vary from open to limited views in locations where dense right-of-way vegetation is located (Figure 3-93).

Figure 3-93. View Looking East near 1st Avenue



Open view to the Project Corridor looking east along north frontage road east of 1st Avenue.

3.13.2.4 DesPlaines Avenue to South Central Park Avenue

This section of the corridor is located in an excavated trough, resulting in the surrounding land uses developed at a consistently higher elevation than the Project Corridor. The resulting viewshed from these adjacent land uses includes the foreground (Project Corridor), but more notably the land uses located across the corridor. The character of the adjacent viewsheds varies from residential to mixed use, reflecting the differing land uses located in this section of the corridor. In most locations, views are possible from one side of the freeway corridor to the other, most notably in locations where plantings are less dense and are comprised primarily of deciduous or warm-season plant species.

3.13.2.5 South Frontage DesPlaines Avenue to South Central Avenue

From DesPlaines Avenue to Home Avenue, recreational, industrial, and commercial land uses border the Project Corridor and block direct view of the corridor from the adjacent frontage street and surrounding residential neighborhoods. The large recreational facilities that abut the Project Corridor are generally screened from viewing the Project Corridor due to grade separation, existing vegetation, and screen fence/wall. The industrial and commercial properties have limited views of the Project Corridor because they tend to be sited to face the adjacent frontage street or cross streets. East of Home Avenue, along Garfield Street, views of the Project Corridor and across to the land uses beyond are generally open because little or no landscape plantings exist within the right-of-way in this portion of the Project Corridor.

3.13.2.6 Home Avenue to South Central Avenue

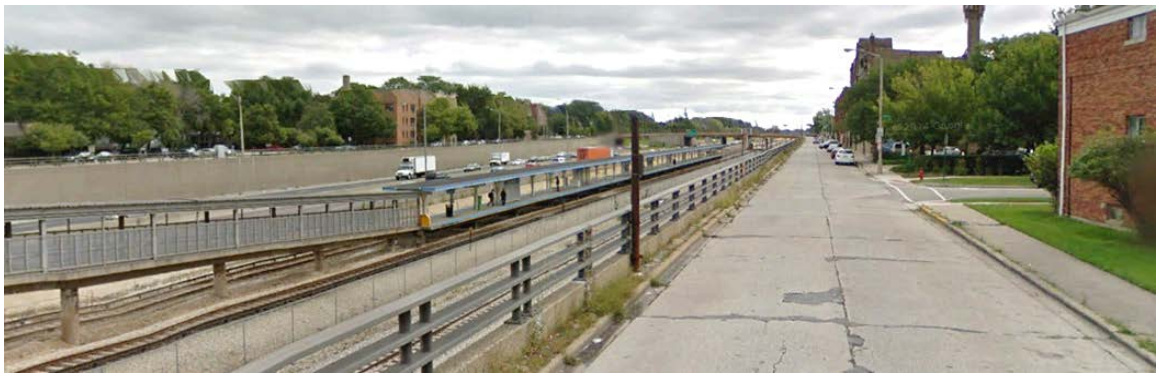
East of Home Avenue the balance of the Project Corridor along the south side of this section is comprised of residential, institutional, and recreational land uses with isolated commercial buildings located at the corners of major cross streets and the frontage road. The view to the Project Corridor from these land uses generally consists of one of the following two conditions. The first condition includes a turfed landscape strip with regularly spaced tree plantings bounded along the edge with a metal rail fence (Figure 3-94). The second condition consists of a concrete curb with metal barrier rail, which is located at the edge of the frontage road and has no planted space (Figure 3-95). The views of the Project Corridor east of South Menard Avenue to South Central Avenue are blocked by large industrial facilities. In most locations, views are possible from one side of the freeway corridor to the other, most notably in locations where plantings are less dense and are comprised primarily of deciduous or warm-season plant species.

Figure 3-94. View to I-290 from Garfield Street



View of the Project Corridor looking north through planted tree lawn adjacent to Garfield Street.

Figure 3-95. Northeast View to I-290 from Garfield Street



View of the Project Corridor looking north through vehicle barrier adjacent to Garfield Street.

3.13.2.7 DesPlaines Avenue to Austin Boulevard North Frontage

The character of the Project Corridor along the north frontage road generally consists of residential land uses separated from I-290 by a vegetated strip of right-of-way. The strip varies in width, and the density of the vegetation varies depending on the location. Wider right-of-way strips are generally denser, while narrower strips typically have less dense vegetation. The right-of-way is bounded by a nearly continuous chain-link fence. The fence is located on grade except where a retaining wall abuts the frontage road, where it is located on top of the wall. In several locations, there is a wooden screen fence parallel to the chain-link right-of-way fence (Figure 3-96, Figure 3-97, Figure 3-98, Figure 3-99, and Figure 3-100). The view from the adjacent land uses varies depending on location. In some locations, wide landscape areas provide nearly complete screening of the Project Corridor. In other locations, wood fencing screens some of the views to the adjacent corridor. The height of this wood fence varies from location to location. In other locations, the landscape strip is very narrow, and a metal safety rail is used in place of the chain-link fence, permitting open views to the freeway. In most locations, views are possible from one side of the freeway corridor to the other, most notably in locations where plantings are less dense and are comprised primarily of deciduous or warm-season plant species.

Figure 3-96. I-290 at Lehmer Street and Ferdinand Avenue



Vegetation in I-290 right-of-way at Lehmer Street and Ferdinand Avenue screens view of the Project Corridor.

Figure 3-97. View along Harrison Street near Kenilworth Avenue



Vegetation in I-290 right-of-way behind wood screen fence along Harrison Street frontage road near Kenilworth Avenue.

Figure 3-98. View Proximate to Home Avenue at Harrison Street



Open view from residential neighborhood to freeway where narrow landscape strip is present proximate to Home Avenue at Harrison Street.

Figure 3-99. Views along Harrison Street



Open views to the Project Corridor along Harrison Street between Oak Park Avenue and South Euclid Avenue.

Figure 3-100. View along Flournoy Street



Open view of freeway along Flournoy Street West of South Humphrey Avenue with on-street parking.

3.13.2.8 South Central Park Avenue to Racine Avenue

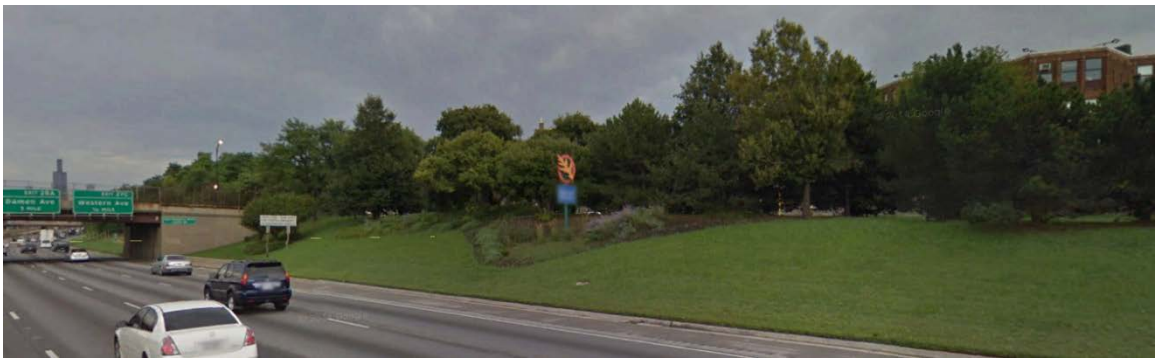
This section of the Project Corridor is highly urbanized containing a broad range of land uses. As a result, the views from the adjacent frontage roads are highly variable depending on the adjacent land use and the condition of the right-of-way. The viewshed of the Project Corridor from the adjacent land uses generally includes a vegetated strip of right-of-way separating the frontage road from the ramps and mainline facilities. These vegetated strips vary widely in condition from native and naturalized in appearance comprised of grasses planted, volunteer tree plantings (receiving little or no regular maintenance), to pockets of formal plantings with masses of shrub and perennial planting in formal beds with groupings of trees that receive routine maintenance and have a manicured appearance. The formal manicured landscapes are the exception and tend to be sponsored by commercial entities, institutions, or are part of a park property. These less frequent formal landscapes present a distinct character different than most of the Project Corridor. The majority of the Project Corridor consists of variable conditions largely determined by the density and height of the landscape planting within the right-of-way. As a general condition, the right-of-way is separated from the adjacent frontage road with a chain-link fence. The fencing varies in condition from very good to poor. This element also impacts the view character along this section of the Project Corridor (Figure 3-101, Figure 3-102, Figure 3-103, Figure 3-104, Figure 3-105, and Figure 3-106). In most locations, views are possible from one side of the freeway corridor to the other, most notably in locations where plantings are less dense and are comprised of primarily deciduous or warm-season plant species.

Figure 3-101. View along West Lexington Street



Manufacturing land use with sparse landscape in adjacent right-of-way along West Lexington Street proximate to South Lockwood Avenue.

Figure 3-102. I-290 View Proximate to South Kenneth Avenue



Example of formal maintained landscape along the Project Corridor adjacent to high-density housing proximate to South Kenneth Avenue.

Figure 3-103. View of Westbound I-290 from West Flournoy Street



Right-of-way with turf planting only along westbound mainline at West Flournoy Street, west of South Lockwood Avenue.

Figure 3-104. View of West Harrison Street



Frontage Road with street tree planting along right-of-way with fencing, West Harrison Street east of South Kildare Avenue.

Figure 3-105. View along West Flournoy Street



Fencing and hedge row planting along right-of-way of West Flournoy Street, East of South Laramie Avenue.

Figure 3-106. View from West Flournoy Street at Kilpatrick Avenue



Larger right-of-way landscape area separate frontage road from mainline West Flournoy Street at Kilpatrick Avenue.

3.13.3 Columbus Park

The Project Corridor abuts the City of Chicago's Columbus Park along the park's southern boundary. Views of the I-290 westbound off-ramp at Austin Boulevard are partially visible from the soccer field located in the southwest corner of Columbus Park and from locations along the paved trail that borders the southern edge of the park east of the soccer fields (Figure 3-107). Mature vegetation along the south park boundary and within the right-of-way only partially obscure some of the view to the ascending retaining wall, traffic barrier, and vehicles of the westbound off-ramp at Austin Boulevard. The original Jens Jensen design incorporated berms and plantings at the park's perimeters as a principal element in his Prairie-style philosophy. These elements are still intact along the central portion of the southern park perimeter and provide notable visual separation from the existing expressway improvements as viewed from the existing shared-use path. The view of the freeway from the paved trail located along the south edge of the park parallel to the I-290 right-of-way varies from limited visibility

just east of the soccer field to complete view proximate to the ball fields at the eastern end of the park (Figure 3-108, Figure 3-109, Figure 3-110, Figure 3-111, and Figure 3-112). The viewshed from the adjacent park land north of the trail has a limited view of the traffic along the mainline. The views from the golf course to the Project Corridor are very limited due to the amount and density of the vegetation located within the park and along the Project Corridor right-of-way (Figure 3-109). In addition, the park site is lower in elevation than the mainline profile grade, which further reduces views of the freeway from the golf course. As the trail approaches the center of the park, the grade between the adjacent mainline and the trail becomes more similar. The view of the mainline becomes more open and apparent from this location to the east end of the park. At the southeast corner of the park, the softball fields and eastern end of the trail have generally open views to the freeway. The westbound on-ramp at South Central Avenue begins at park grade and ascends to meet the profile grade of the westbound mainline, which is higher in elevation than both the trail and the ball fields (Figure 3-110, Figure 3-111, and Figure 3-112). The existing planting along the park perimeter in this area is of insufficient density to screen the view to the freeway.

Figure 3-107. View at I-290 Off-Ramps at Austin Boulevard



Existing vegetation within the I-290 right-of-way partially obscures the view to I-290 off-ramps at Austin Boulevard from soccer field (right) and trail (left) in the southwest corner of the park.

Figure 3-108. View at Columbus Park Trail



Existing vegetation along the Columbus Park trail at a lower grade than the adjacent freeway reduces visibility to the Project Corridor (left).

Figure 3-109. Columbus Park Trail on South Edge of Columbus Park



View west of the trail along the south edge of Columbus Park. Dense park vegetation reduces view from golf course (left) beyond fence and the Project Corridor (right) beyond vegetation.

Figure 3-110. Southeast Edge of Columbus Park with Trail



Limited perimeter planting along the southeast edge of Columbus Park allows open view to westbound on-ramp and freeway traffic (left) from trail (center) and ball fields (right).

Figure 3-111. Southeast Edge of Columbus Park



Limited perimeter planting along south east edge of Columbus Park allows open view to westbound on-ramp and freeway traffic from ball fields.

Figure 3-112. View from Ballfields at Southeast Edge of Columbus Park



Limited perimeter planting along southeast edge of Columbus Park allows open view to westbound on-ramp and freeway traffic from ball fields.

3.13.4 Environmental Consequences

3.13.4.1 No Build Alternative

The visual character of the corridor with the No Build Alternative would remain essentially unchanged because no additional facilities would be added to the Project Corridor. It is possible that maintenance-related improvements would be undertaken to aged infrastructure, which would positively affect the visual character of corridor elements. This would likely include repair and replacement of retaining walls, bridge decks, barrier railings, right-of-way fencing, and similar corridor elements. It is likely that some improvements may be made to pedestrian facilities on the cross-street overpass bridges and CTA transit facilities, which also may have some minimal positive effect on the existing visual character of the Project Corridor.

The environmental consequences of the build alternatives from a visual perspective vary considerably along the Project Corridor. Table 3-51 identifies the various sections of the corridor and the types of improvements and anticipated visual impact the improvements would have on that portion of the Project Corridor. Those locations where visual character of the corridor would remain essentially as it is today have been identified as having no impact, and no specific narrative is included concerning them.

Table 3-51. Impacts to Visual Resources within and from outside the Project Corridor

Location of Visual Resources	Impact to Viewshed anticipated
As Viewed from within the Project Corridor	
I-88/I-290 to 30th Avenue	Roadway, bridge
30th Avenue to 1st Avenue	Roadway, bridge and noise barrier
1st Avenue to DesPlaines Avenue	Roadway, bridge
DesPlaines Avenue to South Central Park Avenue	Roadway, bridge and noise barrier
South Central Park Avenue to Racine Avenue	Primarily due to noise barrier
As Viewed from outside the Project Corridor	
I-88/I-290 to 30th Avenue	No impact
30th Avenue to 1st Avenue	Primarily due to noise barrier
1st Avenue to DesPlaines Avenue	Primarily due to noise barrier
DesPlaines Avenue to South Central Park Avenue	Primarily due to noise barrier
South Central Park Avenue to Racine Avenue	Primarily due to noise barrier

3.13.4.2 Visual Consequences of Build Alternatives as viewed from within the Project Corridor

General Corridor Description

While the proposed reconstruction of the Project Corridor varies as described below by location, in those sections that would be reconstructed, an effort would be made to create a consistent corridor aesthetic. While the final design is yet to be completed, the general appearance of walls, noise barriers, bridge piers, and fencing is anticipated to include the textures and forms illustrated in Figure 3-113 through Figure 3-116.

The magnitude of reconstruction varies within the Project Corridor. The images in Figure 3-113 through Figure 3-116 are representative of those portions of the corridor that would receive total reconstruction.

Figure 3-113. Simulation of Cross-Street Overpass from I-290 Mainline



Reconstructed freeway with perimeter retaining walls and decorative fencing on overpass.

Figure 3-114. Simulation of Cross-Street Overpass from I-290 Mainline with Noise Barriers



Reconstructed freeway with perimeter retaining walls, noise barriers, and overpass with decorative barrier and metal fencing.

Figure 3-115. Close-up Simulation of Cross-Street Overpass from I-290 Mainline



View of distinctive fan-shaped piers, decorative concrete bridge rail, decorative median barrier, textured retaining wall surface, and decorative metal fencing on overpass and along top of wall.

Figure 3-116. Close-up Simulation of Cross-Street Overpass Detail from I-290 Mainline



View of horizontal wall texture, embossed texture in concrete bridge rail, embossed cross-street name, and decorative metal fencing on overpass and retaining wall.

Sub-area Descriptions

I-88/I-290 to 30th Avenue

The viewshed of the Project Corridor, from the motorist's perspective within this area, would be altered due to the addition of travel lanes and shoulders. At the I-88/I-290 interchange, the lane additions would be accomplished by removal of portions of the turf-covered center medians. Along the north edge of the right-of-way proximate to North Wolf Road, the widening of the pavement and bridges would be accomplished beyond the existing shoulder within the right-of-way. While the corridor would be modified to accommodate the added lanes, the impact on the viewshed would be minimal because the proposed improvements would appear similar to the existing conditions. Depending on the method of lane management, there may be toll/tag monitoring facilities added to the Project Corridor that are not currently present. These facilities would alter the viewshed accordingly. The general location, height, and character of retaining walls and noise barriers are anticipated to be similar and would mirror the existing condition when completed. As stated in Section 3.6, Natural Resources, efforts would be made to preserve existing vegetation wherever possible. Where plantings must be removed, they would be replaced per IDOT policy.

Between Mannheim Road and Suffolk Avenue, the proposed improvements would occur within the existing right-of-way. The pavement would be widened along the outside edge of the existing facility. The existing noise barrier on the north and the existing retaining wall/noise barrier along the south perimeter would remain in place. The impact of the addition of travel lanes in this portion of the Project Corridor would be limited to the increase of pavement and the corresponding decrease in perimeter landscape area.

East of Suffolk Avenue and proximate to Addison Creek on the north, and between Suffolk Avenue and Bristol Avenue on the south, the noise barriers would be relocated within the right-of-way to allow widening of the freeway. The relocation of these walls would tend to open the viewshed and make this portion of the Project Corridor appear more similar to the adjacent westerly section. The loss of a portion of the existing plantings between the existing walls and the freeway would change the character of the viewshed in this part of the Project Corridor.

Along the north edge of the Project Corridor, the pavement would be expanded outside the existing retaining wall. Upon completion, the retaining walls, noise barriers, and plantings would be restored per IDOT policy.

Along the south edge of the Project Corridor, no changes to the existing conditions are proposed; therefore, the viewshed along the south perimeter would not change.

30th Avenue to 1st Avenue

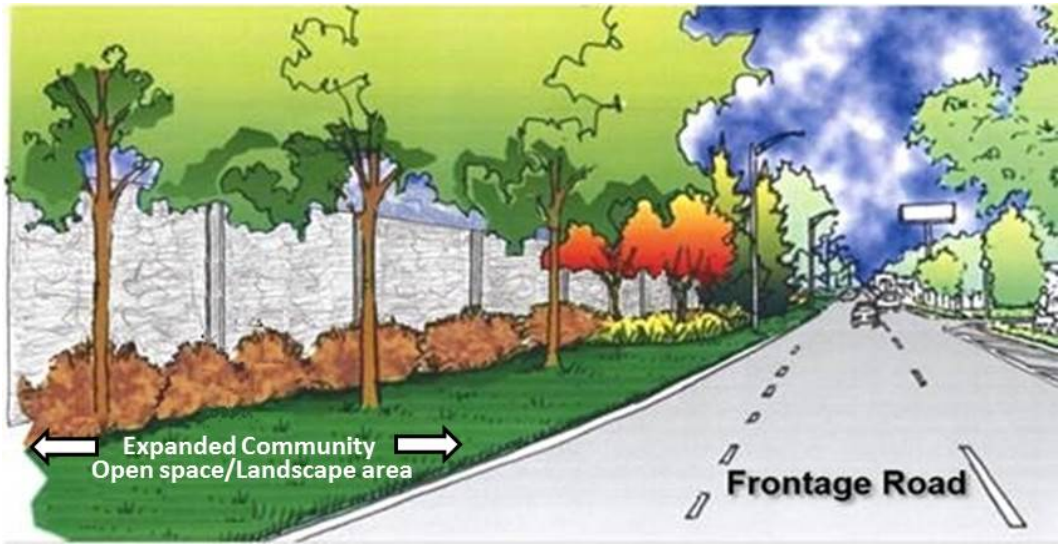
The portion of the corridor would undergo several significant changes that would alter the visual character of the corridor. Realignment of sections of the frontage roads west of 25th Avenue would allow reconfiguration of the 25th Avenue interchange from a cloverleaf to a SPUI. This conversion would change the appearance of the corridor from

the existing conditions. The changes would primarily result from removal of landscape areas parallel with the existing shoulder and replacement with on-/off-ramps. In addition, the 25th Avenue SPUI overpass bridge structure would be wider than the existing 25th Avenue bridge, and the mainline traveler would pass under a significantly larger bridge deck.

The on-/off-ramps east of the interchange would be located parallel and adjacent to the mainline, and existing landscaped right-of-way would be removed to facilitate these ramp placements. New retaining walls would be needed to accommodate the ramps in these locations and would further alter the viewshed east of the 25th Avenue interchange. The existing loop ramps would be removed, and the areas currently occupied by the ramps would be open space.

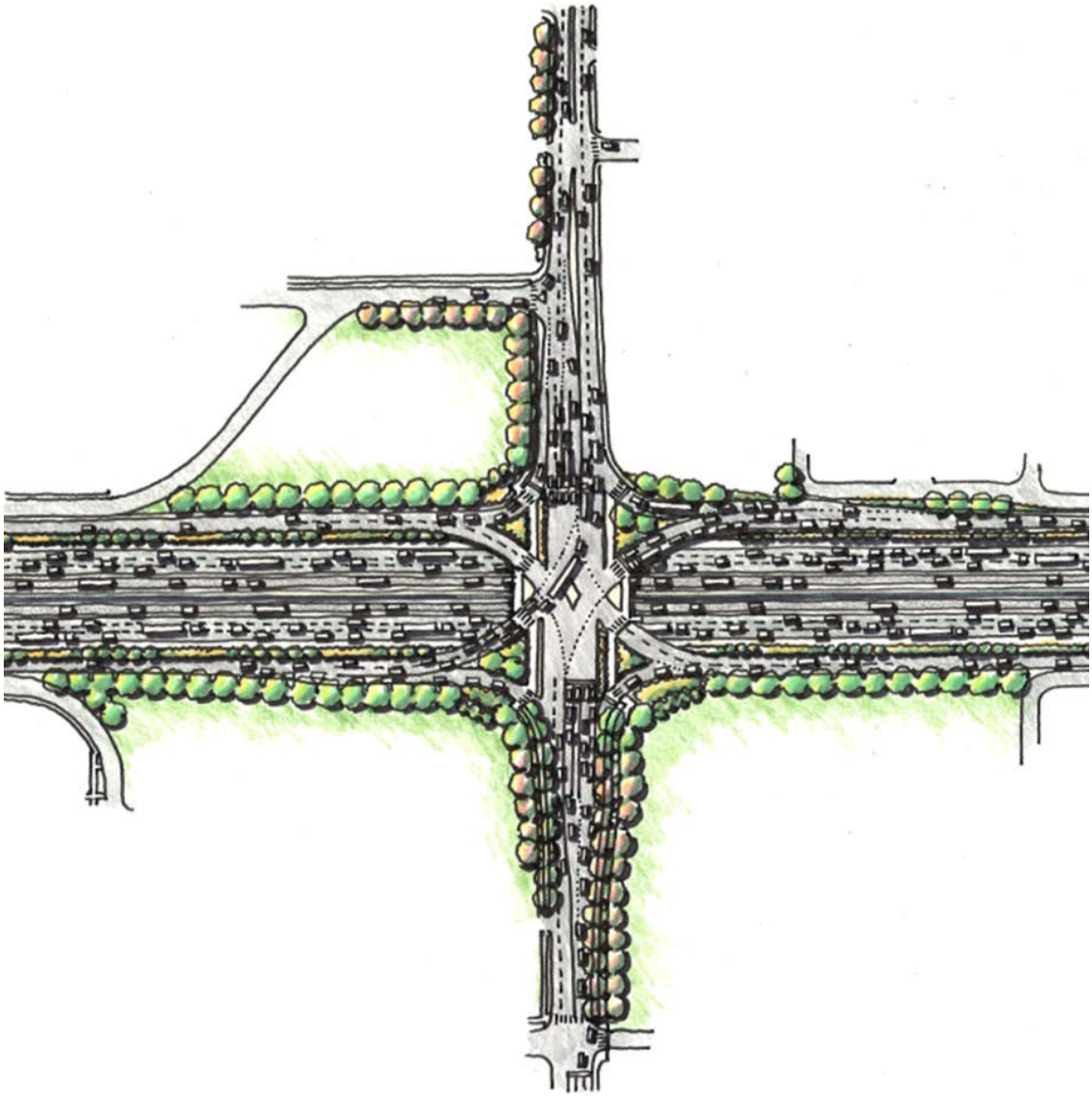
Between the 25th Avenue and 1st Avenue interchanges, the character of the corridor would change as travel lanes are added to the center and shoulders, and ramps would be reconfigured along the exterior. To accommodate the additional lanes, space for a future transit extension along the median, ramp reconfiguration, and retaining walls would be constructed along the north and south sides of the expressway within the existing right-of-way. The retaining walls would replace the existing vegetated slopes, preserve the existing elevations of the frontage roads (Harrison Street and Bataan Drive) beyond, and add additional community-level greenspace area between the frontage roads and retaining walls (Figure 3-117).

Figure 3-117. Frontage Road Community-Level Space



In addition, all cross-road bridges in this segment (17th, 9th, and 5th avenues) would be replaced with slightly wider bridges to accommodate improved sidewalk widths. These wider bridges would alter the visual character from the mainline traveler. The collective result of the above improvements would markedly alter the visual character from an aged suburban-appearing facility to a more contemporary, urban one (Figure 3-118).

Figure 3-118. 25th Avenue



Schematic landscape plan of right-of-way plantings in 25th Avenue interchange. Final planting design to be determined with input from local community.

1st Avenue to DesPlaines Avenue

At 1st Avenue, a SPUI interchange is proposed. All of the same character issues described at 25th Avenue apply to this interchange. While the entire interchange would be reconfigured, most of the interchange reconfiguration can be accomplished within the right-of-way with some required in the northeast quadrant to accommodate a relocation and improvement of the westbound I-290 to 1st Avenue off-ramp. The southeast and southwest quadrants would include reconfiguration of ramps within the right-of-way with a reduction in landscape area over the existing condition. This would alter the visual character of the corridor proximate to the interchange due to a wider 1st Avenue

bridge over I-290, as well as a wider expressway to accommodate the additional through lanes and the provision for future transit guideway along the median of I-290.

Between the east end of the 1st Avenue interchange and the DesPlaines Avenue interchange, most of the expansion would occur along the north side of the freeway. This edge of the corridor is characterized by gentle sloping terrain toward the freeway with dense brush and pole-mounted commercial billboards at 500-plus-foot intervals. The proposed improvements would result in the removal of a portion of the existing vegetation along the north right-of-way. While the number of travel lanes would increase, the general character of the viewshed area would remain similar to the existing condition. Proximate to the DesPlaines Avenue interchange, existing retaining walls would be reconstructed on both sides of the freeway to facilitate a widened bridge and the expanded travel lanes. While these walls would replace existing walls, the introduction of new walls and a new overpass structure at DesPlaines Avenue would alter the visual character of this part of the corridor.

DesPlaines Avenue to South Central Park Avenue

Between DesPlaines Avenue and Circle Drive, the improvements would occur within the confines of the existing right-of-way. The conversion of a large center median (partially paved and partially turf covered) provides space for the lane expansion. The balance of the improvement is facilitated by the insertion of retaining walls along the outside edges of the Project Corridor. This would require the removal of existing plantings along the near edge of the north right-of-way. The viewshed in this part of the corridor would be altered in that mainline traffic would now only be separated by a concrete median barrier, and reduced landscaped space also would be apparent. The freight railroad overpass bridges and Circle Avenue bridge also would be replaced, which would provide the opportunity for visual improvement of the corridor.

Harlem Avenue and Austin Boulevard

The proposed interchange improvements from left-hand ramp to right-hand ramp configuration at these two locations would transform the current visual character as viewed from the mainline (Figure 3-119 and Figure 3-120). Harlem Avenue and Austin Boulevard would be converted to the modified SPUI-style interchange and retain the existing ramp intersection over the center of the expressway. The modified SPUI interchange is possible by bridging over the mainline with a series of regularly spaced support structures known as straddle bents. The use of straddle bents would be new to the Project Corridor and would be a noticeable change to the viewshed as observed from the mainline. Additionally, the on-/off-ramps depart from the mainline along the right-hand side of the Project Corridor and then curve over the top of the mainline, which would be a notable difference from existing structures in the viewshed.

Figure 3-119. Harlem Avenue Interchange



Aerial perspective of proposed Harlem Avenue Interchange.

Figure 3-120. Austin Avenue Interchange



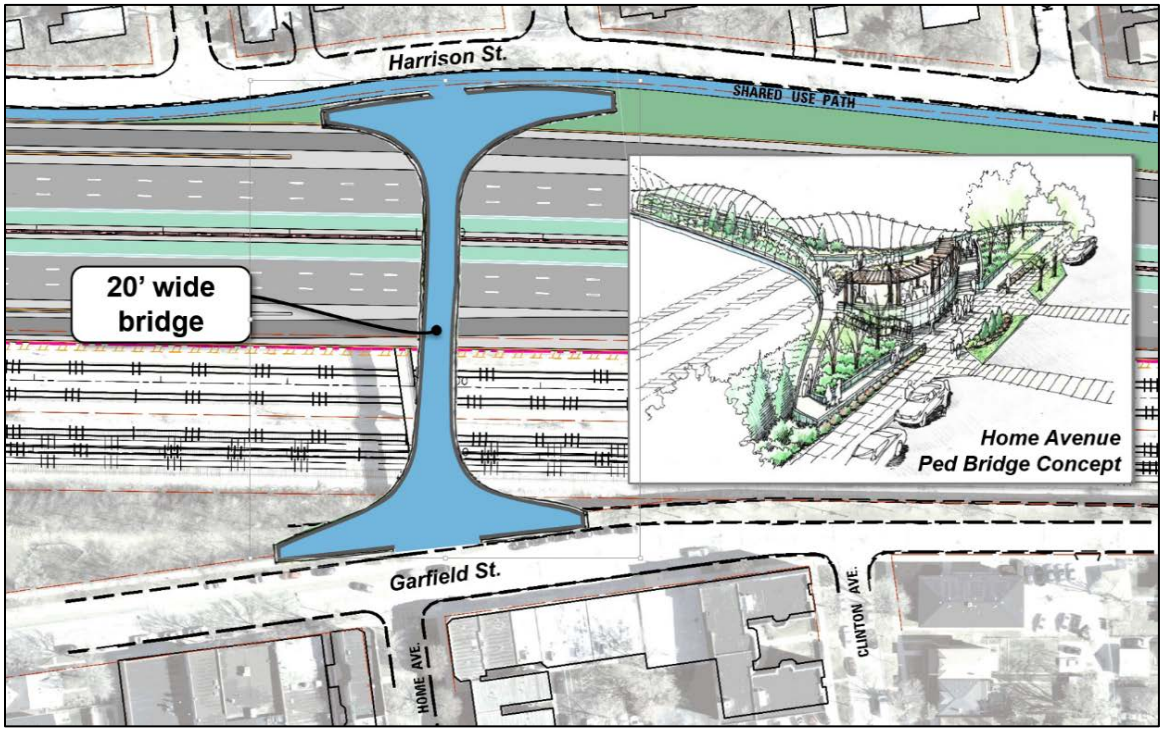
Aerial perspective of proposed Austin Avenue Interchange.

The Village of Oak Park is planning to undertake aesthetic investments at Harlem Avenue and Austin Boulevard, including decorative light poles, decorative fencing, planters, decorative arching gateway feature, and decorative paving or stone sidewalks.

Between Circle Drive and Austin Boulevard, the Project Corridor would be altered through the replacement of all bridge structures. The balance of this portion of the Project Corridor would include replacement of the following bridges: Home Avenue (Pedestrian Bridge), South Oak Park Avenue, South East Avenue, South Ridgeland Avenue, and South Lombard Avenue. One noticeable visual difference is that the crossroad bridge decks would be wider than the existing structures. The additional width would be due to the construction of 12-foot-wide sidewalks across both sides of the bridges, except in front of CTA Blue Line Stations where sidewalk widths would be 16 feet.

The Village of Oak Park is planning to incorporate various levels of aesthetic improvements along the reconstructed cross-street bridges. The existing Home Avenue pedestrian bridge would be reconstructed as a 20-foot-wide bridge along which Village Oak Park intends to construct a linear park and trail over the expressway (Figure 3-121).

Figure 3-121. Home Avenue Pedestrian Bridge



At Oak Park Avenue, the Village also is planning to make an aesthetic investment as a signature bridge along their commercial district. Improvements being considered are decorative lighted arches, decorative light poles, decorative railings, and planters. A concept the Village cited as an example is shown in Figure 3-122.

Figure 3-122. Oak Park Signature Bridge Concept



The accommodation of additional expressway travel lanes would be accomplished by the reuse of existing center medians and space formerly occupied by the left-hand ramps, with additional space created by the relocation of existing retaining walls primarily between the outside edge of the existing north shoulder and the north right-of-way line. The walls would vary in height and proximity to the westbound travel lanes. The final width and architectural character of the reconstruction of the overpass bridges also would affect the character of the viewshed.

The Village is planning to incorporate more modest aesthetic treatments along East Avenue, Ridgeland Avenue, and Lombard Avenue. Treatments under consideration include decorative lighting, painted or stone sidewalks, limited landscaping and planting at entry points, and potentially an arching feature at Ridgeland Avenue.

Between Austin Boulevard and approximately 1,000 feet east of South Central Park Avenue, the proposed lane improvements would replace the existing wide vegetated center median.

South Central Park Avenue to Racine Avenue

East of South Central Park Avenue, the relocation of on-/off-ramps between South Laramie Avenue and South Cicero Avenue would alter the viewshed as some landscaped right-of-way would be replaced with pavement. The balance of the Project Corridor from just east of the South Cicero Avenue interchange to the Racine Avenue interchange would sustain visual impacts because noise barriers are proposed to be installed along significant portions of the right-of-way. Other improvements would be of less impact and are comprised of signing and pavement striping. There is the possibility that many of the existing bridge structures in this portion of the Project Corridor would

be renovated and refurbished, which also would potentially affect the visual character of the Project Corridor as viewed from the mainline.

3.13.4.3 Visual Consequences of Build Alternatives as viewed from outside the Project Corridor

The quality and character of the existing viewsheds of the Project Corridor as viewed from the adjacent land uses are a result of the original I-290 construction. The former contiguous views along city streets were altered when the freeway was first constructed. Since that time where sufficient right-of-way permitted, vegetation has filled in these voids and provides varying levels of screening of portions of the I-290 corridor primarily during the growing season. While density and quality of vegetation vary widely, the existing vegetation does affect the ability to view one side of the corridor from the other where the right-of-way is wider and the vegetation is the densest. The primary visual consequence of the build scenarios as viewed from outside the corridor would be the loss of this vegetation and the placement of noise barriers. To mitigate for this loss, the retaining walls and other structures would be located such that the maximum amount of green space is created between the new retaining walls and the adjacent off-corridor land uses. Where space permits, landscape planting would be installed to restore the lost vegetation and to soften the appearance of the noise barriers. Section 3.13.5.2 describes such areas in more detail. A series of existing and post-construction visualizations depicting the landscape and noise barriers may be found in Appendix J.

I-88/I-290 to 30th Avenue

The views to the Project Corridor would remain essentially as they are today as most of the improvements would be constructed behind the existing noise barriers. As a result, the viewers from behind the existing barriers would not observe any changes in viewshed. Those land uses that are not currently located behind a noise barrier would observe minor changes in the viewshed as travel lanes and other associated improvements may be altered from the existing conditions. These alterations are minor and would alter the viewsheds only slightly and would have no or little adverse impact.

30th Avenue to 1st Avenue

The view to the Project Corridor in this section would be altered in that noise barriers along the expressway that have been deemed reasonable and feasible, and subsequently voted on by those who would benefit from a wall, are proposed to be installed. Exceptions include the northwest and southwest quadrants of the 25th Avenue interchange where noise barriers have been deemed to be not feasible. The viewshed in this area also would be altered because of the reconfiguration of the mainline and cross-street bridges.

The noise barriers in this section of the corridor are anticipated to be 13 to 17 feet tall, which would block the view from and to adjacent land uses on the opposite side of the Project Corridor (Figure 3-123). The mainline viewshed also would be impacted because these viewsheds would be contained by the presence of the noise barriers. As is often the case, visual preferences among stakeholders vary. Certain stakeholders may consider the proposed noise barriers as undesirable, while others may prefer the noise barrier, the benefits of reduced noise levels, and the expanded landscape areas over the naturalized and existing unmaintained vegetation in the corridor. A viewpoint solicitation survey was conducted to determine which noise barriers would be implemented along the corridor. Noise barriers are discussed in Section 3.13.5. During the design phase, the noise wall viewpoint solicitation may be revised to respond to potential changes in stakeholder opinions and to accommodate any new acceptable noise wall materials, such as transparent (acrylic) applications.

Figure 3-123. Noise Barrier Visualization – Village of Westchester



Simulation of potential noise barrier as viewed from Wedgewood Bridge at Bristol Avenue, Village of Westchester.

In addition, views along cross-street overpasses within this portion of the Project Corridor would change as new bridge decks, railings, fencing, sidewalks, and lighting would be constructed. These elements would tend to create positive visual impacts over the existing conditions.

1st Avenue to DesPlaines Avenue

The insertion of noise barriers in this portion of the Project Corridor has been deemed to not be cost effective or reasonable; therefore, no new visual impact would result to this section of the corridor as viewed from the surrounding land uses. In addition, views along cross street overpasses within this portion of the Project Corridor would change as new bridge decks, railings, fencing, sidewalks, and lighting would be constructed. These elements would tend to create a positive visual impact over the existing conditions.

It is possible that as new technologies are developed and additional research is completed that new design concepts for noise barriers could be employed in portions of the Project Corridor.

DesPlaines Avenue to South Central Park Avenue

The viewshed to the Project Corridor in this section would be altered in that noise barriers have been deemed reasonable and feasible to parallel the travel lanes along nearly the entire north side of the corridor (except along Columbus Park). Similarly, most of the south frontage road has been deemed reasonable and feasible for the addition of noise barriers (except between DesPlaines Avenue and Harlem Avenue). Wall heights along this portion of the Project Corridor are anticipated to be between 13 and 17 feet, which would essentially block the view from adjacent land uses to the Project Corridor and prevent views across the corridor (Figure 3-124). The mainline viewshed also would be affected because these viewsheds would be contained by the presence of the noise barriers. Noise barriers are discussed further in Section 3.13.5.

Figure 3-124. Noise Barrier Visualization – Village of Oak Park



Simulation of potential noise barrier as viewed from Flournoy Street and Austin Boulevard, Village of Oak Park.

In addition, views along cross-street overpasses within this portion of the Project Corridor would change as new bridge decks, railings, fencing, sidewalks, and lighting would be constructed. These elements would tend to create a positive visual impact over the existing conditions.

South Central Park Avenue to Racine Avenue

The viewshed to the Project Corridor in this section would be altered dramatically in that noise barriers have been deemed feasible to parallel the travel lanes along most of the corridor (exceptions include intermittent omission of noise barriers proximate to commercial and industrial land uses abutting north and south right-of-ways). Noise barriers are anticipated to be between 13 and 17 feet in height, which would essentially block the view from adjacent land uses to the Project Corridor and prevent views across the corridor (Figure 3-125). The mainline viewshed also would be impacted because these viewsheds would be contained by the presence of the noise barriers. Noise barriers are discussed further in Section 3.13.5.

Figure 3-125. Noise Barrier Visualization – City of Chicago



Simulation of potential noise barrier as viewed from Congress Street and Denvir Avenue, City of Chicago.

Bridge Structures

All cross-street overpass bridges from 25th Street to Austin Boulevard would be reconstructed as part of this project. It is anticipated that the bridge replacements would be of standard IDOT design with a central structural support or bent located between the main travel lanes and intermediate bents within the rail portion of the corridor similar to the existing structures. The reconstruction would provide the opportunity for the new bridges to be constructed with a common aesthetic treatment, providing a uniform visual character for the bridges in this section of the Project Corridor from the perspective of the expressway user. A uniform aesthetic treatment would be applied to the substructure and outward-facing elements, including abutment walls, parapets, and piers. In addition, local communities have the opportunity to further enhance the bridge rails, fencing, and lighting of the cross-street bridges within their jurisdiction, such as Oak Park is planning for the bridges within their community. These potential enhancements could further improve the visual character of the Project Corridor as viewed from the main lanes and cross-street interchange locations.

Cross-street bridge deck widths would vary between one another depending on the number of required travel lanes, bicycle accommodations and sidewalk widths, and accessory streetscape improvements agreed upon by local communities at each cross-street location. As shown in Figure 3-126 and Figure 3-127, the width of the structures and corresponding sidewalk would also be increased to provide improved access and circulation at CTA transit stations. The width of new bridge decks would be greater than the existing bridges and may be noticeable from the main travel lanes. The inclusion of dedicated bike lanes and wider sidewalk widths would be readily apparent to the cross-street bridge users. Expanded cross-street bridge deck widths would provide a more consistent path of travel for pedestrians from one side of the expressway to the other, improving the physical and visual connection between the neighborhoods located on either side of the Project Corridor. These improvements would improve the visual character of the Project Corridor compared to the existing condition.

Figure 3-126. Typical Cross-Street Section View with CTA Station

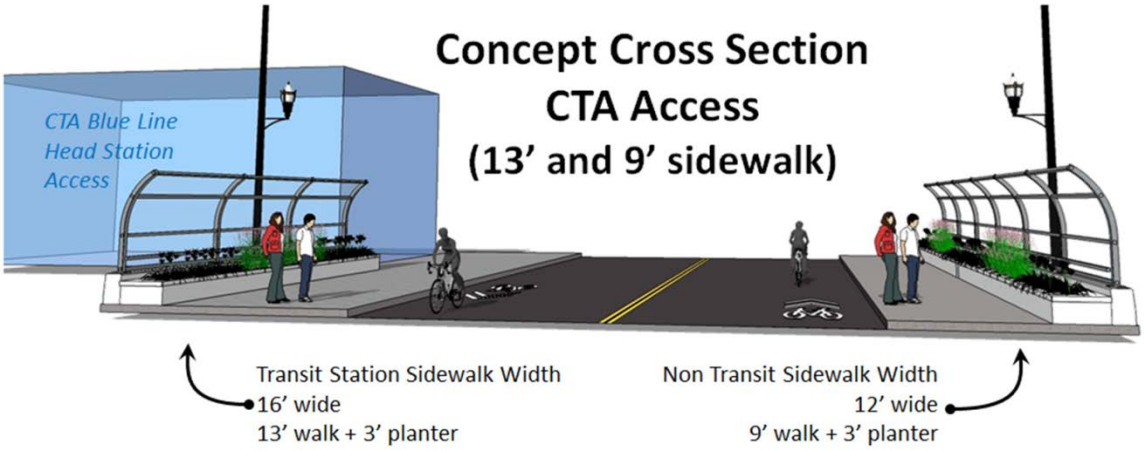
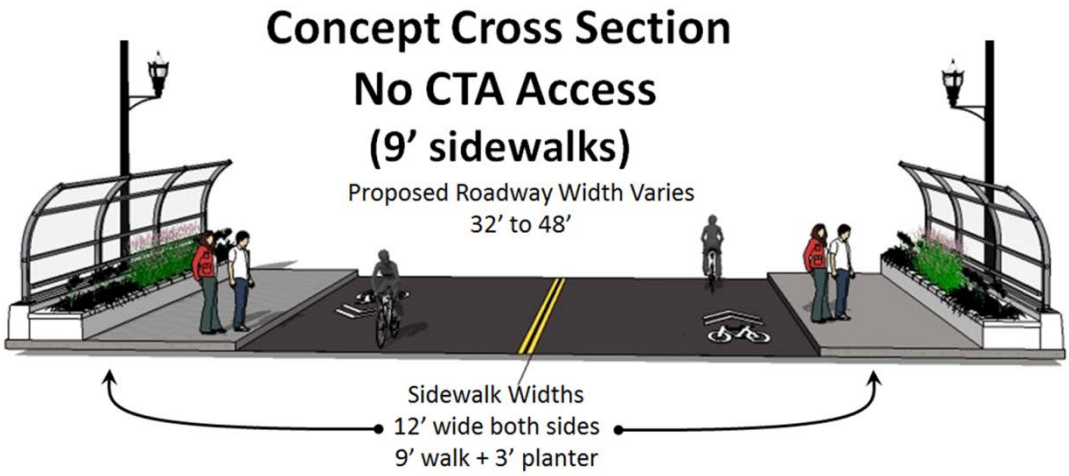


Figure 3-127. Typical Cross-Street Section View without CTA Station



CTA would also be modernizing the Blue Line street-level head house stations along the cross roads and the track-level platforms. A street-level head house concept proposed at Ogden Avenue follows in Figure 3-128. Similar concepts are likely to be considered at other locations along the Blue Line in the Project Corridor.

Figure 3-128. CTA Blue Line Head Station Concept



3.13.5 Mitigation

Mitigation of the visual consequences of the build alternatives can be accomplished by several approaches, as described below.

3.13.5.1 Context Sensitive Design

This method of planning and facility design extends beyond the physical transportation design requirements using a more holistic approach to the design by understanding and identifying the key context and the visual character elements of the surrounding communities in which the improvements are made and applying these character elements to features of the new construction. Context sensitive design may include community inputs into physical planning, as well as provide insight into relevant forms, textures, colors, and public art suitable for incorporation into surfaces of retaining walls, noise barriers, cross-street overpasses, and ramp structures. When combined, this input can provide a visual continuity to the Project Corridor for the mainline traveler, as well as unique identity at cross-street overpasses for each affected community.

Additional attention can be given to the integration of the facility into the fabric of the adjacent communities at the neighborhood level. Emphasis of the context can be focused on a full multimodal approach to the cross-street overpass structures by providing adequate space for pedestrians, street furnishings, bike share facilities, lighting, way-finding, and landscape components. Incorporation of these contextually appropriate accommodations on cross-street overpasses may require greater surface area than the functional space allocations customarily designed. The schematic layouts for new cross-street overpasses in the Project Corridor have been designed to accommodate many of these elements, which will result in a visually pleasing and functionally appropriate solution.

IDOT is committed to working closely with local communities along the Project Corridor to identify key character elements for the communities that can be incorporated into the facility planning and aesthetic treatment of the various infrastructure elements.

This approach has the potential to improve the visual character and physical cross-street connection of one side of the corridor to the other. In some locations, financial participation by local communities may be required to achieve the level of visual enhancement requested by stakeholders.

3.13.5.2 Landscape Improvements

The use of landscape improvements can provide many benefits to reconstruction of the Project Corridor. These include visual enhancement through plant forms, seasonal bloom and foliage color, softening of rigid structural elements, visual framing, and screening of portions of the corridor from another. The introduction of new I-290 landscape improvements will be undertaken in the following manner.

Replacement of Existing Landscape

IDOT is committed to including tree replacement as part of the I-290 reconstruction and will do so consistent with IDOT policy for size and type of trees that are removed as a result of new construction. Refer to Section 3.6, Natural Resources, for a detailed description of the tree inventory and replacement for the proposed project.

The existing landscaped portion of the Project Corridor along the north edge of the right-of-way would be altered in many locations to allow for the addition of travel lanes and improvements to ramp geometrics, retaining walls, trail facilities, and noise barrier construction. While these landscape areas would be reduced in width, the insertion of a short barrier and or retaining wall in many locations would provide additional space for a future landscaped area atop the wall. In the process of constructing the ramps, retaining walls, and noise barriers it is anticipated that most, if not all, of the existing landscape in the right-of-way in these locations would need to be removed and replaced. Removal of the semi-mature landscape and the reduction in landscape area would be noticeable to mainline travelers until such time as the landscape is replanted and attains substantial growth. Similarly, removal of the existing landscape would alter the current viewsheds as viewed from the adjacent land uses.

Where feasible, narrow planting strips would be placed at the foot of the new retaining walls and/or noise barriers in which vines may be planted. In time, the vines would cover the walls and provide softening and some visual character and seasonal interest similar in effect to the existing retaining walls/noise barriers at the western end of the Study Area. In some locations, new retaining walls would be intentionally located adjacent to the mainline. This would facilitate the placement of new landscape areas at-grade and adjacent to the frontage road. This would allow the landscape to provide visual screening of the freeway and noise barriers from the adjacent neighborhoods. This has the potential to positively impact the view of the Project Corridor from the adjacent land uses.

While the insertion of a shared-use path along the north edge of the right-of-way from Austin Boulevard west to DesPlaines Avenue would reduce the existing vegetation within the north edge of the right-of-way, it would provide a beneficial nonmotorized facility to the corridor. The trail alignment, as planned, meanders along the north edge

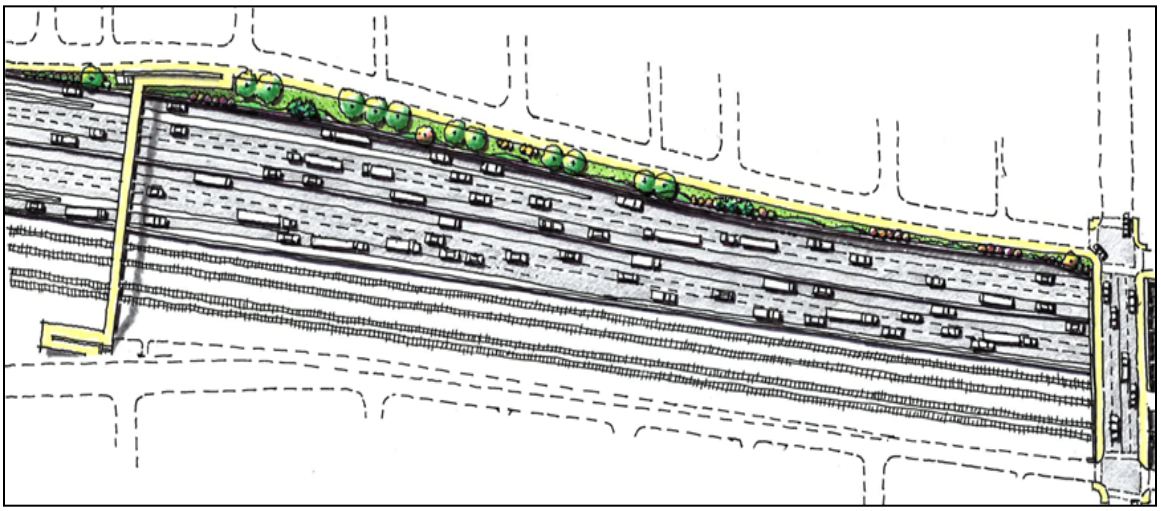
of the right-of-way to preserve adequate space for a renovated landscape on one or both sides of the trail alignment. In a few locations, the trail would be located on or directly adjacent to the frontage road, and no space would be available for new landscape.

Creation of New Landscape Areas

In larger areas within the right-of-way, the opportunity exists for a large expanse of new landscape to be created. These spaces are available to meet the required replacement of landscape plantings and to address special local community desires for landscape enhancement. Opportunities for such landscape areas are along the north right-of-way at the Home Avenue Pedestrian Bridge (Figure 3-129 and Figure 3-130) and Ridgeland Avenue (Figure 3-131 and Figure 3-132). Plantings would be installed as part of the project, with maintenance undertaken by local communities under an agreement with IDOT.

Widening bridge decks beyond functional requirements can allow for the addition of planter boxes, special lighting, seating, and other amenities on bridges that would enhance the comfort and safety of users and the visual character of the Project Corridor and the surrounding community.

Figure 3-129. Home Avenue Pedestrian Crossing



Schematic landscape plan of right-of-way plantings between north end of Home Avenue Pedestrian Bridge (left) and Oak Park Drive overpass (right). Plantings are to be placed at top of slope and readily visible from the adjacent neighborhood.

Figure 3-130. Home Avenue Pedestrian Bridge Concept

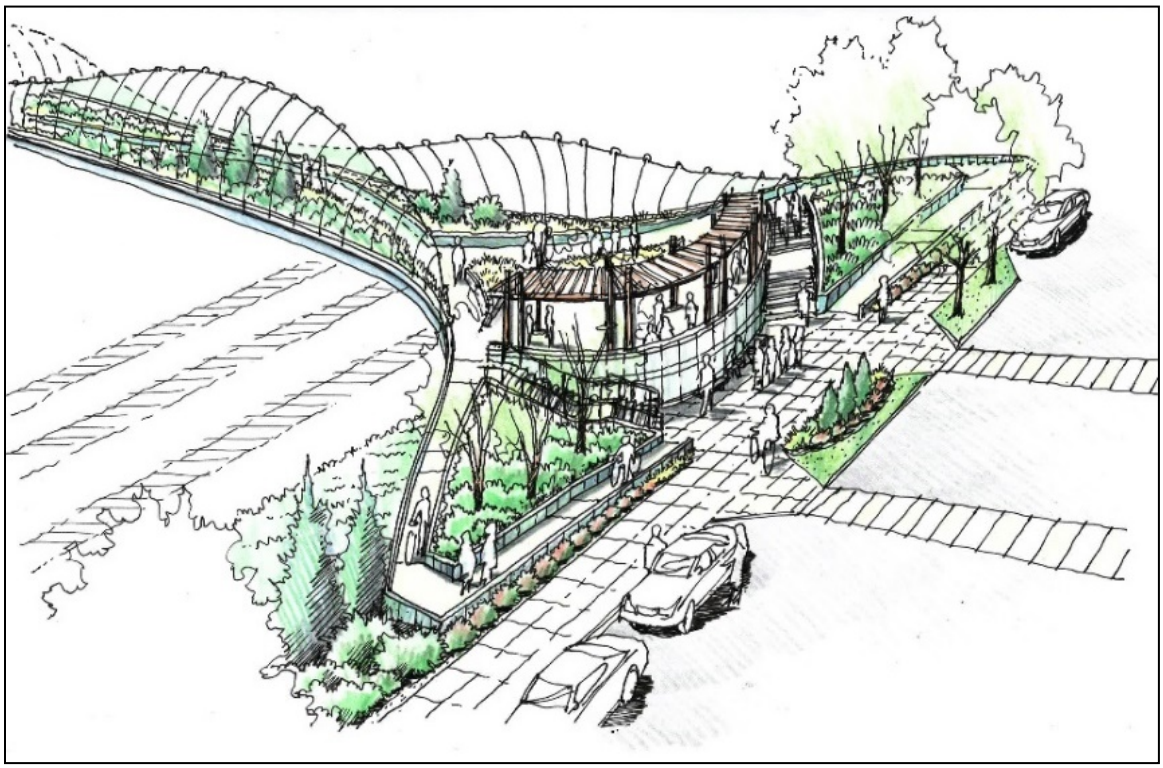
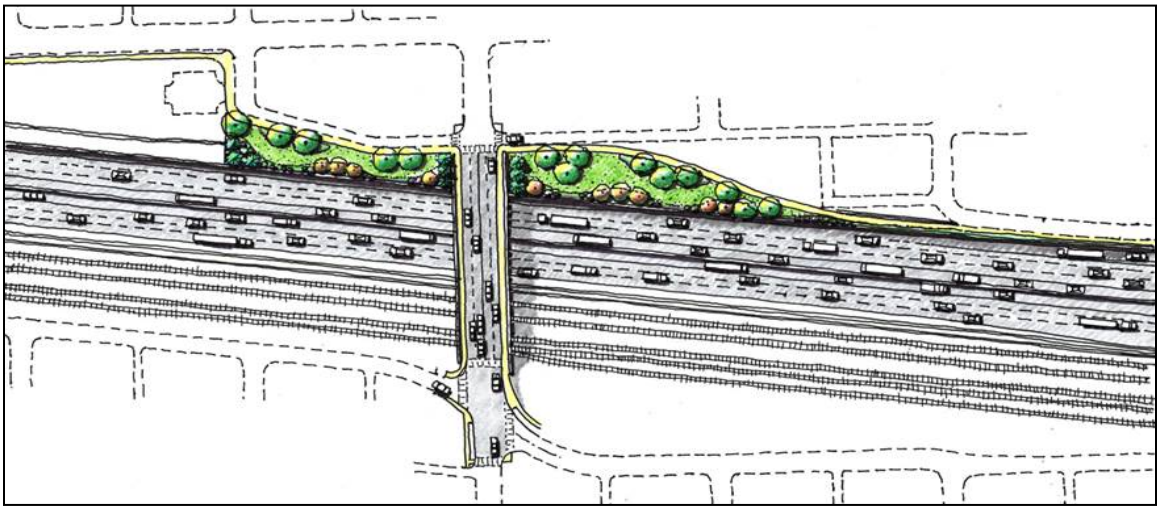


Figure 3-131. Ridgeland Avenue Schematic Landscape Plan



Schematic landscape plan of right-of-way plantings east and west of north end of Ridgeland Avenue overpass. Plantings are to be placed at top of slope and readily visible from the adjacent neighborhood.

Figure 3-132. Concept Design – Ridgeland Avenue Overpass



Image of cross-street overpass (left), retaining wall, fencing, and landscape (right) along north I-290 right-of-way at Ridgeland Avenue. Note: Landscape is at frontage road height and readily visible from the adjacent neighborhood beyond.

Containerized Landscapes

In addition to large contiguous landscape plantings on right-of way, the opportunity exists for seasonal plantings to be included within planter boxes and containers located on the cross-street overpass bridges (Figure 3-133). The preference to include plantings on overpass structures will be coordinated with the local units of government to ensure there is an agreement in place for the cost to plant and maintain these container landscapes.

Figure 3-133. Overpass Planter Boxes



Partial Image of cross-street overpass with shared bike lane, sidewalk, planter box, lighting, and safety fencing.

3.13.5.3 Noise Barriers

As part of the planning and design process, IDOT completed a traffic noise assessment of the Project Corridor to identify locations where noise barriers may be warranted. The height, length, and location of noise barriers were based on the results of the traffic noise analyses completed, identification of noise impacts, and consideration of noise abatement where feasible and reasonable. Section 3.4, Traffic Noise, includes a more detailed description of the traffic noise assessment process and results.

IDOT recognizes that noise barriers would be a new built element in the Project Corridor and considers them another potential opportunity to provide visual enhancement to the mainline and adjacent land uses. As such, IDOT is open to the innovative use of traditional and new materials for noise barrier construction and will work with local communities to select the most appropriate material(s), character, and finishes for barriers with the local context. To achieve the ultimate desired character and aesthetic requested by the stakeholders, local financial participation may be required.

Figure 3-134 depicts an illustration of base design character for the noise barriers to be added to the Project Corridor. See Appendix J for additional visualizations of noise barriers at specific locations along the Project Corridor.

Figure 3-134. Noise Barrier Visualization Base Design Character



Perspective view of opaque post and panel-type noise barrier. Aesthetic surface treatment is one of many possible options and is shown for general illustration purposes.

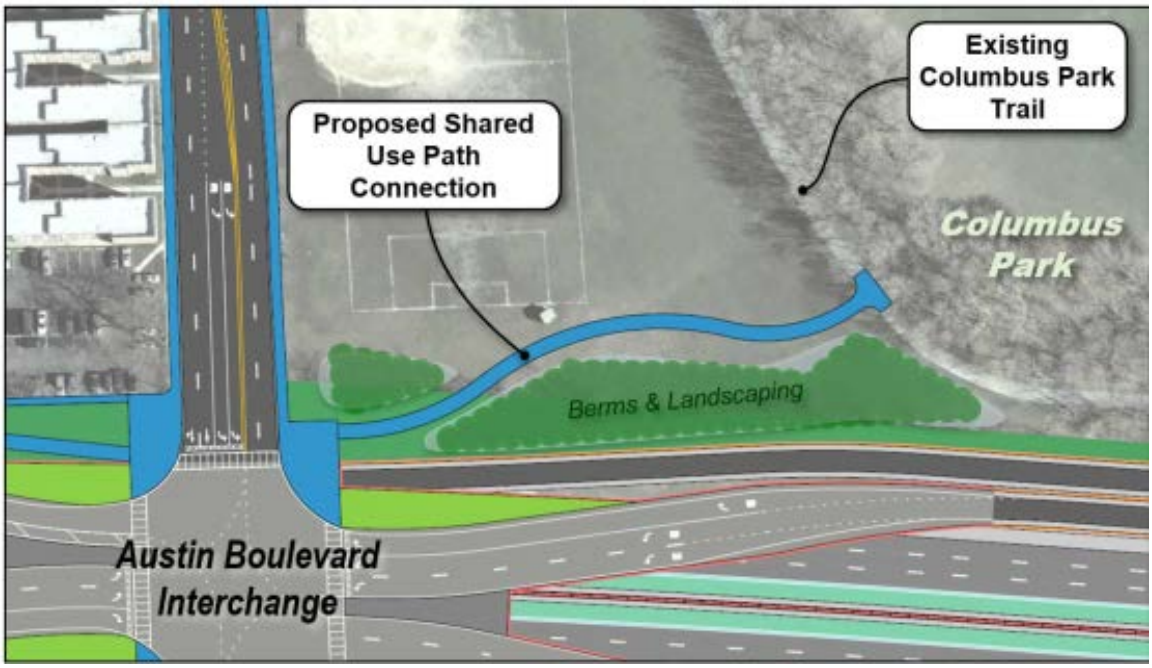
In support of the viewpoint solicitation process for feasible and reasonable noise barriers, a series of visualizations have been prepared for 15 locations along the corridor. The visualizations represent the view from the adjacent land use toward the Project Corridor of the proposed noise barrier in the planned location and heights as determined by the noise analysis. An existing conditions image is provided for context and comparison along with a visualization of the proposed improvements. The aesthetic surface treatment on the noise barrier is exemplary of what is achievable within the standard IDOT design process.

The use of solid opaque materials, as shown, is currently the most affordable and feasible option. However, in the future other less visually obtrusive solutions also may become cost effective, providing the necessary noise abatement while limiting the visual impact to adjacent land uses along the Project Corridor. Transparent materials, such as acrylic, offer potential solutions to areas where preservation of existing viewsheds is preferred and noise reduction also is desired. IDOT intends to conduct additional discussions with local community stakeholders during the project's design phase to determine the aesthetic treatment that is most appropriate for each community. To achieve the ultimate desired character and aesthetic requested by the stakeholders, local financial participation may be required.

3.13.5.4 Columbus Park Trail Connection

IDOT has coordinated with the Chicago Park District to provide a shared-use path connection on the west end of Columbus Park near Austin Boulevard, at their request. Included as part of the proposed project, this path connection would be complemented by other visual enhancements along the south edge of the park at this location, including additional park-level green space, earthen berms, and tree plantings (Figure 3-135). Along the east side of the park, near Central Avenue, similar aesthetic improvements are also proposed, including berms and new plantings. These enhancements, individually and together, would provide an improved viewshed to and from the park.

Figure 3-135. Columbus Park Trail Connection



The concept design for the shared-use path connection incorporates earth berms between the path and the adjacent I-290 improvements and also between the open field area of the park and the path connection proposed to Austin Boulevard. The use of earth berms and tree plantings is consistent with the original Jens Jensen plan to create a sense of enclosure for the perimeter of the park, which is still intact along the adjacent west end portions of the south park perimeters. See Section 3.12, Special Lands, for more detailed discussion of enhancements proposed to Columbus Park.

3.14 Construction Impacts

Since the publication of the DEIS, the following substantive changes to this section have been made:

- Updated Section 3.14.1.2 to reference a communications plan to notify local communities of project construction activities and offer opportunities for stakeholder feedback; and
- Updated Section 3.14.3 to reference additional guidelines for the preparation of a project-specific dust control plan during construction.

Construction impacts generally would be of short duration and end shortly after project completion. The expected short-term impacts associated with the build alternatives are identified below.

3.14.1 Transportation

Construction of any of the build alternatives for I-290 would take place over several years, and during this time, some traffic is anticipated to divert away from I-290 due to lane reductions and mainline construction activities. Because I-290 serves regional and local traffic, regional and local travel diversions would occur. At the regional level, some users who use I-290 as a connection between Chicago and points west are anticipated to divert to other regional expressways such as I-55 and I-90/I-94, or use alternate transportation provided by the regional commuter rail system (Metra). At the local level, some users of local expressway trips are anticipated to divert to the local parallel arterials or use alternate transportation provided by local bus and HRT services (Pace and CTA). Ample capacity is available on Metra and CTA rapid transit to accommodate diversions to the public transit system.

3.14.1.1 Advance Work

Potential advance work improvements were identified to facilitate local and regional travel during construction, accelerate mainline construction timeline, reduce the overall duration of mainline construction impacts, and assist in the general distribution of programming costs. Advance work elements were considered based on the following strategies:

- Off-system improvements to regional interstates or major arterials that could be used as alternate routes during construction. Currently, improvements are planned along primary east-west routes, including North Avenue (IL 64) and Cermak Road (Figure 3-136), as well as capacity improvements along I-55. Spot improvements may also be implemented along Madison Street and Roosevelt Road.
- Improvements that would maintain existing I-290 mainline characteristics, such as number of through lanes and existing vertical clearances. Advance work would maintain a minimum six-lane mainline section, with temporary off-peak/night-time single-lane closures.

Figure 3-136. Primary Off-System Improvements



- Projects that would help accelerate the overall project schedule in reducing the duration of mainline impacts by eliminating major constraints to mainline reconstruction.
- Projects that would provide specific limited improvements as part of the overall project, but would generally not be dependent on completion of other project elements.

Local Cross-Road and Rail Bridge Reconstruction

Where feasible, identified local crossings of I-290 would be constructed and improved in advance of mainline construction. This is intended to deliver early community-related project benefits and to reduce the impacts to local connectivity during the mainline construction phase. The CTA, CSX, and IHB railroad bridges, which require complex staging and construction techniques, would also need to be constructed in advance of any mainline construction to minimize the overall duration of mainline construction. As part of the I-290 reconstruction, the existing CTA bridge over I-290 is planned to be relocated approximately 65 feet to the east to maintain rail traffic.

Existing cross-road structures over I-290 that could feasibly be advanced ahead of the mainline reconstruction include DesPlaines Avenue; Circle Avenue; Oak Park Avenue; East Avenue; Ridgeland Avenue; Lombard Avenue; Laramie Avenue; and Cicero Avenue. The feasibility is based on vertical clearance requirements, pier location, and maintaining the existing number of expressway lanes open during bridge reconstruction. The bridge improvements would require some localized mainline lane

shifts during bridge reconstruction; however, the existing number of mainline lanes is expected to be maintained throughout.

The IHB railroad bridge over I-290 needs to be lengthened to accommodate the additional mainline lanes and the proposed 25th Avenue ramp improvements. This is a very heavily used railroad bridge; three out of the four tracks are required to remain in service at all times during construction, which results in an extended construction period. Constructing this bridge in advance of mainline construction is required, but it would also expedite mainline reconstruction.

The CTA and CSX bridges over I-290 represent a primary constraint and challenge to mainline reconstruction. Due to the complexity of the structural framing and interface between the structures, these two bridges together hold the highest construction schedule risk. Because of the way these bridges interface with I-290 and the proposed improvements, the simultaneous reconstruction of these bridges prior to mainline construction would facilitate mainline reconstruction by minimizing complex mainline road construction staging. The design and construction sequencing of railroad structures would require final approval from CTA and CSX, as appropriate.

Off-System Arterial Improvements

Off-system local arterial improvements are being evaluated to improve mobility along parallel routes adjacent to the Project Corridor both during construction and long term. As most of the arterial corridors within the Study Area are already built-out and currently at or near capacity, opportunities for physical improvements are limited; therefore, appropriate strategies for improved mobility largely center on using the existing roadway network more efficiently with relatively low-cost investments in signal system and Intelligent Transportation System (ITS) technologies (smart technologies). Physical improvements, such as resurfacing to address pavement smoothness and ADA ramps for accessibility, would also be addressed on the off-system arterial roads. Primary east-west routes being evaluated for advance work are North Avenue and Cermak Road, with more limited improvements to be considered on Madison Street and Roosevelt Road.

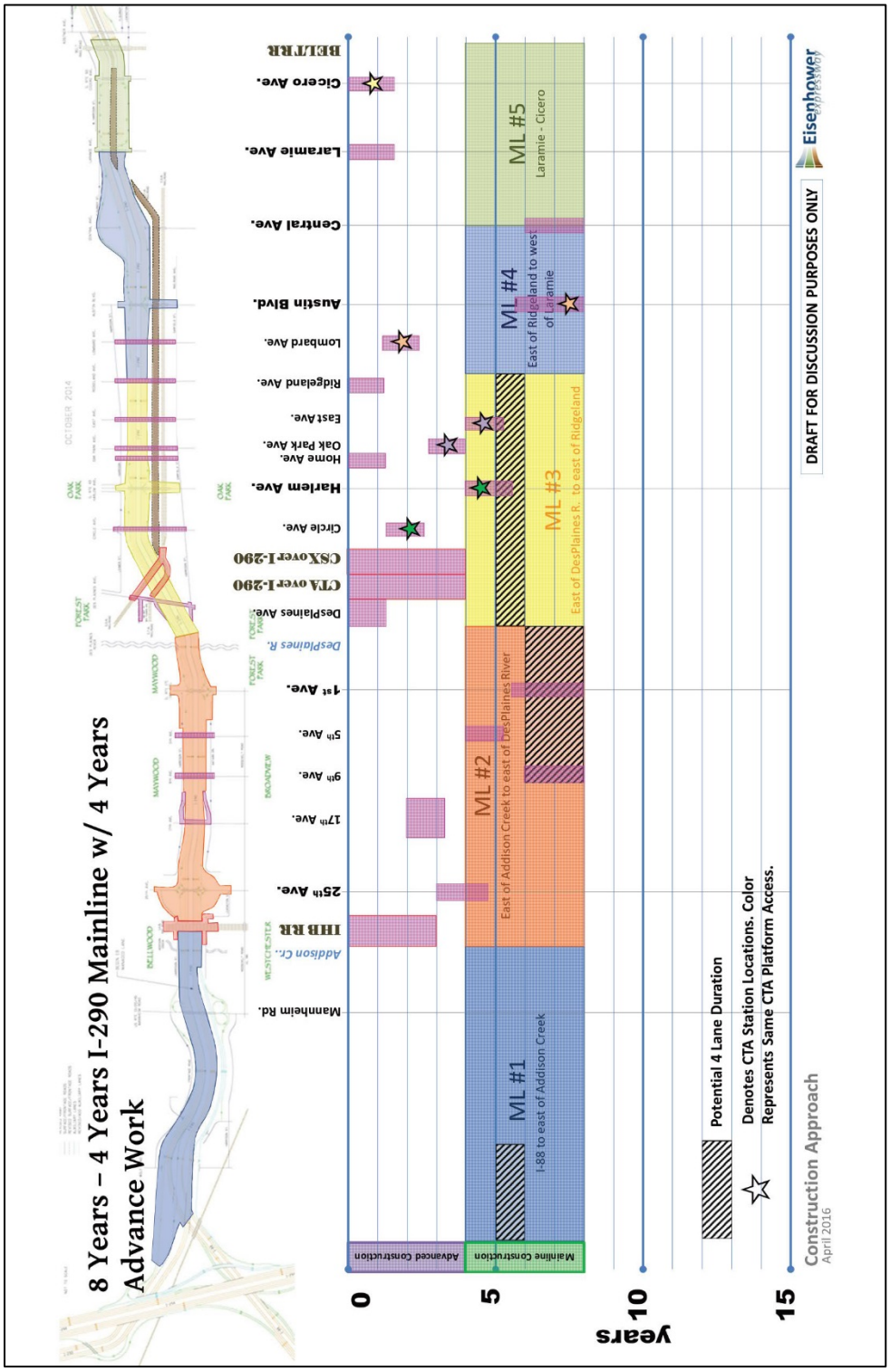
I-55 Express Toll Lanes

As part of a separate study completed in July 2016, IDOT is planning the addition of Express Toll Lanes (ETL) along I-55. To help address construction-related mobility issues from a regional perspective, IDOT is looking to implement the I-55 proposed capacity improvements in advance of the I-290 mainline reconstruction, which would provide a regional alternative to I-290.

3.14.1.2 I-290 Construction Staging

This section outlines the approach and assumptions of the I-290 construction. The overall construction is anticipated to occur over 8 years, with 4 years of advance work and 4 years of mainline construction (Figure 3-137). Construction staging would require periods of mainline lane reductions from three to two lanes in each direction. For planning purposes, the proposed mainline construction packaging is subdivided into five mainline contracts based on the potential to be constructed individually.

Figure 3-137. Construction Staging



Source: WSP Parsons Brinckerhoff, 2015.

Mainline Construction Assumptions

Current proposed mainline and cross-road designs and available information regarding existing conditions were used in establishing the construction assumptions. The following advance work assumptions should be reviewed and discussed during future stakeholder and IDOT meetings, and further investigated during final design (Phase II).

- There would be discrete areas where the available work space would only allow two eastbound and two westbound mainline work zone travel lanes (i.e., a temporary four-lane mainline section). Known areas requiring two lanes are: 1) at the I-290 westbound/eastbound western split; 2) from 1st Avenue to the Des Plaines River bridge; and 3) between the DesPlaines Avenue and Ridgeland Avenue bridges. Other sections of two-lane traffic per direction may be needed as the design advances.
- Full mainline closures would be required for short durations (overnight or weekend) where safety warrants it, such as setting or removing girders over traffic.
- For extended sections of the corridor, contractors may utilize up to one additional work zone travel lane in each direction during evening/off-peak hours using movable "zipper" barriers (maintaining a minimum of one lane in each direction with IDOT approval).
- The proposed maintenance of traffic design speed on I-290 would be reduced to 45 mph, which is 10 mph below posted speed.
- It is permissible to proceed with partial closures and/or detour routes at the west end of the corridor at the I-88/I-290 junction, including reduction of the I-88 westbound ramp from two lanes to one lane and fully detouring I-88 eastbound onto the collector-distributor road ramp.
- Temporary pavement, retaining walls, and bridge structures would be required for mainline construction. The temporary items are needed to ensure providing a minimum two lanes open in each direction on I-290 and providing contractor staging and working areas throughout the corridor.
- Closures of two consecutive interchange points, such as 25th Avenue-1st Avenue, 17th Avenue-9th Avenue, Harlem Avenue-Austin Boulevard, and Central Avenue/Laramie and Cicero Avenue, would be avoided.
- Closures of two consecutive cross-roads would be avoided.
- No full closures of Blue Line stations for mainline construction (leave at least one station access per platform open during construction).

Proposed structural improvements would utilize existing bridge substructure elements and retaining walls where existing elements are coincident or substantially coincident with proposed substructure elements. This assumption would be validated in the future with additional structural analysis and construction plans (Phase II), which are not yet completed for the project.

Access to properties along the arterial and local streets within the project limits would be maintained by staged construction phasing, temporary access roads, or other appropriate means. Local traffic may be stopped for short periods, temporarily inconveniencing motorists and businesses while construction equipment is moved.

Communication Plan

During the project design phase, IDOT will develop additional guidelines for preparation of a project-specific communication plan. Prepared as a special provision during Phase II Design, a plan will be used as a method for notifying local communities about construction activities and offer opportunities for stakeholder feedback. The guidelines will include development of notification procedures regarding regional air quality, local construction activities, and emergency situations should they arise. Guidelines for communication will also address everyday occurrences and potential exposures to routine construction dust. This will include coordination with local stakeholders and agencies to develop outreach techniques with respect to minimizing and/or preventing construction dust exposure adjacent to the corridor.

The plan will include public and agency coordination to communicate the sequence of work in each community, mitigation strategies to address construction effects, coordination with the local emergency services, schools, and other community services to identify and address any route and emergency vehicles access concerns during construction. The discussion of the roadways under local jurisdiction that could be utilized for construction access would continue during Phase II Design and Phase III construction.

During the construction phase, public involvement would continue with establishing a local point of contact and an IDOT contact in each community, weekly contractor meetings to discuss work to date and upcoming work, a project hotline, and project updates communicated via a project website, social media, and other means. Special signage may be required to alert the public of changes in access and other construction-related traffic pattern changes.

3.14.2 Water Resources

Construction typically associated with bridges, culverts, and roadway approaches would involve grading, filling, and excavation. These activities increase the erosion potential by the reduction in vegetative cover resulting from soil disturbance by heavy equipment. Placement of structures in streams may increase turbidity (suspended solids) and sedimentation and temporarily alter downstream hydraulics and substrate conditions.

Increased sedimentation during construction could cover natural substrate, thereby affecting habitat for some species of fish, mussels, and macroinvertebrates. The degree of impact would vary based on site-specific conditions, such as the type of crossing structure, stream substrate, stream depth, and stream velocity. To help reduce the release of sediment into the study area streams during construction, the IDOT BDE Manual, Chapter 59, Landscape Design and Erosion Control, would be implemented.

Compliance with Section 280 of the IDOT Standard Specifications for Road and Bridge Construction, adopted January 1, 2007, would also be met. Soil erosion and sediment control measures would be installed in areas of active construction, in particular, near stream crossings, wetlands/WOUS, and drainage ways. Disturbance of streamside vegetation would be kept to a minimum. To minimize soil loss and subsequent sedimentation, an erosion and sediment control plan would be prepared as part of the contract documents. Areas of special concern, where erosion and sediment control would be needed, would be identified during subsequent studies.

The proposed project would be subject to the requirements of IEPA's NPDES permit for construction site stormwater discharges. NPDES permit coverage is required when a construction project disturbs 1 acre or more of total land area, or is part of a larger common plan of development that ultimately disturbs 1 or more acres of total land area. See Section 3.18, Permits and Approvals, for further information.

As required by the NPDES permit, a stormwater pollution prevention plan (SWPPP) would be prepared that identifies soil erosion and sediment control practices to be used throughout the construction process to reduce the discharge of pollutants to receiving waters. Appropriate soil erosion and sediment controls would be implemented onsite and be modified to reflect the current phase of construction. All temporary erosion and sediment control measures would be inspected, maintained, and repaired/replaced, as necessary, to maintain NPDES compliance. The following is a list of BMPs that could be used to improve water quality, reduce soil erosion, and limit the amount of dust created in association with construction activities for the project:

- Storm drain inlet protection;
- Stone aprons at flared end sections;
- Stabilized construction entrances;
- Temporary stabilization (mulching, seeding);
- Rolled erosion control products (erosion control blankets or mats);
- Permanent seeding;
- Silt fence barrier;
- Temporary ditch checks;
- Sedimentation basins;
- Diversion dikes/channels; and
- Preservation of existing vegetation.

3.14.3 Air Quality

Demolition and construction can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the Study Area. Air quality impacts would be short term, occurring only while demolition and construction are in progress and local conditions are appropriate. Fugitive dust emissions typically are

associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, onsite movement of equipment, and transport of materials. The potential is greatest during dry periods, periods of intense construction activity, and high wind conditions. IDOT's Standard Specifications for Road and Bridge Construction, Article 107.36, includes provisions on dust control. Under these provisions, dust and airborne dirt generated by construction work would be controlled through dust control procedures or a specific dust control plan. During the project design phase, IDOT will develop an additional special provision to include a project-specific dust control plan. The plan will augment existing dust control methods currently in place in IDOT standard specifications. The plan will identify methods to reduce or contain construction dust that the contractor will employ during construction activities to further reduce fugitive dust in urban environments. These may include best practices from other similarly sized and located projects that may be applicable during the development of Phase II documents.

During construction, the contractor and IDOT will meet to review the nature and extent of dust-generating activities and would cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include minimizing track-out of soil onto nearby publicly traveled roads, reducing speed on unpaved roads, and covering haul vehicles. Blowing dust from areas cleared or excavated for access or construction purposes can be minimized by applying water to unpaved areas. The effectiveness of watering for fugitive dust control depends on the frequency of application. Street cleaning would also be used to control dust, as necessary. Paved areas that have soil on them from the construction site would be cleaned as needed, using a street sweeper or some alternative method.

These and other construction-related air quality best control practices identified by USEPA and other agencies will be developed during Phase II Design as part of a construction air quality special provision. The provision is intended to improve contractor awareness of best practices that could be used during construction including diesel emission reduction strategies, such as idling restrictions, diesel engine retrofits for construction equipment, and using clean fuels (ultra-low sulfur diesel, emulsified diesel, compressed natural gas). IDOT currently requires diesel emission reduction and clean fuel provisions for all construction contracts in Cook County.[55] Equipment-related particulate emissions could also be reduced if construction equipment is well maintained. With the application of appropriate measures to limit emissions during construction, the project would not cause significant, short-term PM air quality impacts.

3.14.4 Construction Noise and Vibration

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Individuals inhabiting the homes along the proposed improvements would, at some time, experience perceptible construction noise from implementation of the proposed project. To minimize or

[55] IDOT BDE Special Provision for Construction Air Quality – Diesel Retrofit; Section 107.41 (a) and (b) of IDOT Supplemental Specifications and Recurring Special Provisions.

eliminate the effect of construction noise on receptors, mitigation measures have been incorporated into IDOT's Standard Specifications for Road and Bridge Construction, Article 107.35.32.

Construction of the proposed project could result in temporary noise and vibration increases within and adjacent to the Study Area. The noise and vibration would be generated primarily from trucks and heavy machinery used during construction and demolition. Any anticipated noise and vibration impacts likely would be confined to normal working hours, periods generally considered to be tolerant of noise and vibration. No adverse noise and vibration impacts are expected during construction, and construction methods that minimize the potential for noise and vibration impacts, as well as monitoring of sensitive structures during construction, would be specified as needed in subsequent project phases.

IDOT will implement a structure monitoring program that will begin prior to construction. Existing conditions of buildings adjacent to or near the expressway (as identified in coordination with the local communities) will be documented prior to any project-related construction activity. IDOT will work with the communities to develop a vibration and displacement control plan to identify items of work for structure monitoring during construction.

3.14.5 Solid Waste

The contractor would dispose of grass, shrubs, trees, old pavement, miscellaneous debris, and other solid wastes generated during demolition and construction in accordance with state and federal regulations, as necessary. Waste disposal would follow IDOT's Standard Specifications for Road and Bridge Construction, Article 202.03. Nonhazardous and uncontaminated construction and demolition debris would be salvaged to the extent practical. Solid waste, including trash, construction debris, and other items, would be collected and disposed of offsite by the contractor. The contractor would be responsible for acquiring the permit required for such disposal. Onsite burning would not be permitted. No solid materials, including building materials, would be discharged to surface waters, except as authorized (e.g., IEPA). All waste would be collected and stored in approved receptacles. Liquid wastes would not be deposited into dumpsters or other containers that may leak. Receptacles with deficiencies would be replaced as soon as possible, and appropriate cleanup would take place if necessary. Construction debris would not be buried onsite. Waste disposal would comply with all local, state, and federal regulations. Proposed borrow areas, use areas (e.g., temporary access roads, staging/storage areas), and waste areas would follow IDOT's Standard Specifications for Road and Bridge Construction, Article 107.22.

Onsite special waste storage, including hazardous waste, would be minimized and would employ labeled, separate special/hazardous waste containers. Nonhazardous waste would be segregated and handled separately. Special and hazardous wastes would be disposed of in the manner specified by local, state, and federal regulations.

Concrete waste or washout would not be allowed to reach a stormwater drainage system or watercourse. Concrete washout would be contained and completed in a designated location. Washout containment facilities would be of sufficient volume to contain all liquid and concrete waste materials, including enough capacity for anticipated levels of rainwater.

3.14.6 Utility Services

Construction work would be coordinated with public utilities to avoid conflicts and minimize planned interruptions of service. When service interruptions are unavoidable, every effort would be made to limit their duration, and every effort would be made to give the public lengthy fair warning of any planned occurrence of service interruption.

3.14.7 Energy

Construction of the proposed improvement would require indirect consumption of energy for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays. The number of improvements and the time required to complete them would have a corresponding effect on the fossil fuels consumed; however, in the long term, post-construction operational energy requirements would offset construction and maintenance energy requirements and result in a net savings in energy usage.

3.14.8 Parks and Recreational Facilities

It is expected that access to all recreational facilities would remain throughout construction. For those facilities immediately adjacent to the construction area, there would likely be an increase in noise and vibration during the hours of construction activity. In addition, these facilities may experience a temporary increase in fugitive airborne dust and a temporary change to the existing visual setting in those areas immediately adjacent to the construction activity. Prior to and during construction, there would be coordination with the OWJ of these facilities to minimize the extent of potential construction-related impacts.

3.15 Indirect and Cumulative Impacts

There have been no substantive changes to this section since publication of the DEIS.

3.15.1 Approach

This section evaluates the potential for indirect and cumulative impacts. Potential indirect and cumulative impacts are defined as follows:

- Indirect effects are "caused by an action and are later in time or further removed in distance but are still reasonable foreseeable" (40 CFR 1508.8).
- Cumulative effects "result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions" (40 CFR 1508.7).

The basis for this analysis is the recognition that while a project has various direct impacts on social and environmental resources, it may also have indirect and cumulative impacts. The analysis of indirect impacts considers the effects of the build alternatives, whereas the analysis of cumulative impacts considers the effects of other past, present, and reasonably foreseeable future actions.

A review of the project-related impacts concluded that the resource analyses for indirect and cumulative impacts are similar to one another. The period for both analyses extends through 2040. The same resources are discussed for indirect and cumulative impacts, including effects on regional growth and development patterns, as well as water quality, wetlands, and biological resources. The geographic extent of these analyses varies with the resource. Socio-economic effects would be local (Project Corridor) and regional. Water resources are evaluated in the context of the Study Area and relevant watersheds, and wetlands and biological resources are analyzed in terms of local and regional value.

Indirect and cumulative effects would not be expected to occur with the No Build Alternative because the project would not be constructed.

3.15.2 Indirect Impacts

This section evaluates the potential for indirect effects to resources in the Study Area.

3.15.2.1 Socio-economic Effects

The indirect socio-economic effects were evaluated by developing year 2040 socio-economic forecasts as part of the I-290 Study. Socio-economic forecasts, including population and employment forecasts, are used as input to the I-290 travel forecasting model to estimate future highway and transit travel for use in design, environmental, and financial analyses. The year 2040 was selected as the planning horizon and design year for consistency with the MPO's MTP. This portion of the metropolitan Chicago region has established stable residential areas and a solid employment base. It is expected that the Project Corridor would continue to maintain its competitive position and serve an important role in the larger Chicago economy in terms of housing and jobs.

The 2040 population and employment forecasts developed by CMAP staff for their GO TO 2040 Comprehensive Regional Plan were a departure from previous forecasting practices in the region. Prior to the GO TO 2040 Plan, the socio-economic forecasting practice in northeastern Illinois was based on municipal and county consultation, historic trends, local land use policies, local development proposals, available land for development, and regional and county level control totals in a "market-based" approach. This prior socio-economic and land use methodology and forecast was adopted as the planning baseline for the region and used for major project development and for the MTP.

In reviewing the CMAP population and employment forecasts for use in the I-290 Study, IDOT concluded that the strict policy-based forecast developed by CMAP staff was not appropriate for evaluating specific transportation facilities because the forecasts:

- Are aspirational in nature, resulting in a "policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations)."[56]
- Do not directly address population and employment differences between No Build and build scenarios as CMAP staff's policy-based forecasts, which reflect the desired development for the region, would be the same regardless of which major transportation projects were included in the plan.
- Assume the recommended policies in the GO TO 2040 Comprehensive Regional Plan will be instituted by 2040 to achieve the policy-based forecast. CMAP recognizes that implementation of its vision relies on a multitude of decisions made at different levels of local, state, and federal government. CMAP does not have authority to implement land use plans. The authority over local land use resides with local governments.

IDOT determined that a refined market-based forecast, similar to the type of forecasts historically prepared by CMAP, was required to provide the most appropriate traffic forecasts for use in the design, environmental analysis, and potential toll revenue forecasting for transportation improvements for the Study Area. In addition, with the potential for tolling options for the project, any potential toll and revenue evaluations needed to finance a project would require investment-grade forecasts. Lenders and bonding agencies are typically reluctant to assume that goal-based, policy-driven recommendations would be entirely effective in the face of *laissez-faire* market economics. The Illinois Tollway has developed a similar market-based socio-economic forecast approach for use in their toll revenue studies.

CMAP staff anticipated the need for alternative socio-economic forecasts for project-specific studies and issued guidelines for preparing these alternative forecasts.[57] The I-290 project team adhered to these CMAP staff guidelines and coordinated with them in developing the market-driven socio-economic forecasts used for this project.

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[56] CMAP GO TO 2040 Comprehensive Regional Plan, October 2010, page 26.

[57] CMAP Forecast Principles for Data Users and Forecast Developers," CMAP, April 2011.

The methodology employed to develop the I-290 No Build and Build socio-economic forecasts is described in Appendix B-2. This methodology recognizes the important interrelationships between transportation systems and urban development (i.e., accessibility influences locational decisions which, in turn, influence accessibility). In selecting a location for an activity (e.g., industrial plant, office building, residence) the decision maker considers the accessibility of the various potential sites to concentrations of various activities (e.g., labor force, job concentrations, schools, recreational activities). This is general knowledge to market analysts, real estate brokers, and developers, and it is used in conducting their day-to-day business. It also is understood that improving the access of developable or redevelopable sites increases the development potential of those sites, attracting development (i.e., residential, commercial/industrial, institutional) that may have occurred elsewhere in the region.

The I-290 project team developed 2040 No Build market-driven socio-economic forecasts assuming no I-290 Eisenhower Expressway improvements (no additional lanes on I-290) and no HCT extension to the west from the CTA Blue Line Forest Park Station (no Blue Line Forest Park Branch extension). The 2040 No Build socio-economic forecasts do assume implementation of other major capital transportation projects outside of the Study Area that are included in the approved, fiscally constrained, MTP and TIP for the region.

The 2040 Build socio-economic forecasts were also developed for use in testing the I-290 Round 3 DEIS build alternatives. The I-290 Build socio-economic forecasts assumed implementation of an additional lane (in the form of a managed lane) on I-290, and an HCT extension (such as a Blue Line extension to Mannheim Road from the CTA Blue Line Forest Park Station), as well as other major capital transportation projects currently in the fiscally constrained long-range transportation plan and TIP.

Build and No Build Population and Employment Differences

The differences between the I-290 2040 Build and No Build population and employment forecasts are depicted in the following figures. The transportation improvements included in the I-290 build alternatives result in changes to accessibility of the region, which then affect population and employment forecasts. The improvement of access to developable or redevelopable sites increases the development potential of those sites, attracting development (i.e., residential, commercial/industrial, institutional) that may have occurred elsewhere in the region. Because the I-290 build alternatives include highway and transit improvements, composite accessibility effects were used to measure changes in accessibility for the build alternatives.

Figure 3-138 and Figure 3-139 show the impact of the Highway Component of the I-290 build alternatives on the redistribution of 2010-2040 population and employment growth, while Figure 3-140 and Figure 3-141 show the impact of the Transit Component of the I-290 build alternatives. These figures show that the Highway Component of the I-290 build scenario has a greater impact on population and employment growth than the Transit Component of the build scenario due to the greater improvement in accessibility from the highway improvements.

Figure 3-138. Change in Population – Build vs. No Build Due to Highway Improvements

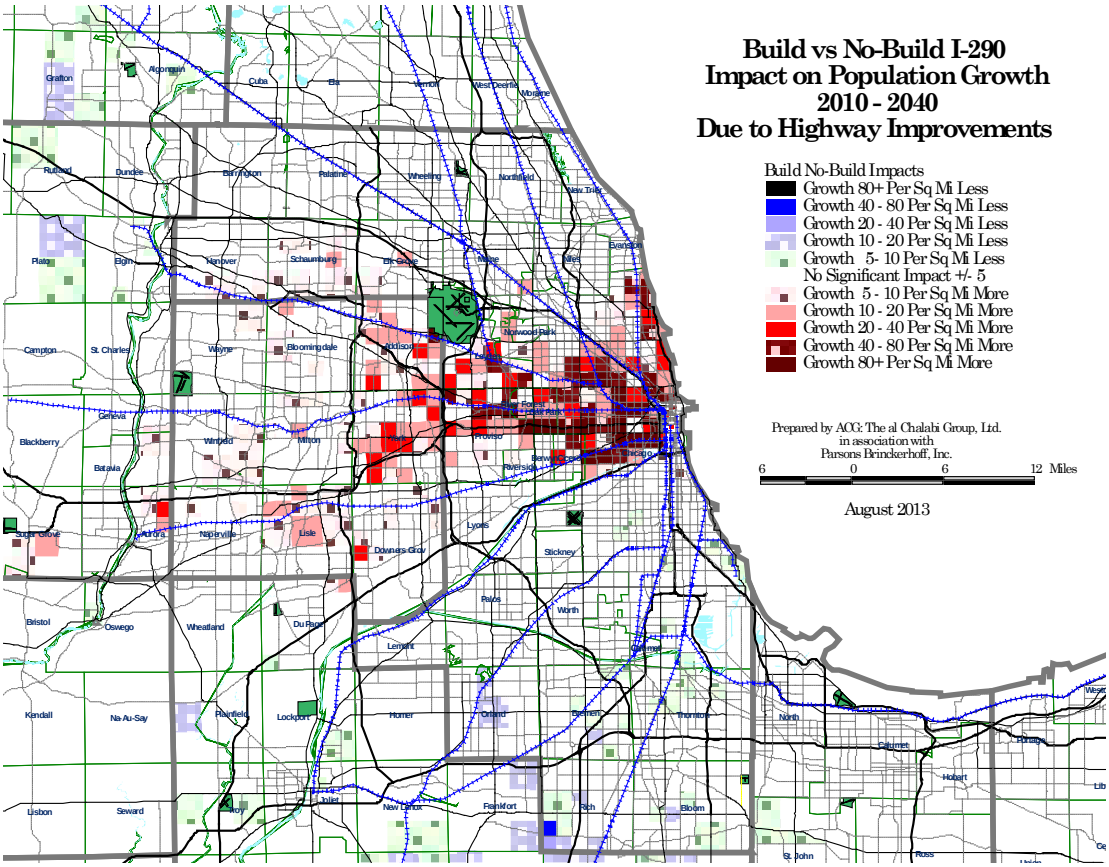


Figure 3-139. Change in Employment – Build vs. No Build Due to Highway Improvements

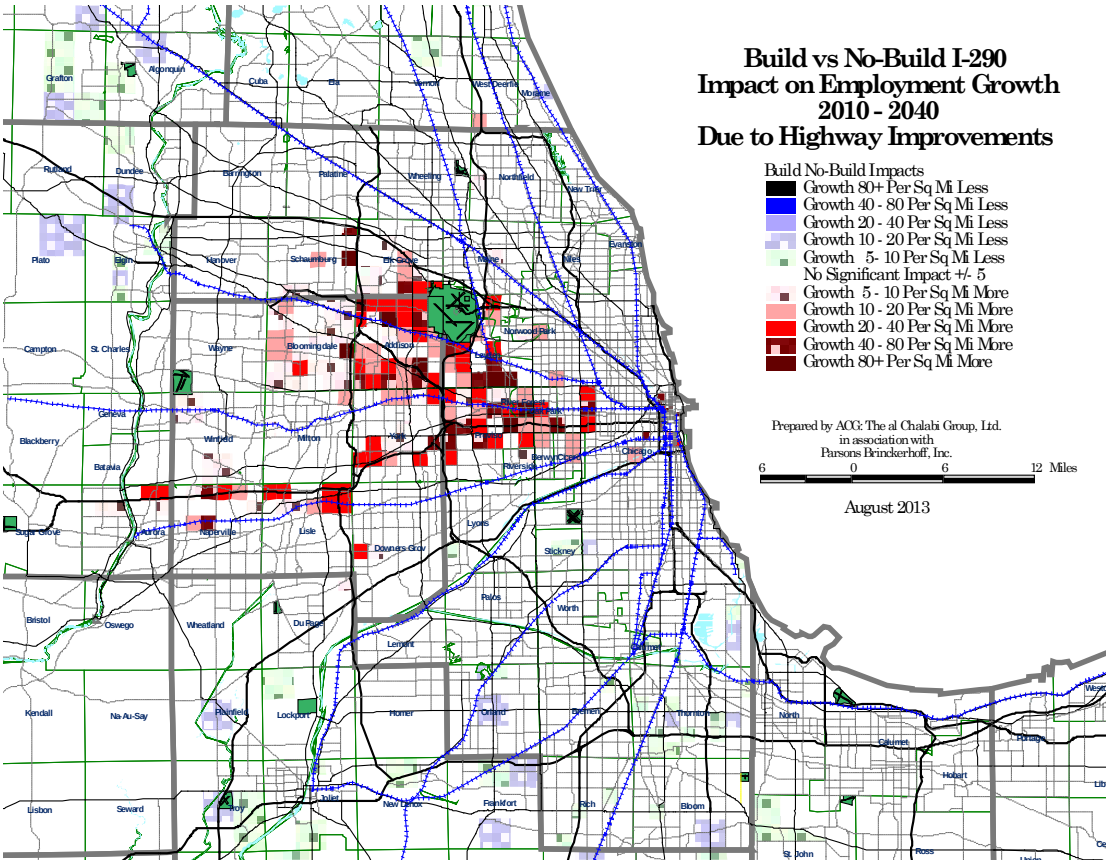


Figure 3-140. Change in Population – Build vs. No Build Due to Transit Improvements

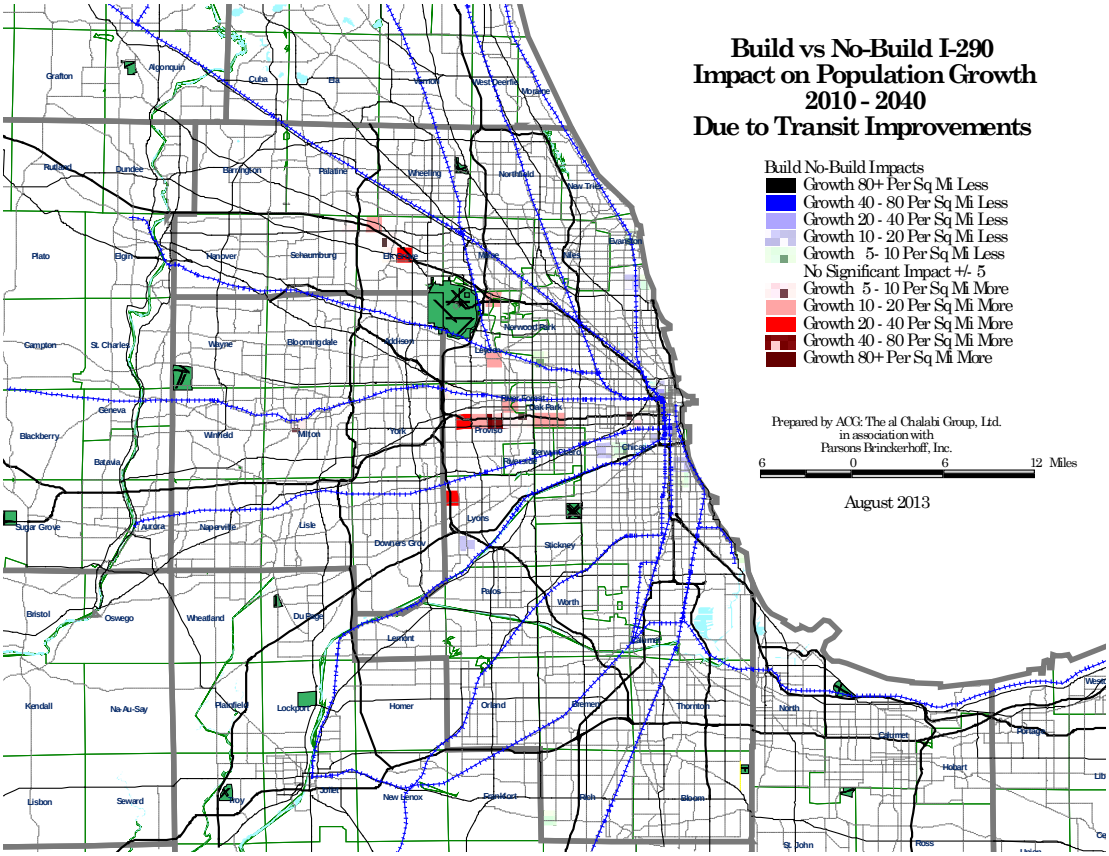
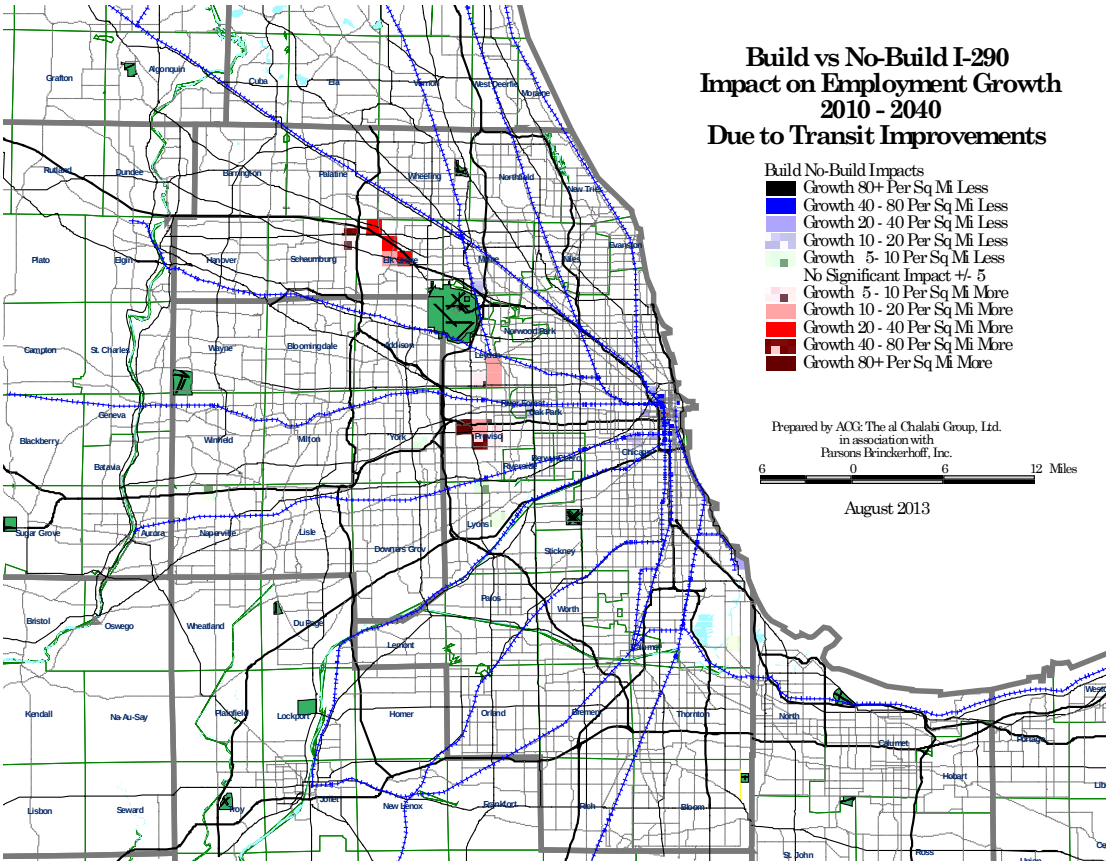


Figure 3-141. Change in Employment – Build vs. No Build Due to Transit Improvements



A comparison of the resulting I-290 Study Area 2040 population and employment forecasts is shown in Table 3-52. As seen in this table, the I-290 Study Area population and employment forecasts for the No Build versus build scenario indicate a less than 1 percent change. This is due to the existing built-out urban conditions in the Study Area and that the I-290 project reflects improvements to an existing facility that already provides accessibility to the Study Area.

Table 3-52. Comparison of I-290 Study Area 2040 No Build and Build Forecasts

Forecast	2040 No Build	2040 Build	Change
Population	649,215	651,912	0.4%
Employment	309,334	310,967	0.5%

Given the minor differences in population and employment forecasts between the No Build and build scenarios, it was determined that a single build scenario could be used in the I-290 travel forecasting model for the four DEIS build alternatives. Because the DEIS build alternatives include very similar physical transportation improvements, with the primary difference among them being operational (e.g., how the fourth lane is managed and if there is tolling), overall accessibility is expected to be similar between the build alternatives. The HOV 2+ Alternative was selected to develop the highway and transit travel times for use in determining the composite accessibility of the 2040 build scenario, because it represented a middle ground in operational control in terms of lane management strategies.

In addition to the analysis on population and employment described above, construction of the project would indirectly affect the area economy to the roadway construction sector by increasing demand for locally produced materials needed for construction, such as concrete, wholesale and retail trade items, rebar, and other construction materials. This would affect suppliers of those products. Other sectors of the economy would be benefited by employees hired in the construction industry who may increase their expenditures in restaurants, grocery stores, etc.

The indirect impacts to Project Corridor communities, including environmental justice communities, are described in Sections 3.15.2.2 through 3.15.2.13 below. Since most of the Study Area includes low-income or minority populations, the indirect impacts described in the following subsections would affect these groups.

3.15.2.2 Cultural Resources

Indirect effects on cultural resources would be largely those that may result from additional development within and beyond the Study Area. Development within the vicinity of the proposed project would continue under existing developmental review regulations of the Project Corridor communities, which would allow a continuation of status quo development of the area.

3.15.2.3 Air Quality

An air quality analysis was performed using projected traffic volumes that incorporate anticipated traffic generation from planned development in the Study Area for the future years under the build alternatives and the No Build Alternative; therefore, the regional burden air quality analysis takes into account the indirect effects of the project and other traffic growth that would be associated with the proposed project.

A full air quality discussion is included in Section 3.3, Air Quality, and a short summary is listed below:

- The GP Lane Alternative shows a slight increase in all regional criteria pollutants except for PM_{10}, for which it shows a slight decrease, compared to the No Build Alternative;
- The HOV 2+, HOT 3+, and HOT 3+ & TOLL Alternatives show a slight decrease in all regional criteria pollutants compared to the No Build Alternative; and
- All changes in regional pollutant burdens are minimal, with all pollutants showing less than a 1 percent change when comparing the build alternatives to the No Build Alternative in 2040.

3.15.2.4 Noise

Noise impacts are expected to be direct and not result in indirect impacts. See Section 3.4, Traffic Noise, for a full discussion on the direct noise impacts.

3.15.2.5 Energy

During the construction period, there would be an indirect consumption of energy for general construction activities and processing of materials. Potential traffic delays occurring during the construction period may result in increased energy consumption by vehicles experiencing those delays. The overall consumption of fossil fuels consumed during the construction process would correlate to the amount of construction activity, types of activity, and time needed to complete the activity.

3.15.2.6 Natural Resources

There are no identified indirect effects to natural resources. See Section 3.6, Natural Resources, for a full discussion on direct impacts to natural resources.

3.15.2.7 Groundwater

Stormwater runoff from increased impervious surface could result in reduced groundwater recharge rates. Pollutants have the potential to adversely affect groundwater sources of water supply, although groundwater wells are only used as a backup source because drinking water comes from Lake Michigan. See Section 3.8, Groundwater, for a full discussion of potential direct impacts to groundwater.

3.15.2.8 Floodplains

There are no identified indirect effects to floodplains. See Section 3.9, Floodplains, for a full discussion on direct impacts to floodplains. During coordination with the communities in the Study Area, an opportunity was identified to manage localized flooding in the Village of Maywood with a new storm sewer trunk line along the I-290 north frontage road. This trunk line would outlet to the Des Plaines River.

3.15.2.9 Water Resources

Increased traffic and impervious surfaces would result from transportation infrastructure completed over the next 20-year period. Based on water quality modeling, this would result in additional pollutants being deposited on the roadway. During storms, these pollutants could be transported to receiving waters. Water quality standards would be maintained, minimizing any potential indirect adverse effects.

3.15.2.10 Wetlands

The Study Area is a highly developed area with few wetlands that can generally be attributed to urban development. As noted in Section 3.10, Wetlands, no wetlands were identified in the Project Corridor; therefore, there would be no indirect impacts to wetlands.

3.15.2.11 Special Waste

Indirect effects from hazardous waste and waste from normal operations of I-290 following construction of any of the build alternatives would primarily be associated with runoff of contaminants entrained in stormwater, including fuel, lubricants, heavy metal compounds from tires and brake pad dust, and automobile engine coolants such as ethylene glycol leaking from passing vehicles. Construction of the proposed project would improve traffic operations along the entire Project Corridor. This would ultimately help reduce the risk of accidents, including those involving hazardous materials, and would thereby decrease the amount of harmful materials that might enter soil and water resources in the Study Area. Remediation of known or potentially contaminated hazardous materials sites for the proposed project would potentially be an indirect benefit of the build alternatives. Removing these materials from the Study Area eliminates the potential health hazards and liability risks from these materials remaining in the area.

3.15.2.12 Special Lands

Construction of any of the build alternatives could potentially improve access to existing or future parks, recreation facilities, or special lands, but it is unlikely to have other effects beyond temporary minor increases in noise levels during construction.

3.15.2.13 Visual Resources

No indirect effects associated with visual quality were identified. See Section 3.13, Visual Resources, for a full discussion on direct impacts to visual resources in the Project Corridor.

3.15.3 Cumulative Impacts

This section describes the cumulative impacts associated with the proposed project. The analysis for the project considered the cumulative impacts on resources in the Study Area. This included the proposed project's direct and indirect impacts, as well as the impacts of other major federal, state, and private actions in the Study Area not related to the project. The projects considered to be "reasonably foreseeable actions" have typically received preliminary approvals, are included in local plans, or have already advanced in project development. The major federal and state transportation projects identified as other actions are described in full in CMAP's 2014 GO TO 2040 Comprehensive Regional Plan. The largest nearby project is the I-290 Jane Byrne (formerly Circle) Interchange Reconstruction Project, which is currently under construction near the eastern limits of the Study Area that would improve circulation between I-290 and I-90/I-94.

3.15.3.1 Socio-economic Effects

Cumulative impacts to existing socio-economic resources in the Study Area are limited due to the area's urban, largely developed character. Roadway and transit improvements in the regional plan can foster beneficial community results, such as improving accessibility and mobility and supporting future growth and planning policies. Cumulatively, the I-290 project represents a small incremental impact on socio-economic conditions in the context of the other identified actions occurring in the area that have or would have an effect on socio-economic conditions. Improved travel times in the Project Corridor for all of the build alternatives on I-290 may spur private redevelopment, and industrial and commercial land uses may recognize the intrinsic value and competitive advantage of better local and regional transportation access. Therefore, underused or underdeveloped properties in the area would be candidates for reinvestment.

Construction of the proposed I-290 project and other area projects would increase jobs in the region for the highway industry. The proposed I-290 project would not result in any adverse cumulative impacts on the regional economy. Additionally, the cumulative effects of these other area projects are not expected to substantially affect land use in the Study Area because the land uses are well established and consistent with local, county, and regional plans.

3.15.3.2 Cultural Resources

Neither the build alternatives nor the No Build Alternative for the proposed project are likely to cause adverse effects on cultural resources either within or beyond the limits of the project. Therefore, as the cumulative effects on cultural resources are anticipated to be minimal and are not likely to be different under either the build alternatives or No Build Alternative, additional analysis is not warranted.

3.15.3.3 Air Quality

An air quality analysis was performed using projected traffic volumes that incorporate anticipated traffic generation from planned development in the Study Area for the future years under the build alternatives and the No Build Alternative. Therefore, the air

quality analysis as documented in Section 3.3, Air Quality, takes into account the cumulative effects of the project and other traffic growth that would be associated with the proposed project. A short summary is listed below:

- The GP Lane Alternative shows a slight increase in all regional criteria pollutants, except for PM_{10}, for which it shows a slight decrease compared to the No Build Alternative;
- The HOV 2+, HOT 3+, and HOT 3+ & TOLL Alternatives show a slight decrease in all regional criteria pollutants compared to the No Build Alternative; and
- All changes in regional pollutant burdens are minimal, with all pollutants showing less than a 1 percent change, when comparing the build alternatives to the No Build Alternative in 2040.

3.15.3.4 Noise

The build alternatives would reduce noise adjacent to the roadway by constructing noise barriers at locations along the Project Corridor where they are reasonable and feasible to construct and where benefited receptors vote in favor of their construction (Section 3.4 for full details). While the build alternatives are not expected to have a cumulative effect on regional noise levels, the proposed project would result in a reduction of noise in the Study Area.

3.15.3.5 Energy

Construction and operation of the proposed project would consume energy. While consumptive energy losses would occur during construction of the proposed project, operation of the proposed project would not be measurably different from the No Build Alternative and thus would not materially contribute to the cumulative adverse effects to energy.

3.15.3.6 Natural Resources

Direct impacts to natural resources would be avoided or mitigated to the extent feasible, as described in Section 3.6, Natural Resources. Considered with the effects of past, present, and reasonably foreseeable future actions, the proposed project would have a negligible contribution to cumulative adverse effects on natural resources.

3.15.3.7 Groundwater

Direct groundwater impacts would be minimal and are described in Section 3.8, Groundwater. Considered with the effects of past, present, and reasonably foreseeable future actions, the proposed project would have a negligible contribution to cumulative adverse effects on groundwater.

3.15.3.8 Floodplain

Direct impacts to wetlands would be avoided or mitigated to the extent feasible. Considered with the effects of past, present, and reasonably foreseeable future actions,

the proposed project would have a negligible contribution to cumulative adverse effects on floodplains.

3.15.3.9 Water Resources

Increased traffic and impervious surfaces would result from recently completed transportation infrastructure over the next 20-year period, which could result in additional pollutants being deposited on the roadway. BMPs implemented consistent with federal, state, and local regulation are anticipated to minimize adverse consequences to water resources in the Study Area.

3.15.3.10 Wetlands

As discussed in Section 3.10, Wetlands, no direct impacts to wetlands are associated with this proposed project; therefore, as the cumulative effects on wetlands are not likely to be different under the build alternatives, additional analysis is not warranted.

3.15.3.11 Special Waste

The long-term cumulative effect of the build alternatives combined with the other projects in the Study Area represent a slight increase in the risk of accidental hazardous materials spills as a result of increased traffic volumes. These potential hazardous materials spills could lead to added stormwater pollution if such spills are not contained or materials not disposed in accordance with established procedures.

3.15.3.12 Special Lands

Neither the No Build Alternative nor the build alternatives for the proposed project are likely to cause effects on special lands, including parks and recreation resources, within or beyond the limits of the proposed project. Therefore, as cumulative effects on parks and recreation resources are anticipated to be minimal and are not likely to be different under the build alternatives, additional analysis is not warranted.

3.15.3.13 Visual Resources

The build alternatives would contribute to the visual change associated with past, present, and reasonably foreseeable future actions. Construction and operation of the proposed project would change the visual character by adding noise walls in many locations. There may also be areas where mature vegetation would be replaced with noise walls in the Project Corridor. The change in the design of the interchanges and ramps would also alter the visual character of the Project Corridor. The cumulative effects of such change are not expected to substantially alter the predominantly urban character of the Study Area.

3.16 Short-Term Use and Long-Term Productivity

There have been no substantive changes to this section since publication of the DEIS.

Short-term uses of the human and natural environment resulting from the proposed project would generally be those construction activities associated with the project. Construction of the proposed project would involve the short-term use of resources such as labor and land for construction staging and storage of materials. As with any major construction activity, temporary disturbances to the human and natural environments are expected to occur. Such temporary disturbances would include construction noise, vibration, visual impacts, temporary disruption of local traffic, and disruption to business and residential access within construction areas, and disturbance of vegetation, water resources, and wildlife habitat.

The negative short-term effects described above are offset by the long-term positive effects of the proposed project. The long-term outcomes of the proposed project would include improved safety and improvements to existing I-290 facility deficiencies. The long-term benefits of the proposed project, which include improved mobility for regional and local travel, access to employment, and improved modal connections and opportunities in the Study Area, require a certain necessary amount of short-term resource use. The long-term benefits of the proposed project, however, outweigh the short-term negative aspects associated with construction.

The proposed project would contribute to the maintenance and enhancement of long-term productivity for the communities in the Study Area by providing improved local and regional accessibility and improved safety for all transportation modes in the Study Area.

3.17 Irreversible and Irretrievable Commitment of Resources

There have been no substantive changes to this section since publication of the DEIS.

This section will discuss irreversible and irretrievable commitments of resources. A commitment of resources is irreversible when its primary or secondary impacts limit the future option for a resource. An irretrievable commitment refers to the use or consumption of resources that is neither renewable nor recoverable for later use by future generations.

Construction of the build alternatives along the Project Corridor would involve an irreversible commitment of many irretrievable resources. These resources include land, natural resources, resources used for construction materials and energy, and manpower.

Land used in construction of the proposed project is considered an irretrievable resource, along with everything below the surface. No areas of land within the proposed construction limits are currently open or in a natural state, so no impacts are expected.

Large amounts of other natural resources, such as limestone, clay, asphalt (bitumens), gravel, sand, and iron ore, would be required for use in construction materials. Fabrication of construction materials and operation of construction vehicles and machinery would require energy derived from fossil fuels, in addition to other potential energy sources such as solar and electricity. Similar to mineral resources, fossil fuels are an irretrievable resource, the extraction and use of which is unrecoverable and irreversible; however, it is unlikely that their limited use in this proposed project would adversely affect the future availability of these resources.

Additionally, large amounts of labor are used in the fabrication and preparation of construction materials. While the labor specifically dedicated to the proposed project would be irreversible and irretrievable for other uses, the existing labor pool or new labor sources would be likely available if there are willing individuals.

Resources in the Study Area that are in the category of irretrievable resources include sand, gravel, and limestone. These resources are generally viewed as income-producing commodities. Extraction and use of these income-producing resources is irreversible. While the land above the resources is used for a transportation project, such as the I-290 Eisenhower Expressway, or other secondary development, these resources would not be available for extraction and use; therefore, they would be irretrievable.

While the state and federal funds and manpower that would be used to build the proposed project represent a monetary commitment, it is anticipated that the long-term economic benefits and traffic improvements that would result from the proposed project would outweigh this initial investment. Further analysis regarding the long-term economic benefit of the project is available in Section 3.1, Social/Economic Characteristics.

Overall, the use of these resources for the proposed project is warranted because construction of any of the build alternatives would provide long-term benefits, including improved local and regional mobility and connectivity and improved safety for all transportation modes within the Study Area. Ongoing planning and coordination with project stakeholders and resource agencies is helping guide the preliminary design of the transportation facility while minimizing impacts to local residents and natural resources. Implementation of the mitigation measures previously identified in the discussion of each resource topic presented in Section 3.0 would help offset unavoidable impacts to those resources, some of which are also protected by law, such as aquatic resources, wetlands, and historic resources.

3.18 Permits and Approvals

Since publication of the DEIS, the following substantive change to this section has been made:

- Identified the need for a NPDES permit for discharge to the Des Plaines River at the ComEd Maywood Technical Center.

This section summarizes permits and certifications applicable to the proposed project. Submittal of permit applications to pertinent regulatory agencies will take place after development of final engineering plans. Avoidance and minimization strategies required to obtain permits would be evaluated as part of the development of these final engineering plans.

The expected permits for this project include:

- Section 404 of the CWA (regional permit)
- Section 401 of the CWA (automatic with regional permit program)
- SWCD Review of Erosion and Sedimentation Control Plans
- NPDES Construction Permit
- Floodway and Floodplain Construction Permits
- IWPA-Related Approval
- FHWA Section 129 Compliance and Approval
- FHWA Access Justification Report and Approval

It is noted that the ComEd Maywood Technical Center currently has a NPDES permit (IL0059064) for discharge to the Des Plaines River. It is anticipated that any NPDES permitting needs due to the construction of Outlet #4 will be coordinated with IEPA during Phase 2 Design.

3.19 Summary of Environmental Commitments and Mitigation

There have been no substantive changes to this section since publication of the DEIS.

This section provides a brief description of the environmental commitments associated with the proposed project. This section also summarizes the mitigation measures to be provided in response to unavoidable adverse environmental impacts.

Table 3-53. Summary of Environmental Commitments

Impact	Mitigation Measure	Reference	Implementation Timing	Responsible Party*
Traffic Noise				
The build alternatives have only minor differences in traffic noise impacted receptors: GP Lane Alternative – 230 receptors; HOT 3+ Alternative – 229 receptors; HOV 2+ Alternative – 228 receptors; HOT 3+ & TOLL Alternative – 220 receptors; and the Preferred Alternative – 228 receptors. It is noted that the No Build Alternative would have 227 noise-impacted receptors.	The four build alternatives have very similar feasible and reasonable barrier design characteristics. The recommended locations of noise barriers associated with the Preferred Alternative are shown in the Section 3.0 Map Set. Of the 63 feasible and reasonable barriers, 46 walls were favored by benefited receptors in 2015 and 2016. IDOT intends to conduct additional outreach with local stakeholders during the project's design phase to determine the aesthetic treatment most appropriate for each community. Such future coordination may result in reopening the viewpoints solicitation process where warranted by changes in the number/location of benefited stakeholders, the benefited stakeholders' opinions, or noise wall technology.	DEIS Sections 3.4.3 and 5.3.7	Design and Construction	IDOT

Table 3-53. Summary of Environmental Commitments (continued)

Impact	Mitigation Measure	Reference	Implementation Timing	Responsible Party*
Natural Resources				
Construction of any build alternative will result in impacts to upland communities.	Impacts to trees will be minimized with installation of construction fencing and exclusion zones to reduce compaction of roots and soil. Mitigation for trees removed will be guided by IDOT's Preservation and Replacement of Trees (IDOT, 2002) policy and Chapter 59 ("Landscape Design") of the BDE Manual (IDOT, 2014). A landscaping plan will be developed during the design phase that will identify areas where trees, shrubs, and grasses will be planted on highway side slopes, on back slopes, and in the median, except where clear vision needs to be maintained at highway entrances and exits, intersections, and median openings.	DEIS Section 3.6.3 IDOT's *Preservation and Replacement of Trees* (IDOT, 2002) policy Chapter 59 ("Landscape Design") of the *BDE Manual* (IDOT, 2014).	Design and Construction	IDOT/ Contractor
Construction of any build alternative will minimally impact wildlife species.	Locations of short barrier walls near creek crossings to restrict the movement of small animals (including reptiles, amphibians, and smaller mammals) from entering the roadway corridor will be coordinated in the design phase. Design walls to not limit the movement of larger mammals and prevent them from being trapped within the roadway.	DEIS Section 3.6.3	Design	IDOT

Table 3-53. Summary of Environmental Commitments (continued)

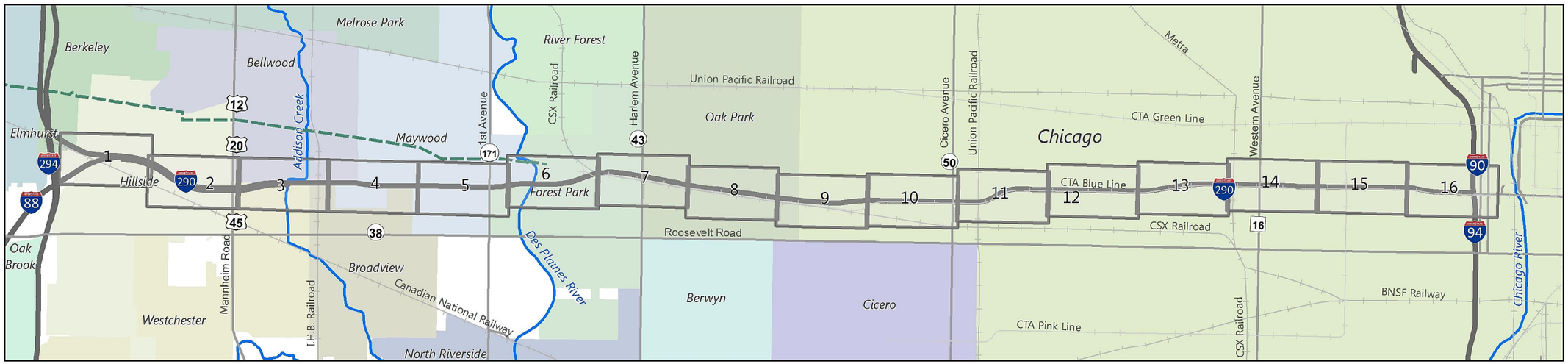
Impact	Mitigation Measure	Reference	Implementation Timing	Responsible Party*
Floodplains				
Regulatory floodplain encroachments are negligible at the Des Plaines River (less than 0.1 acre-feet of fill for the normal to 100-year flood elevation). For Addison Creek, 17.1 acre-feet of floodplain cut volume will occur for the normal to 10-year flood elevation, and 4.1 acre-feet of floodplain fill volume will occur for the 10- to 100-year flood elevation. There will be a net cut volume for Addison Creek for the normal to 100-year flood elevation.	Retaining walls are proposed in key locations near the floodplains to minimize impacts. There is a net removal of floodplain fill at Addison Creek and the Des Plaines River floodways; therefore, no mitigation is necessary.	DEIS Section 3.9.3	Design	IDOT

Table 3-53. Summary of Environmental Commitments (continued)

Impact	Mitigation Measure	Reference	Implementation Timing	Responsible Party*
Visual Resources				
Construction of any build alternative will result in visual change at varying locations along the Project Corridor for motorists and for those viewers outside the corridor.	Mitigation for visual impacts may include implementation of context-sensitive design (that involves public input) and landscape improvements for replacement of existing landscaping, creation of new landscape areas, public input in the use of alternative materials and design of noise barriers, and installation of containerized plantings located on the cross-street overpass bridges. See also Traffic Noise mitigation above.	DEIS Section 3.13.5	Design	IDOT

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KEY MAP OF I-290 EISENHOWER EXPRESSWAY



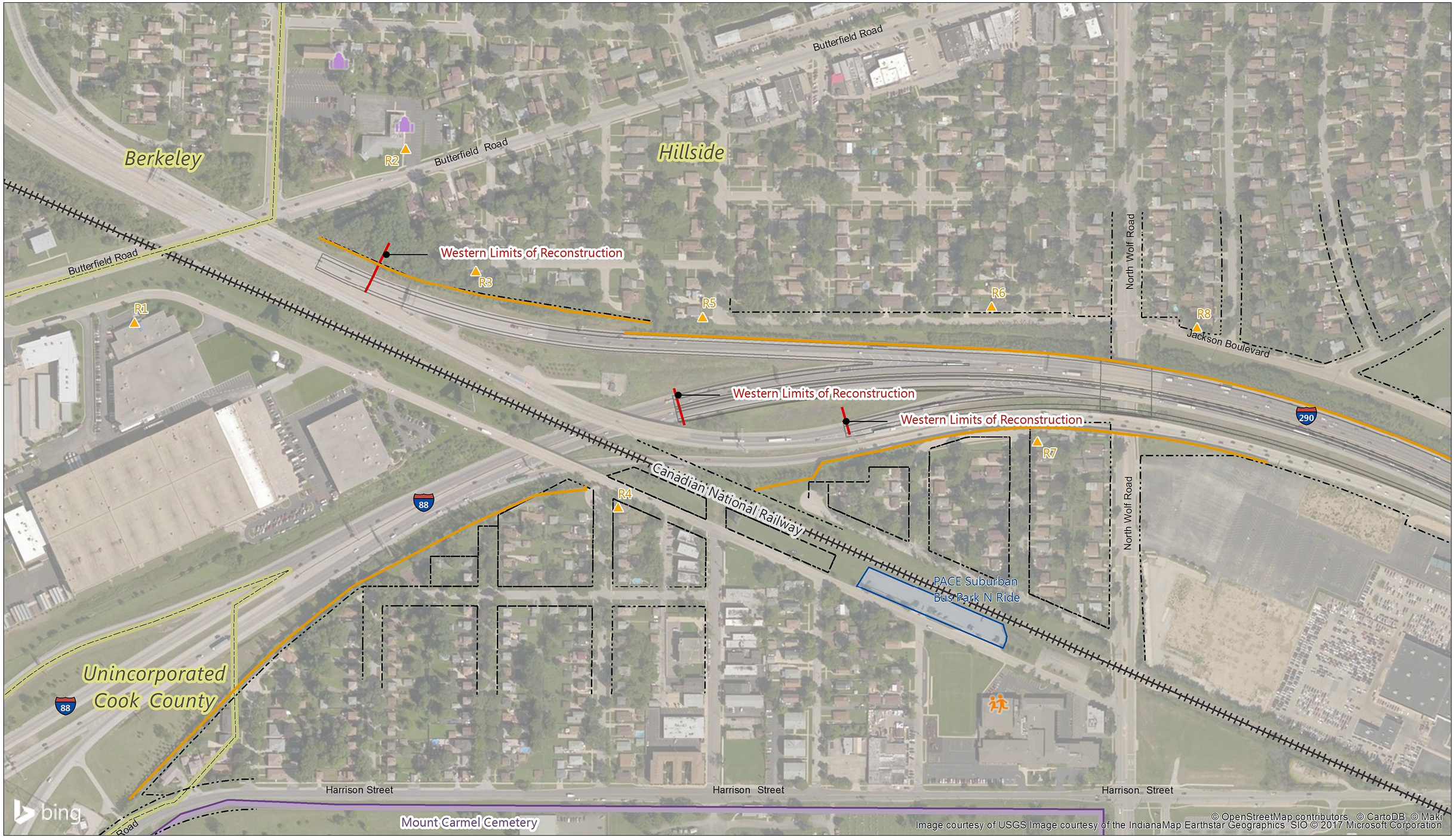
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- National Register of Historic Places (NRHP)-Listed Historic Property
- National Historic Landmark Property
- NRHP-Eligible Property
- Previously Determined NRHP-Eligible or Pending NRHP-Listing Property
- Representative Noise Receptor
- Existing Noise Barrier
- Proposed Noise Barrier Likely to be Implemented
- Municipal Boundary
- Fire
- Hospital
- Library
- Place of Worship
- Police
- Post Office
- School
- Village Hall
- River / Creek
- Watershed Boundary
- Floodway
- Floodplain
- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Temporary Easement
- Proposed Permanent Easement
- Park
- Park
- Illinois Prairie Path
- Cemetery
- Cemetery
- Metra Rail
- Metra Rail Station
- CTA Rail
- CTA Rail Station
- Railroad
- Park and Ride

SECTION 3.0 MAP SET: LEGEND
Final Environmental Impact Statement

Eisenhower expressway

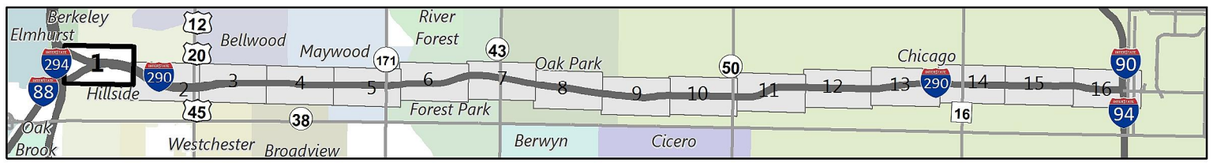
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SECTION 3.0 MAP SET
Final Environmental Impact Statement

Eisenhower expressway

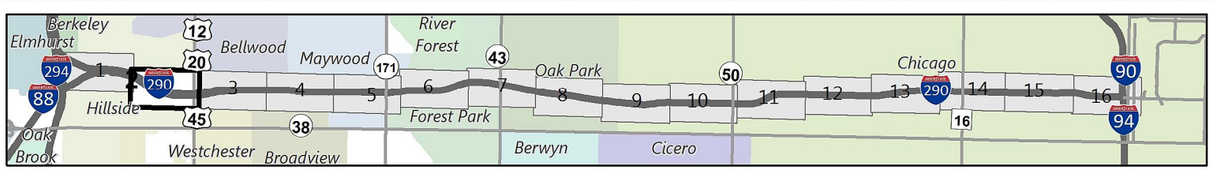
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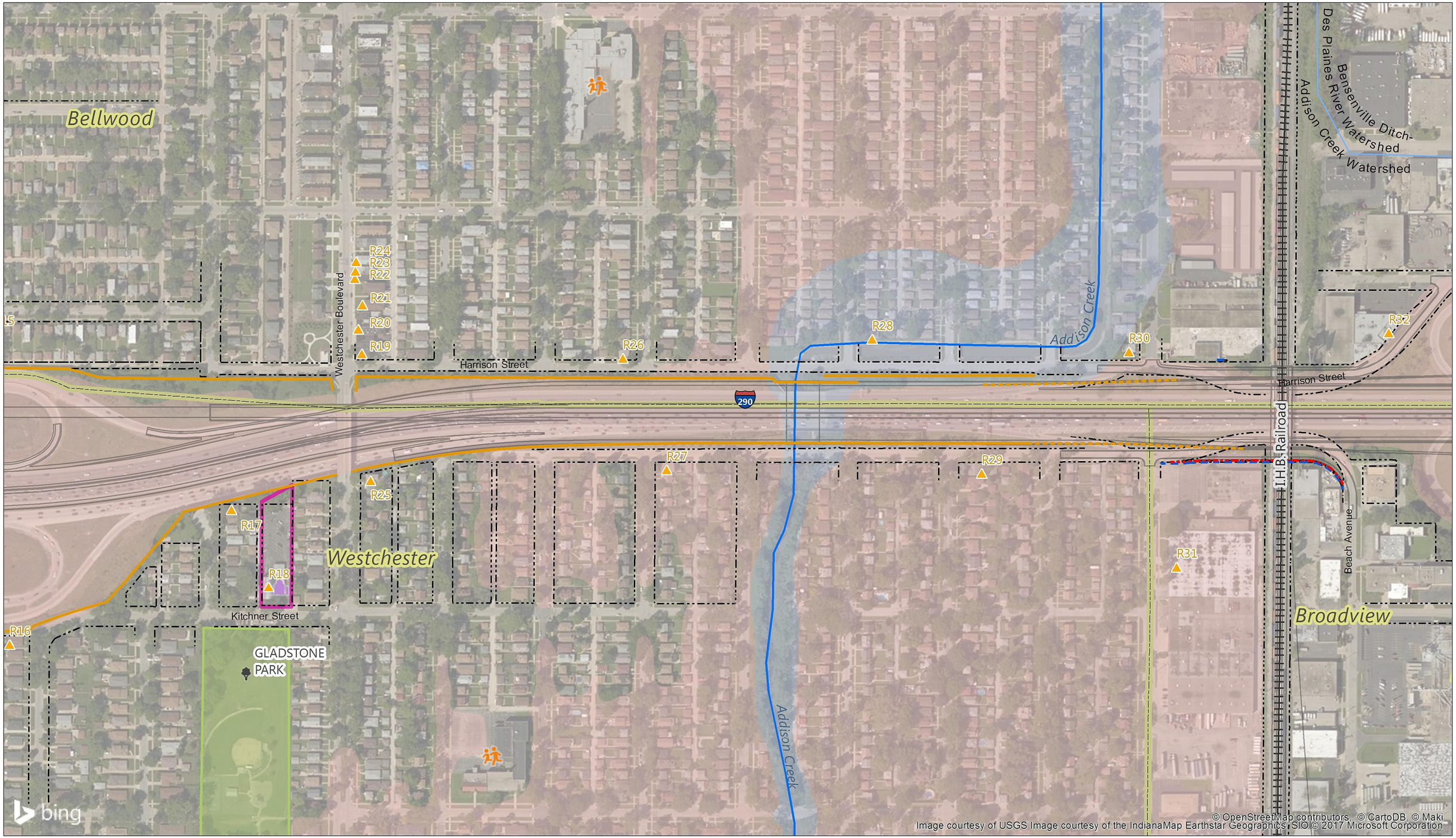
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Final Environmental Impact Statement

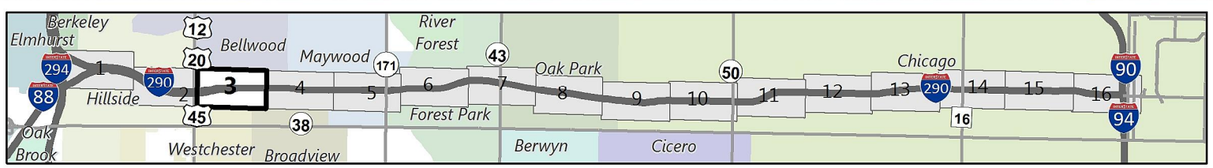
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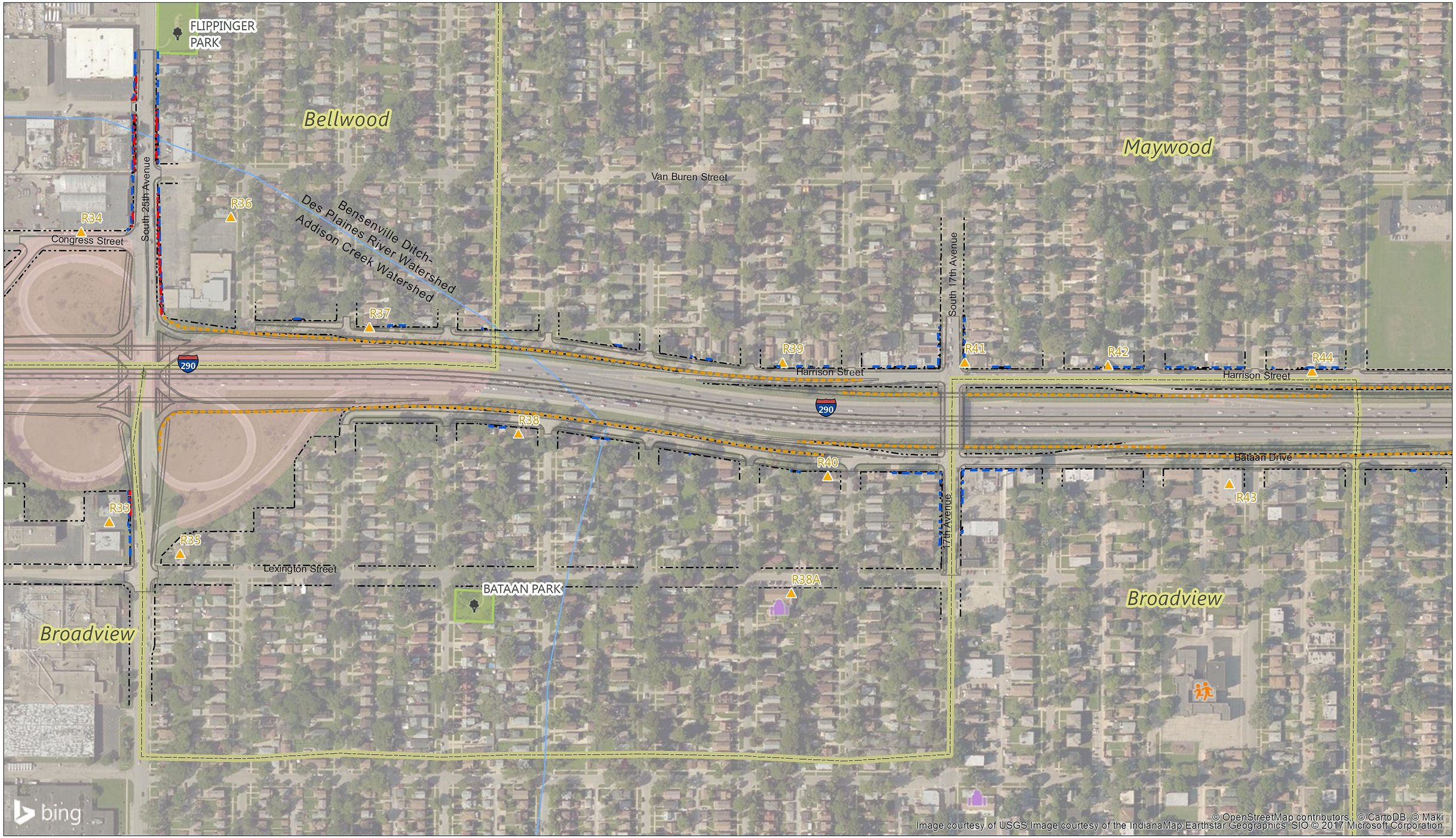
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Final Environmental Impact Statement

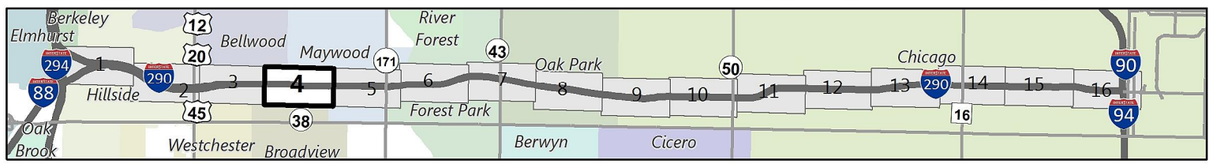
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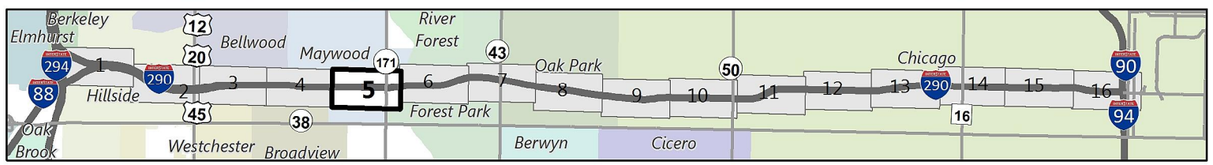
SECTION 3.0 MAP SET
Final Environmental Impact Statement

Eisenhower expressway

June 28, 2017

R45
R46
R48
R49
South 9th Avenue
R54
Harrison Street
290
Bataan Drive
R47
R50
R51
R52
R52A
R53
R55
R56
R57
STANDARD PARK
South 5th Avenue
R58
Harrison Street
R59
R60
171
1st Avenue
Maywood
R61
Forest Home Cemetery
R62
Forest Park
bing
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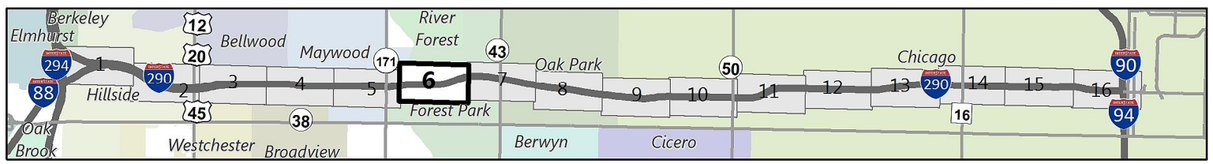
SECTION 3.0 MAP SET
Final Environmental Impact Statement

Eisenhower expressway

Des Plaines River
Maybrook Drive
Forest Park
Forest Park
Commuter Parking
CSX Railroad
Forest Park
Concordia
Cemetery
Maywood
Circuit Court of Cook County
Fourth Municipal District
(Maywood Courthouse)
R63
R64
Proposed Outlet 4
290
290
STATION
PARK
PARK DISTRICT
OF FOREST PARK
R67
Harrison Street
R66
R68
Forest Home
Cemetery
Forest Park
R62
R65
Des Plaines River
Waldheim
Cemetery
Bensenville Ditch-
Des Plaines River Watershed
Maple Lake-Chicago
Sanitary and Ship Canal
Des Plaines Avenue
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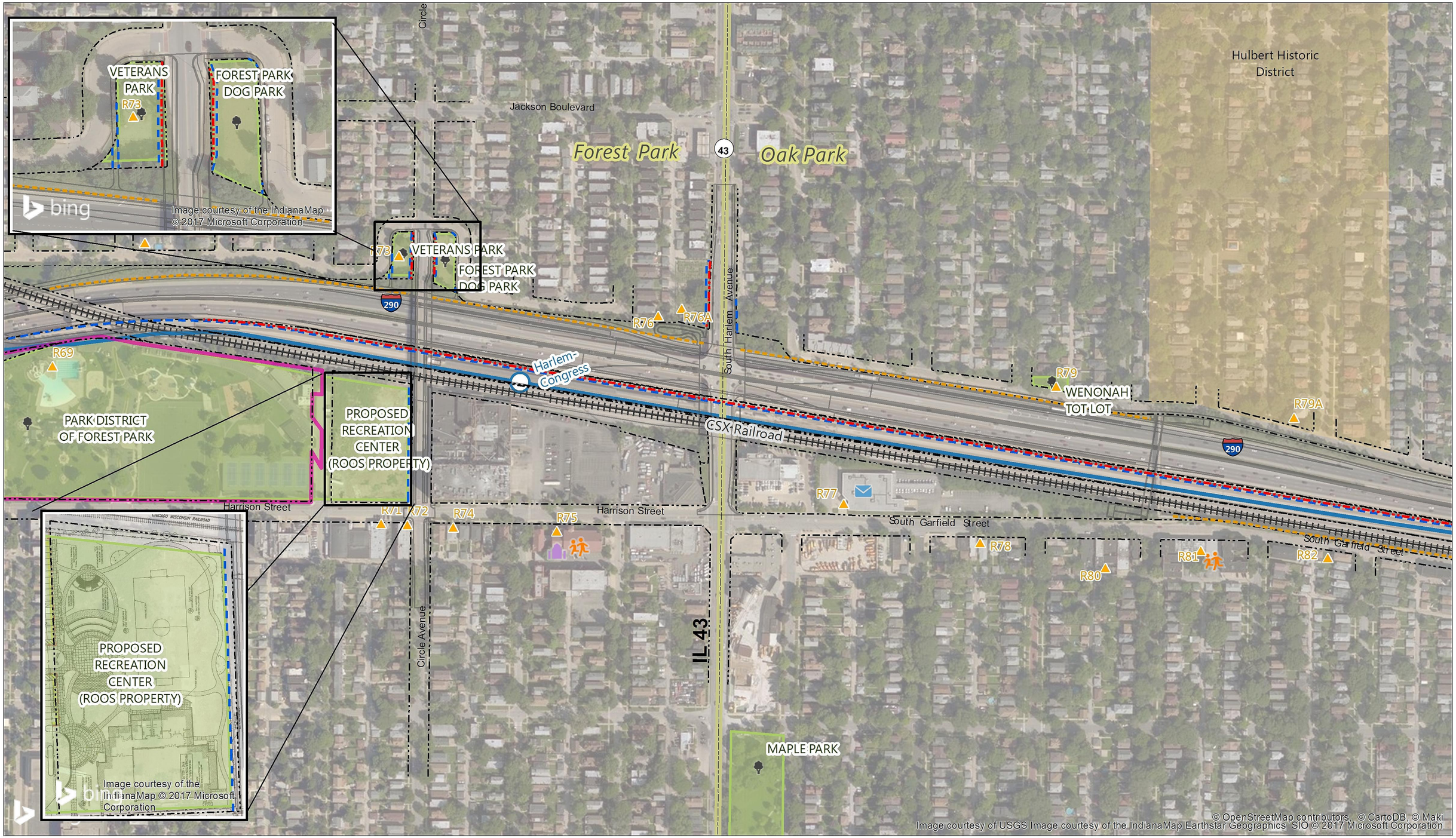
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Final Environmental Impact Statement

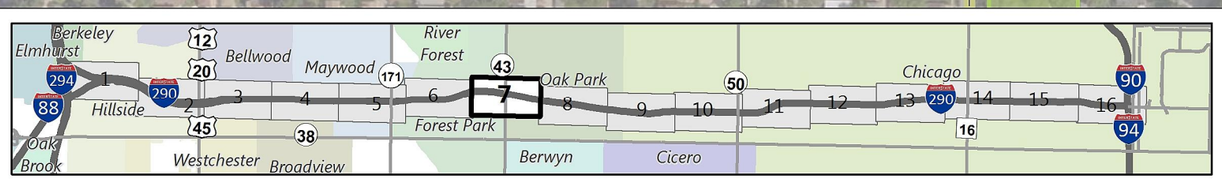
Eisenhower expressway



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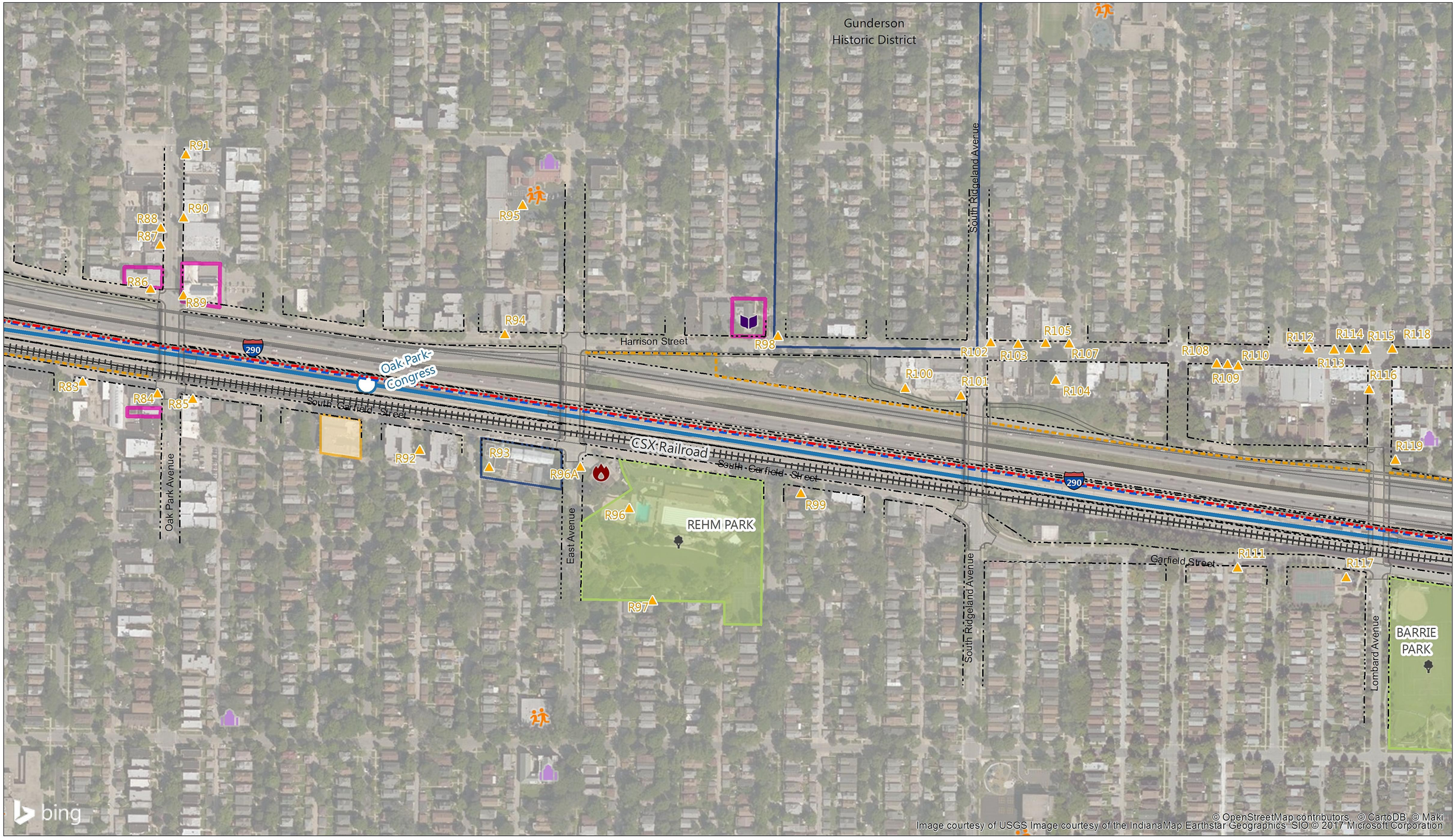
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Final Environmental Impact Statement

Eisenhower expressway

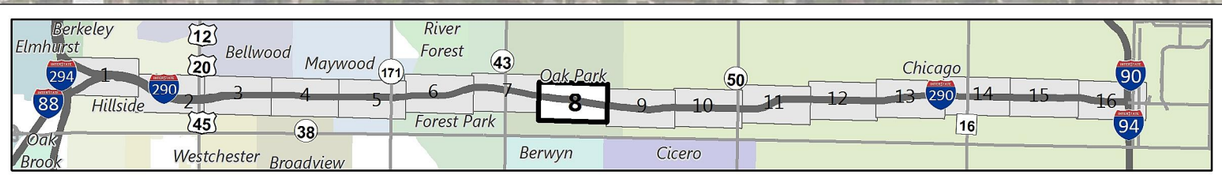
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SECTION 3.0 MAP SET
Final Environmental Impact Statement

Eisenhower expressway

June 28, 2017

Oak Park

Chicago

South Austin Boulevard

South Central Avenue

West Harrison Street

R120

R123

R121

R128

R127B

R127A

R127

COLUMBUS PARK

Proposed Shared-Use Path

See Section 3.12 for further information on proposed landscape improvements.

Existing Trail

R126

Austin-Congress

290

Garfield Street

CSX Railroad

R122

R124

R125

BARRIE PARK

South Austin Boulevard

South Central Avenue

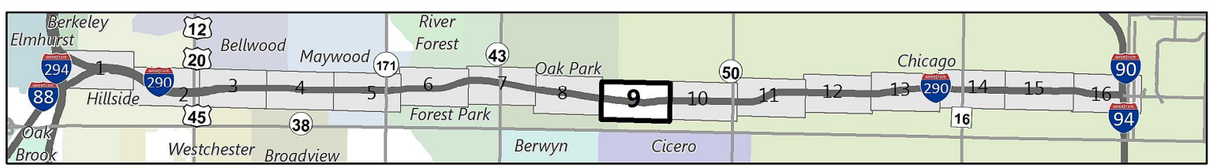
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LEGEND

Municipal Boundary

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SECTION 3.0 MAP SET
Final Environmental Impact Statement

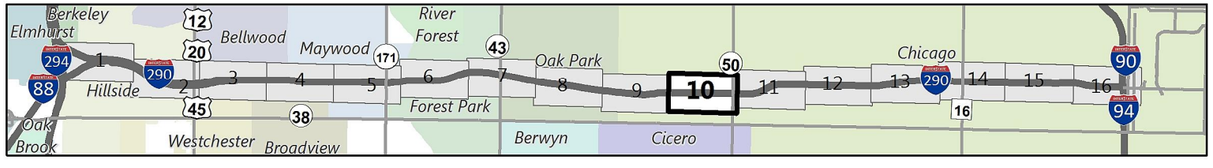
Eisenhower expressway



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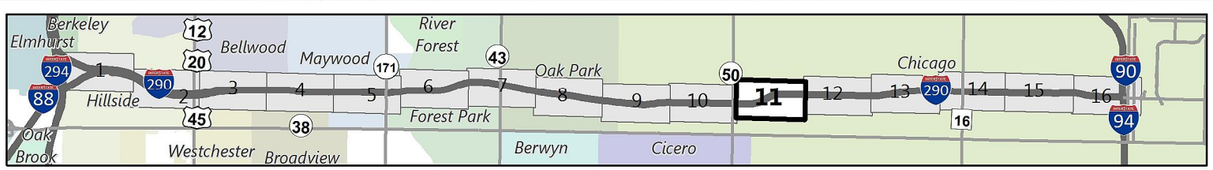
Eisenhower expressway



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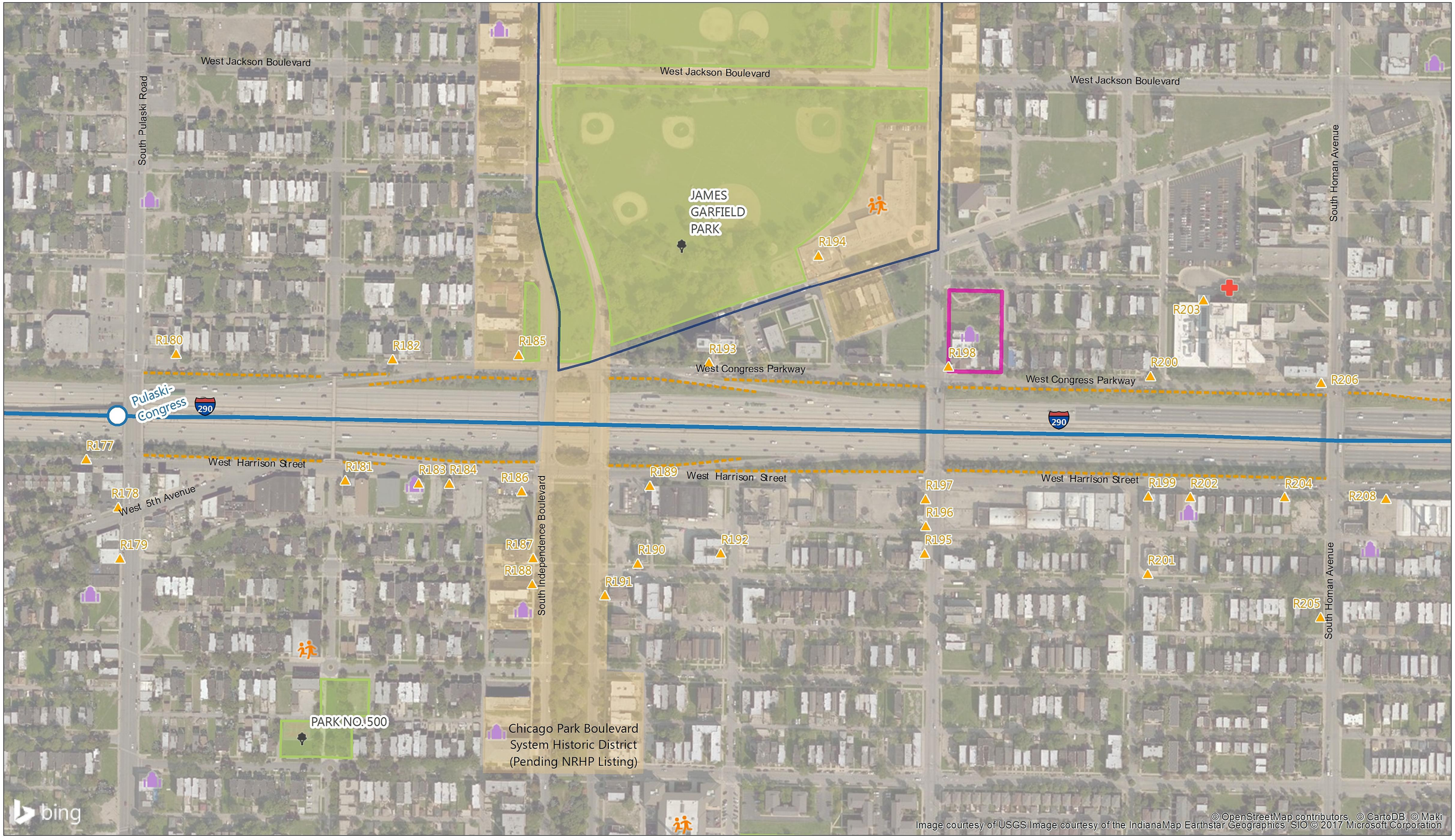
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Final Environmental Impact Statement

Eisenhower expressway

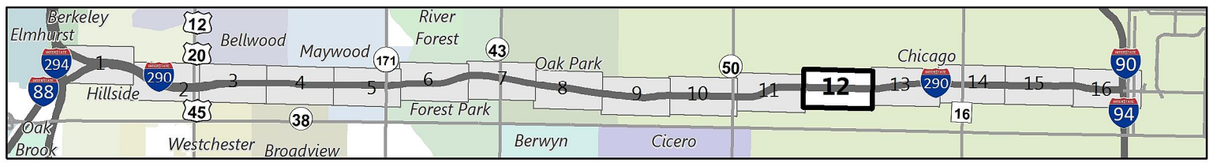
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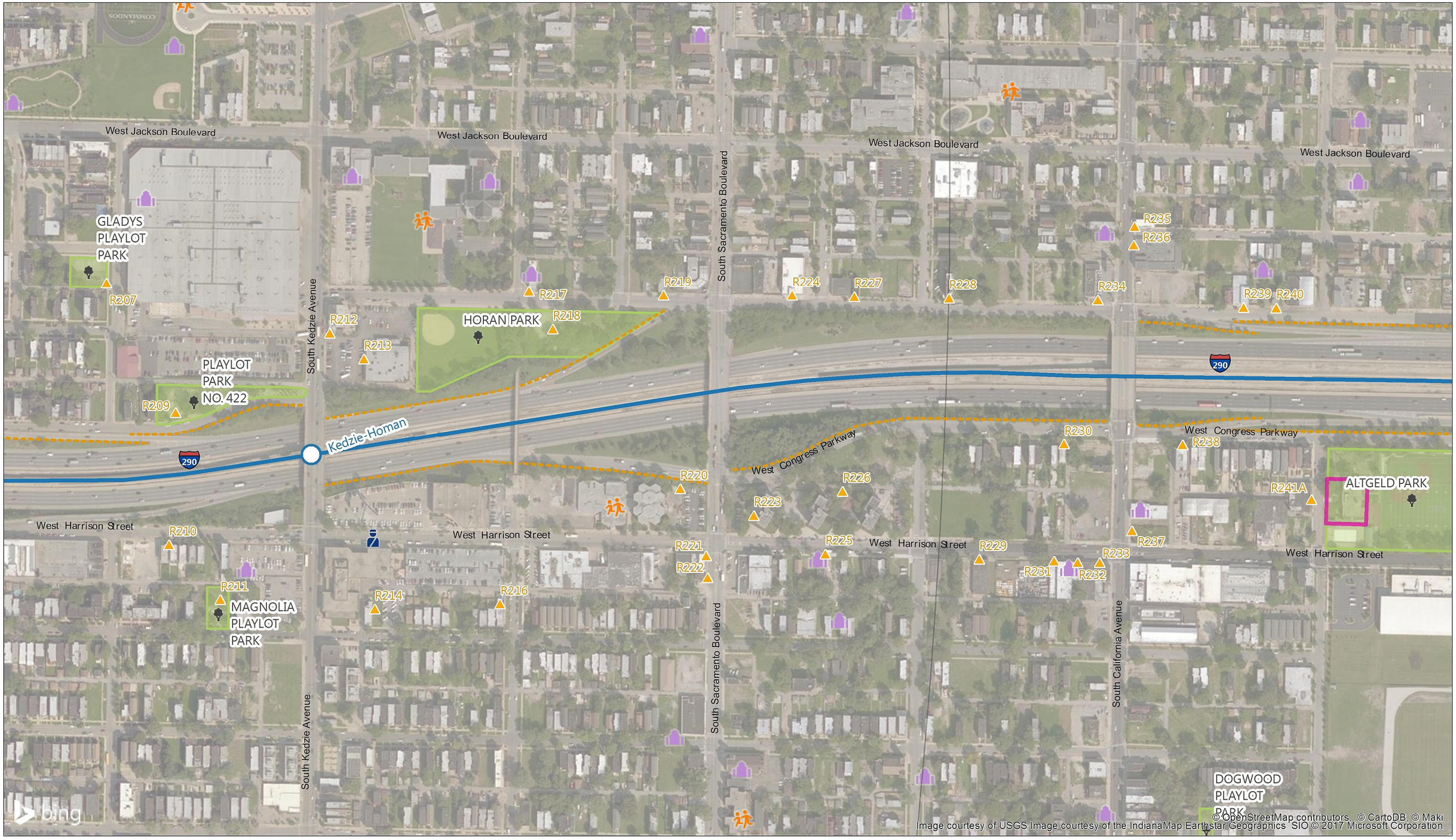
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Eisenhower expressway

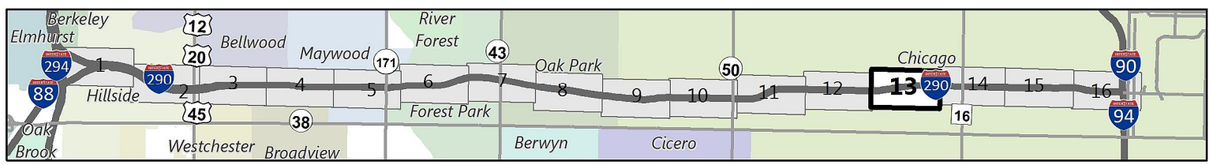
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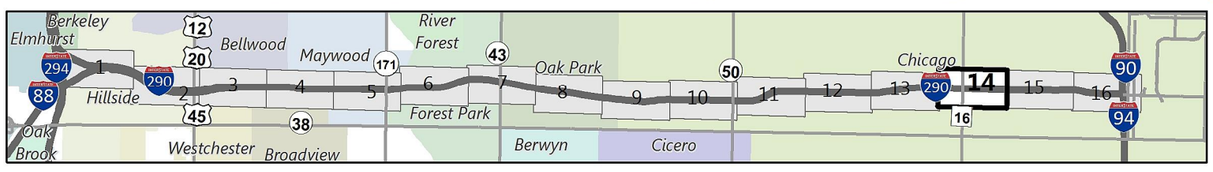
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SECTION 3.0 MAP SET
Final Environmental Impact Statement

Eisenhower expressway

PARK NO. 489
PARK NO. 574
TOUHY-HERBERT PARK
West Adams Street
West Adams Street
16
South Western Avenue
West Jackson Boulevard
West Jackson Boulevard
West Jackson Boulevard
South Damen Avenue
Union Pacific Railroad
R242
R247
R249
R250
R254
R255
R257
R258
R260
290
Western-Congress
290
West Congress Parkway
R243
R244
R246
R248
West Congress Parkway
West Congress Parkway
R241
R245
R248A
R251
R252
R253
R256
R259
West Harrison Street
West Harrison Street
West Harrison Street
South Western Avenue
CLAREMONT PLAYGROUND PARK
South Damen Avenue
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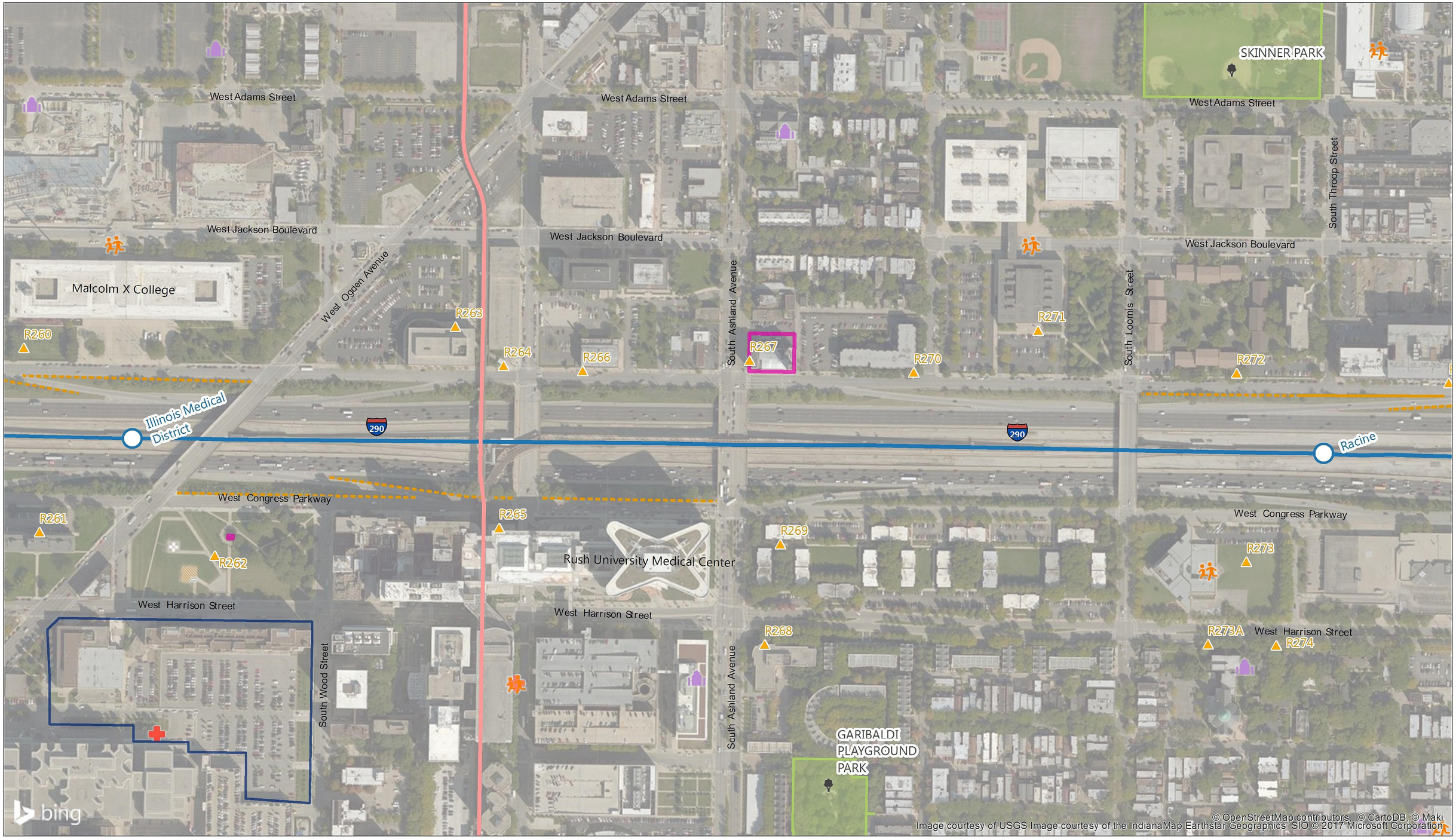
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Final Environmental Impact Statement

Eisenhower expressway

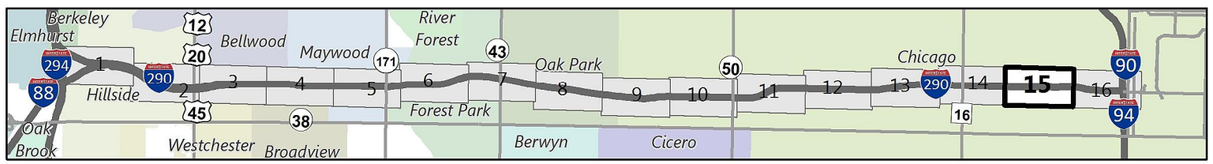
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Eisenhower expressway

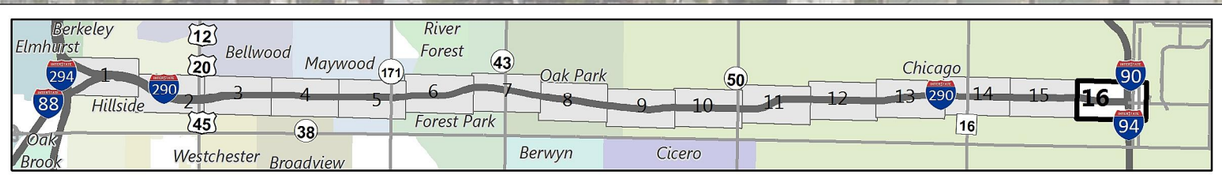
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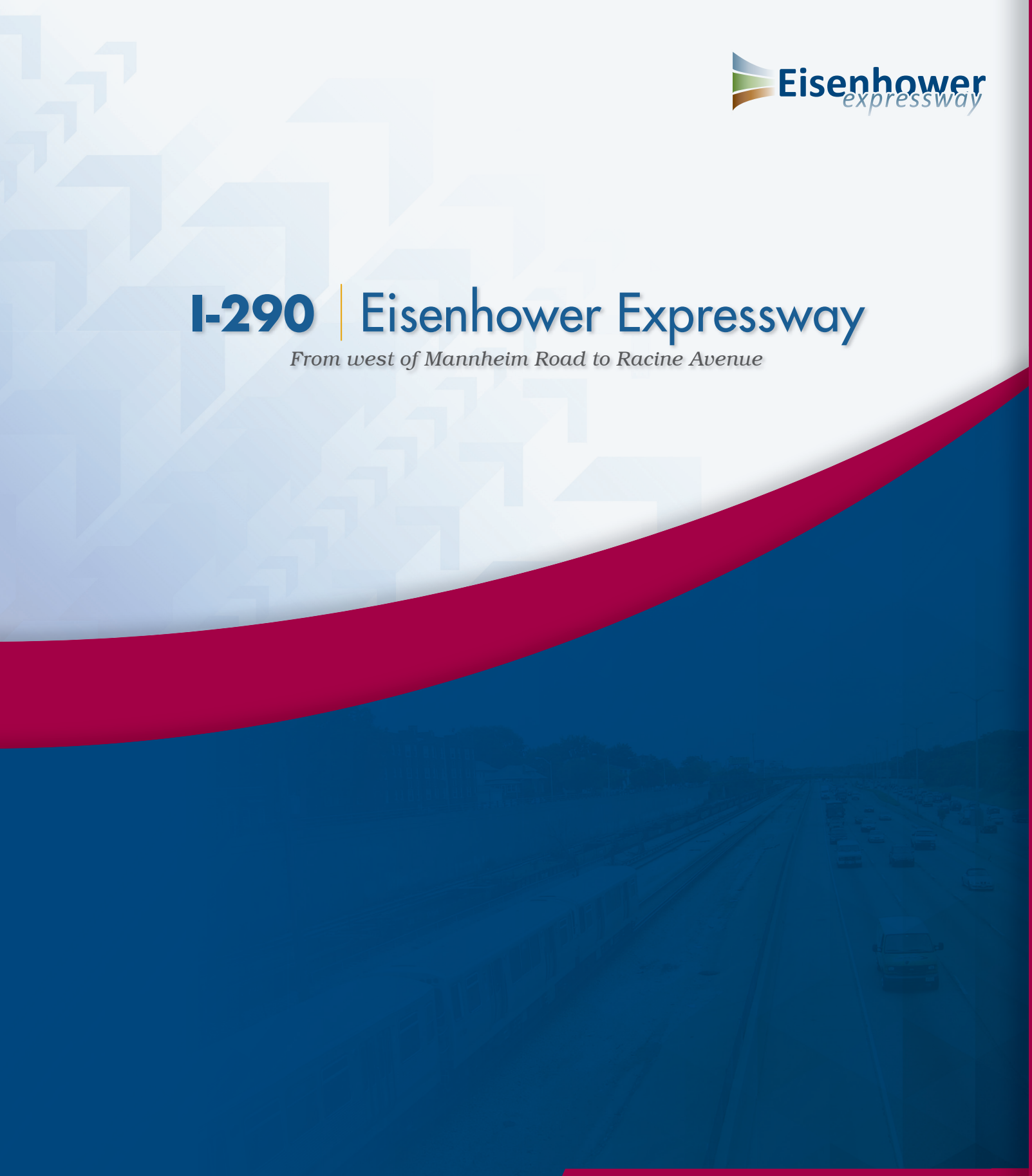
Eisenhower expressway

June 28, 2017

Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



Public Comments and Agency Coordination

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

4.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Since publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Addition of Section 4.4 to summarize the public hearings conducted for the DEIS; and
- Addition of Section 4.5 to summarize DEIS public and agency comments received.

Agency coordination and stakeholder involvement are critical to developing transportation improvement recommendations that address the needs of the Study Area. This section summarizes the agency and public involvement regulatory requirements, approach and methodology, and agency and stakeholder coordination conducted for the I-290 Study. Documentation of the project outreach and coordination with the public and local, state, and federal agencies can be found on the project website and in the project record.

A Context Sensitive Solutions (CSS) approach was developed to be responsive to the unique conditions and character of the Project Corridor. The approach was developed to facilitate the collection of substantive agency and stakeholder input, ensure that public concerns are duly considered, consider alternative modes of transportation, satisfy federal and state requirements, and work towards a consensus solution.

4.1 Outreach Requirements

4.1.1 Federal and State Requirements

Preparation of this FEIS is in compliance with federal and state public involvement requirements. These include the following:

National Environmental Policy Act (NEPA)

- **23 USC 139**: Title 23 of United States Code (USC) – Pertains to regulations governing highway projects. Section 139 of Title 23 describes the process governing *Efficient Environmental Reviews for Project Decisionmaking.*
- **23 CFR 771**: *Code of Federal Regulations* (CFR) 771 – Describes the policies and procedures that Federal Highway Administration (FHWA) adheres to regarding implementation of NEPA for the processing of highway and public transportation projects.

Context Sensitive Solutions

- **605 ILCS 5/4-219**: Illinois Compiled Statutes (ILCS), Roads and Bridges, Chapter 605, Act 5, known and cited as the Illinois Highway Code, Article 4-219, states that context sensitive design and CSS be employed on Illinois Department of Transportation (IDOT) projects to ensure that projects meet the state's transportation needs, while existing in harmony with their surroundings, and add lasting value to the communities they serve.

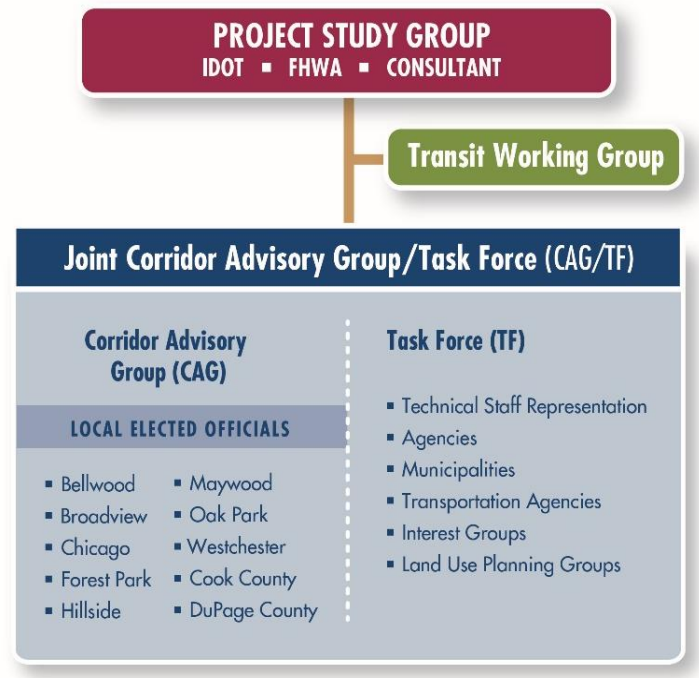
4.1.2 Stakeholder Involvement Plan

A Stakeholder Involvement Plan (SIP) was developed to provide a framework for communicating the decision-making process between the general public, public agencies, and governmental officials with respect to this study. The SIP was made available to all stakeholders and was revised and updated periodically throughout the duration of the study. It can be found in the Project Reports section of the Information Center at www.eisenhowerexpressway.com.

4.1.3 Project Study Group

A Project Study Group (PSG) was established to lead the study. The PSG is comprised of multidisciplinary representatives from IDOT, FHWA, and the project consulting team. The PSG is tasked with determining the ultimate project recommendations and decisions (Figure 4-1). The PSG has a primary responsibility for following and implementing the project development process, including agency coordination and stakeholder involvement. This group collaborates throughout the Environmental Impact Statement (EIS) process to provide oversight and expertise in key areas, including study process, agency procedures, design standards, and technical evaluations. The PSG also has a primary responsibility for ensuring compliance with the SIP, promoting partnerships with stakeholders to address identified project needs, and developing consensus among stakeholders.

Figure 4-1. Project Working Group Structure



4.2 Corridor Advisory Group/Task Force (CAG/TF) Meetings

The PSG used a wide range of outreach methods for agency coordination and public involvement throughout the I-290 Study. However, the backbone of the I-290 Study public coordination process has been the Corridor Advisory Group (CAG). The CAG consists of representatives from each corridor community, transportation agencies, and interest groups, and meetings have been open to the general public. Twenty-one (21) meetings have been held with this group at, and in between, NEPA and various study milestones, and they are summarized in Table 4-1. As agency, municipal, and interest group representatives, the CAG participants played a key role in the identification, development, and refinement of build alternatives, including recommendation of a preferred alternative.

Table 4-1. Corridor Advisory Group/Task Force Meetings

Project Phase Key: **P = Purpose and Need; AD = Alternatives Development; AE = Alternatives Evaluation**
October 14, 2009 – CAG/TF Meeting #1 (P) An overview of the proposed project was provided followed by two breakout working sessions. The first session sought CAG input on concerns, issues, and deficiencies along the Project Corridor. The second breakout session asked CAG members to work in groups to identify goals and objectives for the project. Feedback received served as a basis for development of the project problem statement and ultimately the project Purpose and Need.
January 19, 2010 – CAG/TF Meeting #2 (P) A review of the Phase I Study Process and recap of the CAG/TF Meeting #1 and Public Meeting #1 comments was provided. The study approach and methodology for the technical analyses were presented, including travel demand model; travel demand forecasting; definition of the Study Area; and approach to analyze existing conditions of the major transportation elements including roadways, transit, freight railroads, nonmotorized travel, socio-economic, and land use. A draft problem statement was presented.
February 17, 2010 – CAG/TF Meeting #3 (P) An overview of the Phase I Study Process, including Data Collection, Purpose and Need, Alternatives Development and Evaluation, and selection of a Preferred Alternative, was presented. The draft Problem Statement was revised based on input from the CAG/TF members. The findings of the Cook-DuPage Corridor Study (2003-2009, by others) were reviewed. This study encompassed a broader, regional study area and included a Travel Market Analysis and Options Feasibility Study with a goal of establishing a framework to help guide future transportation planning. Part 1 of the I-290 Existing Transportation Systems Analysis findings was presented, including public transit, summary of the Cook-DuPage Corridor Study (2003-2009) findings, geometric deficiencies, drainage, and nonmotorized transportation.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

April 29, 2010 – CAG/TF Meeting #4 (P) Additional revisions to the Problem Statement, based on stakeholder input, were reviewed and the statement was finalized. The second part of the Existing Transportation Systems Analysis findings was presented, including preliminary operations and crash analysis results. A summary of the methodology and development of the travel demand model and forecasts for the build and no-build scenarios was presented. Formal development of the project Purpose and Need was initiated based on the CAG-developed Problem Statement and the findings of the existing transportation systems analysis report.
July 22, 2010 – CAG/TF Meeting #5 (P) Additional existing conditions operations and safety analysis findings were presented, including an in-depth look at the crash types and causes at specific locations within the project limits. A discussion of the Initial Needs of the corridor and five identified transportation project purpose and need points were reviewed. Copies of project Purpose and Need slides were distributed via e-mail for comment.
September 23, 2010 – CAG/TF Meeting #6 (P, AD) A draft outline of the project Purpose and Need was reviewed followed by a presentation of the proposed alternatives development and evaluation process that included several rounds of development and analysis for single mode and combination mode alternatives. Proposed transportation benefit and environmental evaluation measures were presented. An environmental inventory map was provided with known environmental features and constraints; stakeholders were asked to review the map and provide any additional information.
December 2, 2010 – CAG/TF Meeting #7 (P, AD) The Phase I Study process was recapped followed by a summary of the stakeholder comments received on the project Purpose and Need outline that was distributed to CAG members on November 24, 2010. An updated Purpose and Need outline, with revisions based on CAG input, was reviewed. The initial alternatives development and evaluation process was presented and initiated via a facilitated Alternatives Identification Workshop. CAG/TF members were provided with large-scale maps and various tools to assist sketching and describing various transportation alternatives and solutions to address the project Purpose and Need.
January 27, 2011 – CAG/TF Meeting #8 (P, AD) The draft Purpose and Need document was discussed, with a full draft to be prepared by the next CAG/TF meeting. A summary of the alternatives submitted by stakeholders at the Public Meeting, CAG/TF Meeting #7, and from the Cook-DuPage Corridor Study was presented, summarized by mode. A list of initial single mode alternatives to be evaluated with the travel demand model was reviewed. Typical section requirements for various transportation modes were presented and discussed.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

March 22, 2011 – CAG/TF Meeting #9 (P, AD) The Phase I Study process was recapped followed by an update to the Existing Transportation System Performance report. Updates included additional crash analysis at high crash locations and review of an additional report on the existing Americans with Disabilities Act (ADA) deficiencies in the Study Area. The Travel Model update from year 2030 to year 2040 was reviewed followed by an overview of the upcoming Public Meeting #2 agenda. A facilitated alternatives alignment and footprint workshop was conducted to review single mode alternative alignments and footprints, and to identify physical/environmental constraints and opportunities.
July 27, 2011 – CAG/TF Meeting #10 (AD, AE) A review of Public Meeting #2 was presented, including a summary of comments received. The process for evaluating Round 1 Single Mode Alternatives was presented, along with the initial list of Single Mode Alternatives selected for evaluation. These included nine transit, 11 expressway, and one arterial alternative. Concept-level footprints and a fatal flaw analysis of the alternatives were reviewed, as well as safety and travel performance measures from the travel demand model. A summary of the in-progress results was provided, with evaluations still ongoing.
September 29, 2011 – CAG/TF Meeting #11 (AE) A recap of the CAG/TF meeting format, and document review process was presented. The Round 1 Single Mode Alternatives Evaluation results presentation was continued from the previous CAG/TF meeting, starting with a recap of the alternatives screening process. A summary matrix of the Round 1 performance evaluation results was presented, categorized by each of the five purpose and need points. A results summary was distributed highlighting the four top-performing single mode transit and highway alternatives.
December 1, 2011 – CAG/TF Meeting #12 (AE) The Phase I Study process and progress was summarized, along with an update on the Purpose and Need document. A summary of the Round 1 analysis findings and overall conclusions was presented. Round 2 Combination Mode Alternatives evaluation was initiated with the identification of 10 initial combination mode alternatives to be evaluated with the travel demand model. The 10 alternatives combined highway, express bus, and high-capacity transit (HCT) modes.
March 15, 2012 – CAG/TF Meeting #13 (AE) The Phase I Study process and progress was recapped. Results of the 10 initial combination alternatives Round 2 evaluation were presented in additional detail. The alternatives scoring system was explained with overall scores calculated based on each Purpose and Need point, which carry equal weight. The top Round 2 combination mode alternatives were summarized and recommended for further refinement and evaluation. The interchange and access evaluation approach was presented.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

June 11, 2012 – CAG/TF Meeting #14 (AE) The Phase I Study process and progress were summarized followed by a review of the Round 1 and initial Round 2 findings. The CAG requested that two additional combination alternatives be evaluated as part of the Round 2 evaluation. Round 3 evaluation approach was presented, which would further refine and evaluate the top Round 2 performing alternatives, adding in additional design detail. The objective of Round 3 was introduced, which is to determine the refined Round 2 alternatives to be carried forward for detailed analysis in the DEIS. The extension of the eastern limit of the Study Area to the Jane Byrne (formerly Circle) Interchange project limit was also discussed. A facilitated interchange and access workshop was held to review initial interchange configurations and access concepts, identify any issues or concerns, and identify any other potential interchange designs or access configurations.
February 22, 2013 – CAG/TF Meeting #15 (AE) The Phase I Study process and progress were recapped. An update of the Round 2 combination mode alternatives was presented that included the analysis of two additional alternatives requested by the CAG. From the 12 Round 2 Alternatives, the four top-performing combination mode alternatives were selected for further evaluation in Round 3. An overview of the interchange and access design and local coordination was provided. The Study Area was formally extended to Racine Avenue, and a summary of existing conditions for the expanded Study Area section was provided. Round 3 screening analysis approach was revisited followed by a discussion of environmental factors to be included as part of Round 3 evaluation. Chicago Transit Authority (CTA) introduced the Blue Line Forest Park Branch Feasibility/Vision Study (Blue Line Vision Study) and the steps that would be taken to study the existing and future market potential and condition needs of the Forest Park Branch; the results are intended to inform the I-290 Study.
July 17, 2013 – CAG/TF Meeting #16 (AE) A summary of Round 2 comments was provided, along with responses to several stakeholder questions, including right-of-way impacts, left-side ramps, livability in the project Purpose and Need, congestion relief, congestion pricing, urban design, Blue Line extension, land use and travel markets, and environmental justice. Renderings of the Austin Boulevard and Harlem Avenue interchange concepts were displayed. An alternate Round 2 scoring methodology (ratio scoring) was presented and resulted in the same four top-performing alternatives as the original scoring method (ordinal). The final Round 3 alternatives to be evaluated in the DEIS were presented, along with a recap of the evaluation activities proposed as part of Round 3. CTA provided an update in the CTA Blue Line Vision Study. A facilitated Bike and Pedestrian workshop was held after the CAG meeting to further detail existing conditions and identify stakeholder issues and needs related to improved bike and pedestrian facilities.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

September 4, 2013 – CAG/TF Meeting #17 (AE) A summary of the bike and pedestrian workshop results was presented followed by a presentation from CTA on the status of the Blue Line Vision Study. After the CTA presentation, IDOT stepped through a detailed presentation on geometrics associated with the proposed interchange and access concepts, as well as the mainline reconstruction and restriping sections. This included an overview of design standards and design exceptions. Geometrics was followed by a presentation on the proposed air quality analysis approach, an introduction to aesthetics, and a review of the Highway Safety Manual (HSM) and applicable crash reduction factors. The agenda for the upcoming third public meeting(s) was reviewed (October 7 and October 8, 2013). Large-scale exhibits of the overall proposed expressway, interchange, and cross-road concept were available for CAG review, and PSG representatives were available to answer questions.
July 30, 2014 – CAG/TF Meeting #18 (AE) The Phase I Study process and progress were recapped, followed by a summary of Public Meeting #3. The four DEIS build alternatives were reviewed highlighting the identified key project benefits. Transit, safety, managed lanes, funding, and construction with respect to a build alternative were discussed. CTA provided an update on the Blue Line Vision Study that included a summary of overall recommendations for the Blue Line modernization. IDOT then presented detailed Round 3 alternatives evaluation findings, including expressway and arterial average daily traffic (ADT), expressway travel times, safety performance, transit ridership, construction cost estimates, vehicle hours of travel (VHT), and productivity savings. An evaluation of the west end operational analysis and a proposed west end mainline lane configuration concept was presented. A summary of delay and queue improvements for the proposed interchange concepts was reviewed, followed by an overview of existing drainage issues and proposed drainage concepts, mainline profile adjustments at Harlem Avenue and Austin Boulevard, and a shared-use trail connection concept at Columbus Park. The Traffic Noise Analysis process was explained and included an overview of how noise is measured and perception of sound levels. Traffic noise regulations and the noise analysis steps were summarized. The findings of a noise sensitivity analysis for left- versus right-hand ramps were provided. The meeting concluded with a discussion of upcoming local cross-road aesthetic coordination and a distribution of plan and profile geometric packages (plans, profiles, cross sections) for CAG review and comment.
September 24, 2014 – CAG/TF Meeting #19 (AE) The Phase I Study process and progress was recapped followed by an update on the ongoing Round 3 alternatives evaluation. An overview of the content of an EIS was provided. The remainder of the CAG/TF meeting presentation focused on the existing and proposed drainage. This included a description of the current expressway drainage system design, deficiencies and flooding issues, and an assessment of municipal areas that drain to the expressway system during larger storm events. Sets of existing drainage plans were provided to each municipality, and to others as requested, for review and comment regarding documentation of known drainage issues and location of drainage features.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

August 27, 2015 – CAG/TF Meeting #20 (AE) The Phase I Study process and progress were recapped followed by an update on the CTA Blue Line Vision Study final findings presented by CTA. IDOT provided a crash analysis update that included 2013 crash data. Crash analysis was followed by a detailed summary of the proposed frontage road and ramp access configuration between 1st Avenue and 25th Avenue and resulting average local travel distance changes. Air quality analysis results were presented, including the results of a regional project air quality sensitivity analysis for each DEIS build alternative, and a carbon monoxide (CO) intersection sensitivity analysis. A noise analysis update was provided that included a summary of the existing versus no build condition noise levels and a discussion of upcoming build conditions analysis and noise wall viewpoint solicitations. An overview of Section 106, Section 4(f), and Environmental Justice (EJ) considerations was provided, including project applicability and considerations. The presentation concluded with an overview of the aesthetic approach for the mainline expressway and cross roads.
October 15, 2015 – CAG/TF Meeting #21 (AE) The Phase I Study process and progress were recapped followed by conclusions of the Round 3 analysis of the DEIS alternatives. Air quality results for Mobile Source Air Toxics (MSAT), and quantitative $PM_{2.5}$ analysis of the alternatives were summarized. Noise analysis results for the four DEIS alternatives were provided. An overview of the EJ policies and principles, and a summary of the effects and benefits of the build alternatives were presented. A preliminary preferred alternative was identified based on completion of the Round 3 evaluation and a comparison of results. This included a summary of how the preliminary preferred alternative meets the stakeholder goal and objectives identified at the beginning of the CAG process. Noise abatement analysis process and results for the preliminary preferred alternative were presented to the CAG, indicating where noise walls were found to be reasonable and feasible. Noise wall viewpoint solicitations are the next step in the process. Three public Noise Wall Forum Meetings were scheduled to provide information and answer stakeholder questions on the noise wall process. The final presentation topic was an overview of Intelligent Transportation System (ITS) concepts that are being considered in the Project Corridor and potential off-system arterial improvements that could be implemented in conjunction with the expressway improvements.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

December 14, 2016 – CAG/TF Meeting #22 (AE) An overview of the DEIS and a summary and status of the CTA Blue Line Forest Park Branch Vision Study were presented. The DEIS overview reviewed the purpose and need, alternatives evaluation process, a description of the No Build Alternative and four DEIS build alternatives, and identification of the HOT 3+ Alternative as the Preferred Alternative. A summary of how the HOT 3+ Alternative addressed stakeholder goals and the problem statement was provided. Summary findings from the DEIS for EJ, air quality, traffic noise, special lands, indirect and cumulative impacts, Section 106, and comments and coordination were presented. An overview of the construction approach, including advance work, a conceptual construction schedule, and construction effects mitigation, was presented. CTA and CSX design coordination and the use of FHWA's INVEST sustainability tool were summarized. Next steps and schedule were provided, including the DEIS release, public hearing dates, locations, format, end of the DEIS comment period, and release of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). It was also noted that Phase II design and Phase III construction are not funded. The CTA Blue Line Vision Study summary included community outreach, recommendation summaries for single-entry stations, infrastructure, station design, construction approach, and next steps.

4.3 Stakeholder, Community, and Agency Coordination

This section summarizes other stakeholder, community, and agency coordination and outreach that occurred as part of the I-290 Study.

4.3.1 Stakeholder Outreach

In addition to the CAG meetings, a range of other outreach and coordination approaches were used that provided additional layers and coverage of stakeholder participation in the study process. These included one-on-one meetings with individual project stakeholders, village boards, village staff working groups, agency meetings, interest groups, town hall meetings, public hearings, and more. A summary of the outreach methods is provided in Table 4-2, with more detailed documentation provided on the project website in the Public Involvement Record.

Table 4-2. Summary of Outreach Methods (as of April 2017)

Outreach Method	Quantity
Stakeholder Mailing List Members	6,959
Project Website – Visits	74,330
Newsletters and Fact Sheets	6
Media Releases and E-Mail News	4 and 69
Community Stakeholder Meetings	135
Agency Stakeholder Meetings	54
NEPA/404 Merger Meetings	6
Transit Working Group Meetings	10
Public Meetings	3
Public Hearings (1 Round at 2 Locations)	2
Speaking Engagements	11
Public Comments Received and Considered	1,787

Public Meetings. Public meetings were held at three different times during the study (Table 4-3). The meetings were held in more than one location within the Study Area to provide additional opportunity and flexibility for public input. Facilities were ADA compliant, easily accessible by public transportation, and located within the Project Corridor.

Table 4-3. Public Meetings

November 18, 2009 – Public Meeting #1: As part of the scoping process, the project team sought stakeholder input on the transportation issues and concerns as it relates to the I-290 Study. The feedback received, coupled with data collection, allowed IDOT and stakeholders to identify transportation deficiencies and begin the process for developing solutions to address these needs.
May 18, 2011 – Public Meeting #2: Highlights of Public Meeting #2 include an explanation of the EIS process, project phases, public involvement opportunities, CSS process, data collection, needs analysis, initial alternatives identification and development, environmental constraints, single mode alternatives analysis, transit suggestions, and suggested arterial improvements.
October 7 and 8, 2013 – Public Meeting #3: Highlights of Public Meeting #3 include expansion of the Study Area, public involvement activities, Purpose and Need recap, Round 2 alternatives development and evaluation process, identification of four finalist alternatives, Round 3 evaluation criteria, proposed Harlem/Austin interchange designs, air quality and noise analysis process, and the CTA Blue Line Vision Study.

Environmental Justice. The PSG worked to ensure full and fair participation opportunities by all potentially affected communities and stakeholders in the study process. Special effort was also made to advertise the public meetings within EJ communities. In addition to regular meeting notices in newspapers, libraries, and public agency offices, advertisements were also posted in places of worship, laundromats, and local convenience stores. Public meeting notices and website content were also provided in Spanish, and Spanish translation services were available at the public meetings.

Other means of communicating and coordinating with the public, including EJ populations, have been utilized. These additional outreach efforts include:

- Use of a project website (www.eisenhowerexpressway.com) to disseminate information to the public and receive input and comments. This website provides a central source of project study information and documents, and is available to anyone at any time with access to the internet. Key project information is also translated in Spanish on the website;
- Distribution of four project newsletter/fact sheets at key project milestones to all contacts on the project mailing list, including federal, state, and local officials; special interest groups; resource agencies; business and community leaders; and members of the public (Fall 2009, Spring 2011, Spring 2013, and Fall 2014);
- Use of media outlet press releases, media briefings, publication pieces, media correspondence, and briefings with agency-designated spokespersons to inform the general public about the proposed project and its progress. To specifically reach minority populations regionally, press releases were sent to targeted radio, print, and television outlets;

- Advertising the public meetings on digital billboards along I-290; and
- Focused outreach in the Village of Maywood to address access issues brought about by the interchanges proposed between 25th and 1st avenues. Section 4.3.2, Community Coordination, provides a description of the process used to address the stated concerns.

Primary concerns from EJ communities include access to I-290, improving their local economy, and the ability to directly benefit from reconstruction of the Eisenhower Expressway in the form of jobs and job training. To address these concerns, representatives from IDOT's community college career training program attended the I-290 public meetings. IDOT has also spoken about the I-290 Study at four town hall meetings and a civic group meeting since 2009. The Maywood Advisory Group was formed to address I-290 access concerns as previously stated.

Other EJ concerns expressed at meetings include economic and business impacts (existing I-290 access will be maintained, and improved 1st Avenue interchange operations), community connectivity (1st Avenue interchange and 5th, 9th, and 17th avenue I-290 cross-road bridges would have wider sidewalks and improved bicycle, ADA, and pedestrian facilities), Village of Maywood residential drainage/flooding issues due to undersized combined storm and sanitary sewer system (proposed I-290 drainage improvements have potential for reducing flooding in 141 acres in Maywood), access to transit (wider sidewalks and improved ADA and pedestrian facilities to improve CTA station access), and financial impacts on the residents (accessibility and shorter access to jobs with I-290 improvements).

Noise Wall Forums. Three noise wall forums were held to publicly share and explain findings of the noise impact and abatement analysis prior to viewpoint solicitation. The meetings were conducted in an open-house format followed by a live presentation and facilitated question-and-answer session. Large-scale maps of proposed improvements, noise wall locations, and locations of the benefited properties were available. Also available were boards showing the Phase I Study process and noise wall solicitation process, and a video of before and after noise wall visualizations. The visualizations included relative sound differences playing on a speaker. PSG representatives were available to answer questions. The noise wall forums were held in Chicago, Oak Park, and Hillside in October 2015, with a follow-up event in Maywood in August 2016.

Legislator Town Hall Meetings. There were four public "town hall" meetings requested by state legislators and held within their districts, with presentations by the PSG and question-and-answer periods. These meetings occurred in December 2009 **(**Representative La Shawn Ford), October 2013 (Senator Don Harmon), and April 2014 and January 2015 (Senator Kimberly Lightford). There were various purposes of the meetings, including introducing and providing an overview of the I-290 Study; initiating a dialogue with residents who live near the Eisenhower Expressway, community leaders, and advocacy groups; providing additional presentations by CTA and Citizens for Appropriate Transportation; and discussing proposed improvements that directly

impact Maywood. These meetings served to connect state legislators, their constituents, and the PSG in sharing project information and addressing questions.

4.3.2 Community Coordination

Small group one-on-one meetings and broader audience meetings were held with the City of Chicago and the seven other Project Corridor communities. The individual meetings were initiated in 2009 and held throughout the study process at NEPA milestones and other project decision points to solicit comments, brief local officials on the study progress, answer questions, identify local issues and needs, and develop and refine project elements. The following summarizes the outreach efforts with respect to community coordination.

Hillside. Hillside's primary project concerns were existing local street flooding issues in the vicinity of I-290 and the extension of the CTA Blue Line. The project team worked with village staff to identify the cause of drainage issues and develop a plan to address the issues. The accommodation of a future HCT extension along I-290 to Mannheim Road was coordinated with Hillside planners.

Bellwood. Bellwood's primary project concerns were associated with expressway access at 25th Avenue and potential redevelopment of the vacant Wilson School property in the northeast quadrant of the 25th Avenue interchange. The project team worked closely with village officials to configure the proposed 25th Avenue interchange to accommodate future development plans.

Westchester. Westchester's primary project concerns were related to flooding along Addison Creek and the condition of Mannheim Road. The project team coordinated the expressway and 25th Avenue interchange design with village staff. I-290 does not currently drain to Addison Creek and is not proposed to drain to Addison Creek under the proposed drainage design. IDOT will continue to coordinate with the village on patching work for Mannheim Road in advance of I-290 reconstruction.

Broadview. Broadview's project concerns include design of the 25th Avenue interchange, maintaining expressway ramp access to and from the east at 17th Avenue (for access to their retail development at Cermak Road), flooding conditions along the Des Plaines River/Salt Creek/Addison Creek, and pavement flooding at Indian Joe Drive west of the 25th Avenue interchange. The project team coordinated 25th Avenue and 17th Avenue interchange designs to incorporate and improve the desired access at these locations, as well as addressing parking and circulation concerns along Bataan Drive, which included adding a northbound right-turn lane at 17th Avenue onto Bataan Drive. The project team addressed village concerns regarding project effects on Des Plaines River flooding and coordinated the proposed drainage plan to help address flooding issues along Indian Joe Drive.

Maywood. Coordination with Village of Maywood staff occurred throughout the study process and included a Town Hall meeting in January 2015. In December 2015, a second town hall meeting was held where concerns were raised by stakeholders regarding the

proposed I-290 ramp access concept. To address these concerns the Maywood Advisory Working Group (AWG) was formed consisting of PSG representatives, Village of Maywood staff, village trustees, state representatives, and local citizens. The project team worked closely with the village staff and AWG to develop and evaluate access alternatives and assess benefits. The AWG process resulted in a revised alternative recommendation that retains the existing I-290 ramp connections at 9th and 17th avenues, while providing overall mobility improvements to the community. Detailed traffic models and traffic video simulations were developed to evaluate and demonstrate the effects of the improvements.

Other concerns addressed by the AWG were related to improving traffic conditions at 1st Avenue, providing a safe crossing of 1st Avenue at the Illinois Prairie Path, ensuring that access to business corridors in the community were maintained or improved, providing local flooding relief, and noise walls. Drainage improvements that could benefit both IDOT and the Village were also identified with the support of the Village and the Metropolitan Water Reclamation District of Greater Chicago. Overall, this 8-month extended outreach period with Maywood included five AWG meetings, eight village staff meetings, and two additional town hall meetings.

Forest Park. Forest Park's primary project concerns were related to CTA Blue Line Terminal access, operational improvements along DesPlaines Avenue, bike and pedestrian improvements along DesPlaines Avenue and Circle Avenue, and operational improvements at Harlem Avenue. The project team worked closely with the Village planners and CTA to coordinate DesPlaines Avenue improvements with the existing and future CTA terminal development. Improved bike and pedestrian accommodations desired by the Village are incorporated at DesPlaines Avenue, Circle Avenue, and Harlem Avenue. In particular, proposed bike and pedestrian features along these arterials will help achieve village goals of improving connectivity over the expressway and to the Park District of Forest Park facility adjacent to and south of the expressway.

Oak Park. The Village of Oak Park has been actively involved throughout the study process. In response to December 2014 correspondence that provided village comments on the concept plan and profile geometry, the Oak Park Working Group (OPWG) was formed. The OPWG consisted of PSG representatives, CTA staff, village staff, elected officials, and trustee members. Village concerns addressed include Harlem Avenue and Austin Boulevard interchange operations and ramp design, expressway elevation and cross-road profiles, air quality impacts, noise walls, drainage, utilities, bicycle and pedestrian features, aesthetics, expressway decking, CTA station accommodations, and construction impacts.

The OPWG met 21 times from February 2015 to August 2016 to systematically work through the issues and concerns raised by the Village of Oak Park and to develop a consensus plan. Presentations were also made by IDOT and Village staff at 10 Village Board Study Session meetings from January 2015 to July 2016 to publicly communicate the OPWG progress and to address any other issues raised by the Board. Visualizations, including traffic simulations, 3-D fly-through animations, and scale 3-D printed models,

were prepared by the PSG to respond to concerns raised by the village. At the August 1, 2016, Village Board meeting, the village approved the preferred mainline alternative along with other project elements proposed within the village limits.

City of Chicago. The PSG met individually with the aldermen of the 2nd, 24th, 25th, 27th, 28th, and 29th wards that border the expressway; CTA and the Chicago Department of Transportation (CDOT) were also invited. Concerns of the Wards included the noise impact and abatement process (including viewpoints solicitation voting), potential effects of the project on arterial traffic, improvements and connectivity of the CTA Blue Line and other transit services in conjunction with the project, and the managed–lane component of the build alternatives.

Cook County Department of Facilities Management. The PSG met with Facilities Management to discuss the status and mitigation of parking spaces at the State of Illinois Circuit Court of Cook County Fourth Municipal District Maywood Courthouse that would be impacted by widening of I-290 east of the 1st Avenue interchange.

4.3.3 Agency Coordination

Coordination with other transportation providers, local and regional transportation agencies, and regulatory agencies has been undertaken to ensure that the proposed improvements to I-290 are operationally consistent with other transportation facilities and services potentially affected by the project. A summary of this coordination follows.

Transit Working Group (TWG). Due to the multimodal nature of the Project Corridor, a TWG was established to provide coordination with relevant service providers throughout the study process. The TWG included the Regional Transportation Authority (RTA), CTA, Metra, Pace, the Illinois Tollway, and Chicago Metropolitan Agency for Planning, who are also all members of the CAG/TF. The PSG coordinated with the TWG regarding all phases of the study process, ranging from Purpose and Need to alternatives identification and evaluation. The TWG met 10 times during the course of the study.

Chicago Transit Authority. Extensive and continuous coordination occurred between IDOT and CTA regarding a potential extension of the Blue Line, configuration of transit in alternatives development and refinement, and coordinating the modernization goals of the existing Blue Line Forest Park Branch with the proposed I-290 improvements. IDOT supported and coordinated closely with CTA's Blue Line Vision Study to ensure that the goals of the Blue Line Vision Study were accommodated and supported by the proposed project. CTA's primary project concerns with respect to expressway improvements were Blue Line head station access/interface improvements, coordinating improvements to, or redevelopment of, the Forest Park Terminal/yard/shop facility, bus accommodations and transfers, and availability of vacant CTA right-of-way for I-290 improvements.

CTA is a member of the CAG/TF and presented at several meetings, was a member of the TWG, and attended many of the I-290 one-on-one municipal coordination meetings, town hall meetings, and working group meetings. CTA worked with the project team early in the alternatives development process to determine Blue Line extension opportunities and feasibility, Blue Line Terminal concepts, bus transfer locations and configuration, station/platform design, ADA improvements, bus stop locations, expanded bus layover/waiting areas, shelters, crosswalks, and use of vacant CTA right-of-way for expressway improvements.

Regional Transportation Authority. RTA has been a regular member of the CAG/TF and TWG. The PSG met with RTA individually during the initial phases of the study. Project coordination was related to the Purpose and Need statement and alternative identification.

Pace. Pace has been a regular member of the CAG/TF and TWG. The PSG met with Pace individually during the study process. Project coordination included provision of express bus service along I-290 either on a shoulder or in a managed lane, bus pull outs/waiting areas at the Cicero Avenue U-turn, and provisions of improved bus transfers on bridges. Pace worked with the project team to configure the express bus and feeder bus transit components in the build alternatives, as well as bus transfers at specific locations.

NEPA/404 Merger Team. The Illinois NEPA/404 Merger Process was instituted in 1996 by FHWA and IDOT to provide concurrent review of federally funded transportation projects requiring an environmental assessment or EIS and an individual Section 404 permit. It includes regularly scheduled meetings held with representatives of state and federal regulatory agencies, including the US Army Corps of Engineers (USACE), US Coast Guard (USCG), US Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS), the Illinois Department of Natural Resources (IDNR), the Illinois Department of Agriculture (IDOA), and the Illinois Environmental Protection Agency (IEPA). Projects are presented to the agencies for discussion and concurrence during various stages of development.

Early in the I-290 Study process, the NEPA/404 Merger Team concluded that the I-290 Study would not require formal concurrence by the Merger Team because an individual Section 404 permit is not required. It was agreed that an EIS would be prepared to address public concerns, while the PSG would periodically update the NEPA/404 Merger Team at key study milestones (e.g., Purpose and Need, Alternatives to be Carried Forward to the DEIS, and the Preferred Alternative). Few environmental permits were anticipated given the limited presence of protected environmental resources in this developed, urban corridor. A summary of NEPA/404 Merger Team meetings is provided in Appendix K.

US Environmental Protection Agency. The USEPA has been a regular member of the CAG/TF. Coordination with the USEPA also occurred throughout the study process via presentations at NEPA/404 Merger Team Meetings and one-on-one meetings. The

USEPA's primary interest was the consideration of EJ communities in alternatives development and evaluation, and that EJ is adequately addressed in the DEIS.

Illinois Tollway. Project interests were primarily related to the interface with their facilities and the configuration of managed lanes and tolling in alternatives development. Coordination with the Illinois Tollway included how I-290 improvements would affect connections with I-88 and I-294, and in particular where managed lanes would begin and end in the west end of the Study Area. The Illinois Tollway was a regular participant in the CAG/TF meeting process and the TWG. The PSG also met with the Illinois Tollway individually during the study.

Illinois State Police (ISP). The PSG consulted the ISP throughout the study process to discuss expressway crash analysis and safety concerns, enforcement areas, and location and design of Accident Investigation Sites (AIS) for the Preferred Alternative. Several enforcement locations were identified for the Preferred Alternative as well as identifying several desirable AIS locations in the reconstruction section.

Cook County Department of Transportation and Highways. Cook County's project interests were primarily related to how county-maintained frontage roads would be affected by the proposed improvements and the desire to transfer jurisdiction of remnant sections of county-maintained frontage roads to local agencies in conjunction with this project. The project team coordinated the scope of frontage road improvements with Cook County and local governments regarding potential jurisdictional transfers.

DuPage County Division of Transportation. DuPage County's project interests included transit connections, the Illinois Prairie Path, and the I-290/I-88/I-294/North Avenue connections. DuPage County has also been a regular participant at CAG/TF meetings.

Chicago Department of Transportation. CDOT has been an active participant in the CAG/TF meetings, and the PSG also met individually with the agency. Their primary project focus was with the design and operation of the Laramie/Cicero and Austin interchanges; ADA/pedestrian treatments at intersections; and arterial performance.

Chicago Park District. Coordination with the Chicago Park District was primarily focused on the proposed project elements adjacent to Columbus Park and the proposed shared-use path connection to the Columbus Park trail system. As described in Section 3.12, Special Lands, no impacts to Columbus Park are anticipated; however, the Chicago Park District has been interested in the alignment and profile of the Austin Boulevard and Central Avenue ramps and the connection of the proposed shared-use path to the west end of Columbus Park. Coordination with the Chicago Park District is ongoing to provide enhancements along the southern edge of the park in conjunction with the expressway reconstruction.

CSX, IHB, and Other Railroads. Coordination with the CSX Railroad included discussion of the potential to reallocate or obtain portions of their existing operational envelope (right-of-way), discussion of railroad vertical clearance requirements beneath

the cross-road bridges from Central Avenue and DesPlaines Avenue, and their I-290 bridge crossing. Through the study process, the PSG coordinated with CSX to develop and refine a concept that would improve vertical clearances to a minimum of 21-feet 9-inches, improve drainage and decrease flooding exposure, and avoid CSX right-of-way impacts without the need to raise cross-road profiles, which would have impacted property in Oak Park and Forest Park.

Coordination with the Indiana Harbor Belt (IHB) Railroad occurred regarding proposed design changes to their four-track crossing of I-290 west of the 25th Avenue Interchange. To accommodate the future expressway footprint and clearances, the IHB bridge will be widened and the profile raised several feet to accommodate longer and deeper beams. The IHB stipulated that only one track may be taken out of service at a time, and IDOT undertook additional survey and design coordination to minimize profile grade increases in accommodating the raised crossing of I-290.

IDOT also coordinated with the Belt Railway Company of Chicago (BRC) and the Canadian National (CN) Railway regarding their operations and facilities, including I-290 bridge crossings.

Cook-DuPage Corridor Study. The West Central Municipal Conference, in conjunction with the DuPage Mayors and Managers Conference, is conducting a long-range transportation planning study of a 300-square-mile study area extending from Cicero Avenue on the east to the Kane-DuPage county line on the west. The PSG coordinated with the Cook-DuPage Corridor Study regarding travel forecasting, alternatives identification and evaluation, and smart corridors.

4.4 Public Hearing

Two public hearings on the I-290 DEIS were held at two different locations on consecutive days. The DEIS documented the need for transportation solutions for I-290 from west of Mannheim Road to Racine Avenue and the evaluation of alternatives for addressing those transportation needs. Further, it described the potential effects on community and environmental resources and the potential effects on future traffic operations caused by proposed build alternatives as well as the No Build Alternative. The findings from the CTA's Blue Line Vision Study were also presented. A Notice of Availability (NOA) was issued on December 30, 2016 in the Federal Register. The NOA started the 45-day public review and comment period.

The public hearings were conducted in an open-house format, and interested persons could attend anytime between 5:30 p.m. and 8:30 p.m. Attendees had the opportunity to view a continuous audiovisual presentation and exhibits as well as provide written or oral comments on the DEIS, alternatives under consideration, preliminary road closure plan, social, economic, environmental effects and proposed mitigation strategies, and proposed Section 4(f) *de minimis* impacts at three public park locations in Forest Park. IDOT and project team representatives were available to answer questions; CTA representatives were also available to answer questions pertaining to the Blue Line

Vision Study. In addition, a question and answer forum was held at 7:00 p.m. each day. Court reporters were available to record public comments. The public hearing dates and locations are listed in Table 4-4.

Table 4-4. Public Hearings

January 25, 2017 – Public Hearing #1:	**January 26, 2017 – Public Hearing #2:**
Proviso Math and Science Academy 8601 Roosevelt Road Forest Park, Illinois	Marriott Chicago - Medical District 625 South Ashland Avenue Chicago, Illinois 60607

A total of 281 people attended the public hearings with a total of 17 people participating with comments or questions in the 7:00 p.m. question and answer sessions.

4.5 Summary of Comments and Responses on the DEIS

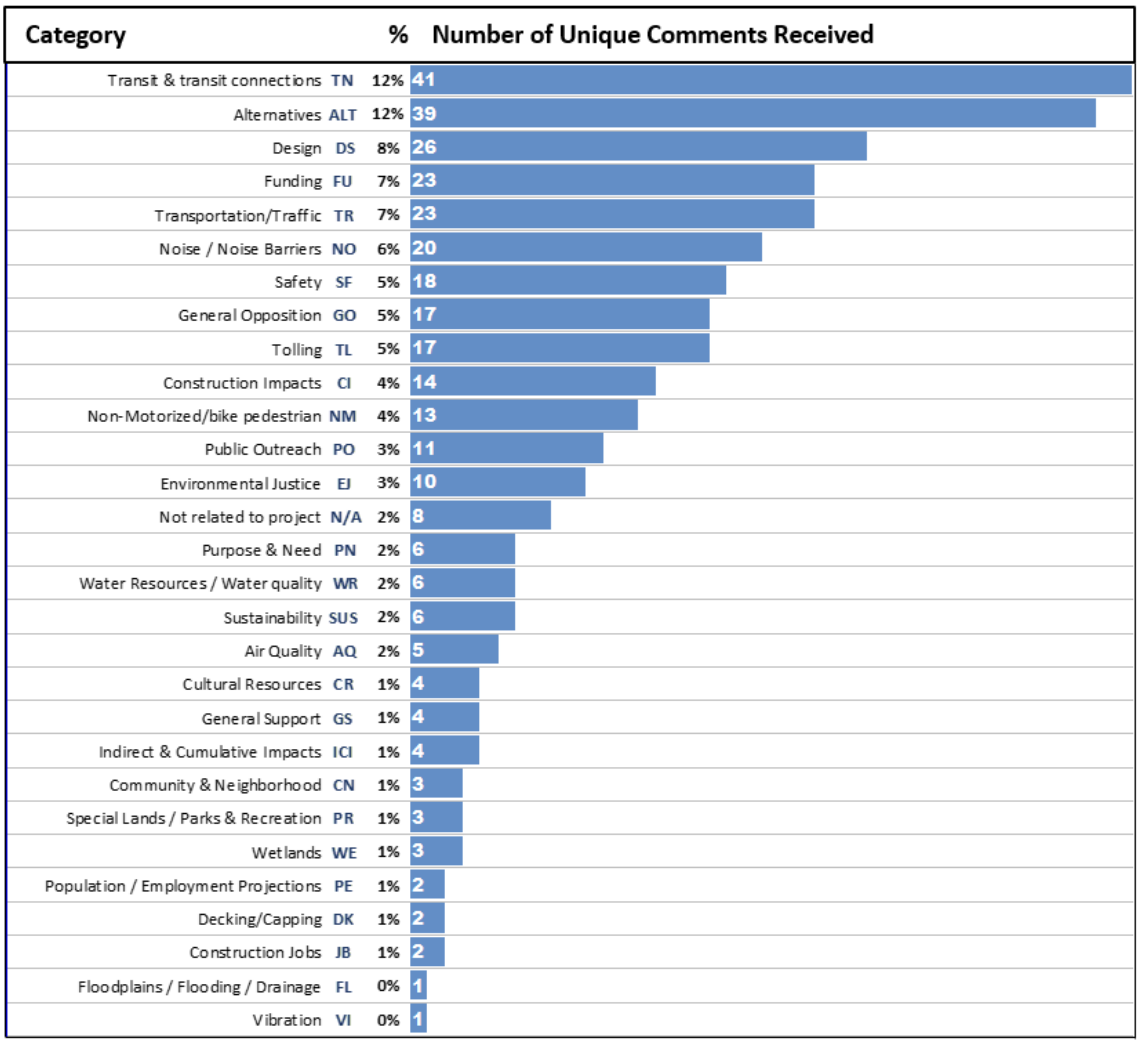
The public comment period for the DEIS was initiated on December 30, 2016 with the issuance of the NOA in the Federal Register, extending for 45 days and closing officially on February 13, 2017. However, five comments were received after that date, were included in the project record, and are addressed in this FEIS. Approximately 332 unique comments were received from federal agencies, local governments, individuals, and organizations. Unique comments were identified by annotating the 124 total comments received into discrete comments by topic that could then be responded to individually as a standalone comment. Thus, a single comment submitted could contain multiple unique comments as shown in Appendix N with a response for each unique comment in Appendix O.

Approximately 65 percent of the DEIS comments were received from individual stakeholders representing themselves, followed by 24 percent from public organizations, 6 percent from federal agencies, and 5 percent from units of local government. No state agencies commented on the DEIS.

The subjects of the comments were varied, and were grouped into over 30 categories for analytical purposes. The major comment categories are shown in Figure 4-2 and included: transit and transit connections (12 percent); alternatives (12 percent); design issues (8 percent); funding (7 percent); transportation/traffic (7 percent); noise and noise barriers (6 percent); safety (5 percent); general opposition (5 percent); tolling (5 percent); construction impacts (4 percent); nonmotorized transportation (4 percent); public outreach (3 percent); and environmental justice (3 percent). Fourteen other categories represented the remaining 19 percent of comments.

Annotated comments received on the DEIS can be found in Appendix N of the FEIS and a comprehensive table containing comments and responses to each can be found in Appendix O.

Figure 4-2. DEIS Public Comments by Category



4.5.1 Federal Resource Agency Comments

Three federal resource agencies and one Native American tribe submitted comments during the DEIS comment period. Detailed federal resource agency comments are on pages N-1 through N-13 in Appendix N and IDOT responses are on pages O-1 through O-11 in Appendix O. Following is a summary of the comments received and IDOT's responses.

US Environmental Protection Agency (USEPA). The USEPA commented on the demographics used for social/economic analysis within the Study Area; discussed mitigation of tolling for low-income users; discussed childrens' and others' exposure to air quality during construction, lead-based paint removal and traffic noise health risks during construction and mitigation thereof; equipment exhaust and dust emissions during construction and mitigation thereof; included recommendations for a community liaison program and continued public involvement during construction; and

commended the context sensitive process and included additional recommendations for final design elements.

In response, IDOT and USEPA held a teleconference on May 10, 2017 to share revised response language to address the concerns in USEPA's February 10, 2017 DEIS comments. USEPA concurred with the revised responses via email on May 31, 2017. The DEIS comment responses in Appendix O include the language concurred with by the USEPA; these responses are also reflected in the content of the FEIS as described below. IDOT included requested revisions to the demographic data summary and presentation in the FEIS, and clarified that the tolling policies, and any mitigation thereof, would be addressed in more detail in Phase II design. Regarding mitigation of construction activities as they relate to childrens' health, lead testing & releases, construction noise, construction emissions, and fugitive dust control, IDOT responded that their standard construction specifications already address most of these concerns. Because Phase II (design) and Phase III (construction) are not funded at this time, and that there could be a considerable gap between the ROD and the initiation of Phase II, it would be premature to develop a detailed set of commitments at this time, especially prior to engaging in Phase II engineering. However, IDOT responded that they will develop a series of "Special Design and Construction Considerations" that are listed in the Combined Design Report (CDR), which is the engineering document that is companion to the EIS.

US Department of the Interior (DOI). The DOI noted the proposed Section 4(f) *de minimis* impacts in Forest Park and Section 4(f) temporary occupancy in Columbus Park to accommodate improvements associated with the I-290 project, and stated the need for formal written concurrence from the Village of Forest Park, the Chicago Park District, and State Historic Preservation Office (SHPO). The DOI noted five properties and one historic district within the project's Area of Potential Effects (APE) and recommended consultation with SHPO. The DOI stated its finding that park lands previously improved with Land and Water Conservation Fund (LWCF) Act and Urban Park and Recreation Recovery (UPARR) Act federal funding were encumbered, and the need to coordinate with Illinois Department of Natural Resources, the Village of Forest Park, the City of Chicago, and the National Park Service, and to demonstrate all possible planning to minimize harm to the affected properties with SHPO concurrence.

In response, IDOT held a teleconference with DOI on March 29, 2017 in which DOI concurred with IDOT's proposed clarifications and responses to their DEIS comments. In FEIS Appendix O, IDOT responded that further consultation for the additional five properties and one historic district has been completed. IDOT addressed the properties identified as encumbered by DOI: LWCF funds were used for facilities along DesPlaines Avenue in Forest Park not impacted or converted by the I-290 project; UPARR funds were used for a fieldhouse located further north and away from the I-290 project in Columbus Park; and all work near Garfield Park will be performed on existing right-of-way. An Effects Assessment Report was distributed to the consulting parties and the SHPO for review and comment on April 27, 2017, the results of this consultation was

given to the DOI, and coordination will continue to address any questions remaining with regard to possible encumbrance of the parks.

US Army Corps of Engineers (USACE). The USACE stated the following: all alternatives would impact less than 1 acre of Waters of the United States (WOUS); that a Section 404 permit would be needed prior to construction, anticipated to be reviewed under Regional Permit 3; that the project should be designed to comply with permit conditions; and that wetland delineations would need to be updated prior to submitting a permit application.

IDOT addressed USACE's concerns directly in Appendix O of the FEIS and no further coordination was required. In Appendix O, IDOT responded that a Section 404 permit would be obtained prior to commencement of any construction in WOUS; noted their understanding that the project will be processed under Regional Permit 3; that the project will be designed consistent with the conditions of this permit; and that an updated wetland delineation will be prepared and submitted to USACE prior to the Section 404 permit application.

Forest County Potawatomi: The Forest County Potawatomi noted that the DEIS indicated no known archaeological sites within the APE, asked whether an archaeological survey or an archival review had been done, and requested a copy of the survey if one had been done.

IDOT responded in FEIS Appendix O that surveys performed in 2010 and 2015 by the Illinois State Archaeological Survey resulted in finding no archaeological sites, and that a copy of the surveys would be provided to the Forest County Potawatomi. A copy of the survey short report and documentation of consultation with and concurrence from the Illinois SHPO was provided to Forest County Potawatomi on June 8, 2017.

4.5.2 Local Governments

Local governments' formal DEIS comments included the following: comments on design and construction needs and requests for corrections and additions to the FEIS from Metropolitan Water Reclamation District; a request to extend the DEIS comment period, affirming the items agreed to in the Letter of Intent (LOI), and requesting any conflicts with the LOI and the DEIS be resolved in the FEIS from Village of Oak Park; comments on the needs of the overhead bridge and adjacent intersections at Western Avenue, general approval of the improved frontage road drainage, and questions on noise wall maintenance at Harrison Street and Bataan Drive from Cook County Department of Transportation and Highways; and concern for disproportionate impacts from tolling and support of additional project funding from DuPage County. Detailed local government comments are on pages N-14 through N-22 in Appendix N and IDOT responses are on pages O-12 through O-14 in Appendix O.

4.5.3 Public Organizations

Approximately 75 percent of the unique comments from public organizations came from two groups, Citizens for Appropriate Transportation and the Active Transportation Alliance. Citizens for Appropriate Transportation offered several comments on purpose and need of the project, alternatives, impacts, how the alternatives were evaluated, citizen participation, and general comments including proofreading errors. Active Transportation Alliance offered several comments regarding regional planning and the emphasis of highway modes, recommending traffic management strategies rather than lane expansion, and expressing concern that the study had not fully addressed safety, environmental, and traffic issues. Other public organizations offered comments including recommending a Blue Line extension, concern about how lanes are added, recommending a covered expressway rather than noise walls, non-project related comments, recommending lane additions to reduce crashes, recommending lanes not be added, and requesting additional tree planting. Detailed public organization comments are on pages N-23 through N-45 in Appendix N and IDOT responses are on pages O-15 through O-33 in Appendix O.

4.6 Conclusion

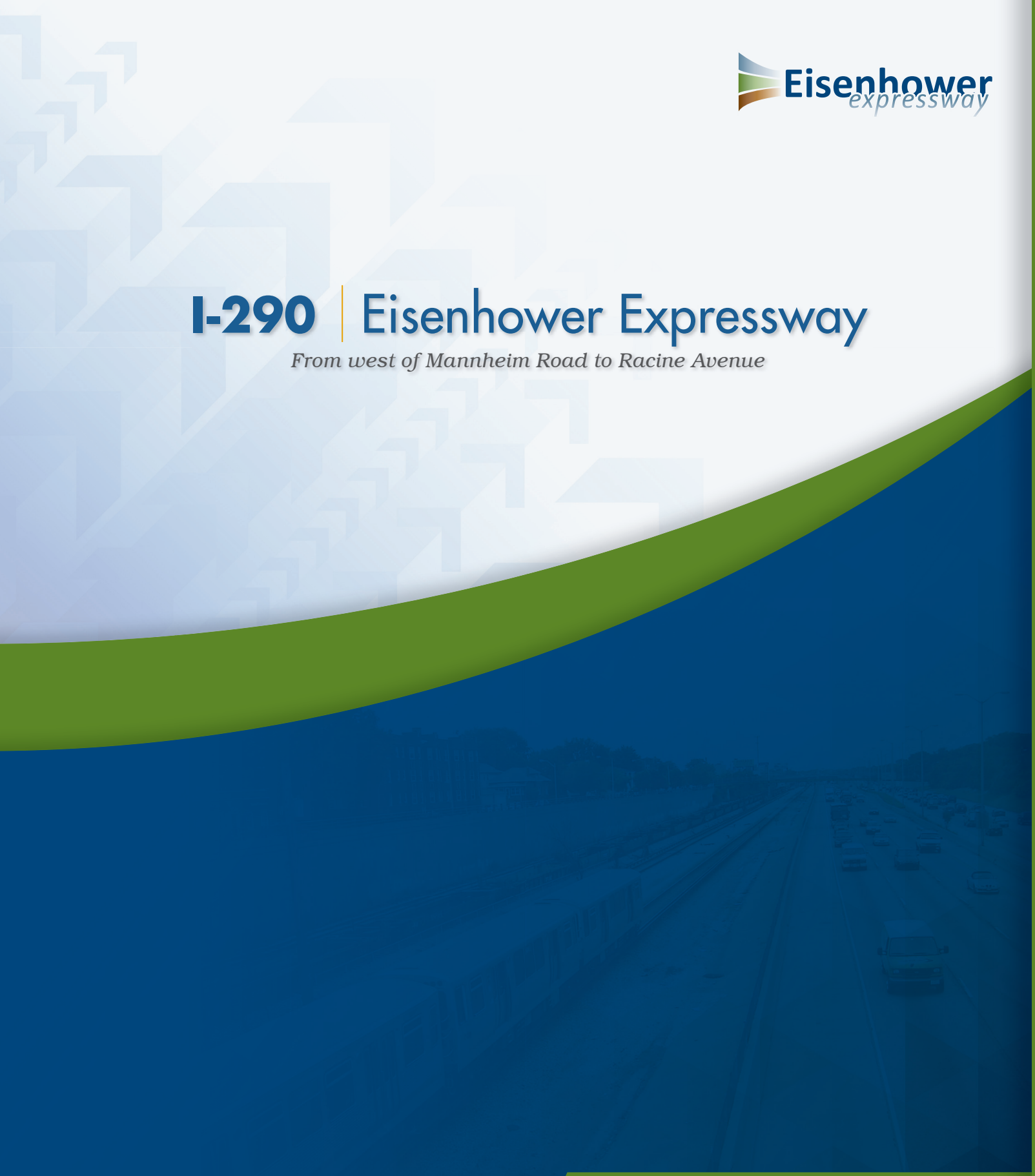
CSS and stakeholder outreach were essential components of the I-290 Study process and a primary driver of study progress. Since stakeholder involvement activities for the EIS first began in October 2009, with the initial CAG meeting, a substantial array of stakeholder input has been received, considered, and used to reach a consensus on a preferred alternative and other improvements recommended along Eisenhower Expressway, from west of Mannheim Road to Racine Avenue. Nearly 200 individual community, agency, and other stakeholder meetings have been held to present information, listen to stakeholder concerns and needs, and discuss and refine ideas. The individual meetings were complemented by a series of 22 CAG meetings to provide guidance on project development. As a result of this collective outreach and community involvement, more than 1,700 public comments were received and considered from October 2009 to April 2017. The culmination of this robust stakeholder outreach program has resulted in a project that reflects, to the extent feasible, community and stakeholder values in this Project Corridor.

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Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



Comparison of Alternatives

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

5.0 Comparison of Alternatives Summary

Since the publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Updated Section 5.3.2 to acknowledge receipt of Officials with Jurisdiction (OWJ) concurrence to *de minimis* impact and Section 4(f) exception findings within Village of Forest Park parklands and Columbus Park;
- Updated Section 5.3.2 and Tables 5-1 and 5-4 to acknowledge FHWA's no adverse effect finding, and SHPO's concurrence thereof, for the project;
- Updated Section 5.4.2 to clarify the Implications for Build Alternatives regarding the use of the Value Pricing Pilot Project (VPPP); and
- Updated Section 5.5.4 to revise the toll rates assumed for the Preferred Alternative.

This section summarizes the results of the alternatives development and analysis contained in Sections 2.0, Alternatives; 3.0, Environmental Resources, Impacts and Mitigation; and 4.0, Public Comments and Agency Coordination. Based on the comparison of socio-economic and environmental impacts, travel performance, and other factors including stakeholder and agency input, the HOT 3+ & EXP and HCT Alternative (also referred to herein as the HOT 3+ Alternative) is the Preferred Alternative.

HCT – High Capacity Transit
A transit mode providing high person throughput. HCT can either use buses in a dedicated traffic lane (bus rapid transit or "BRT") or heavy rail transit (HRT) such as the CTA Blue Line.

5.1 Alternatives Carried Forward

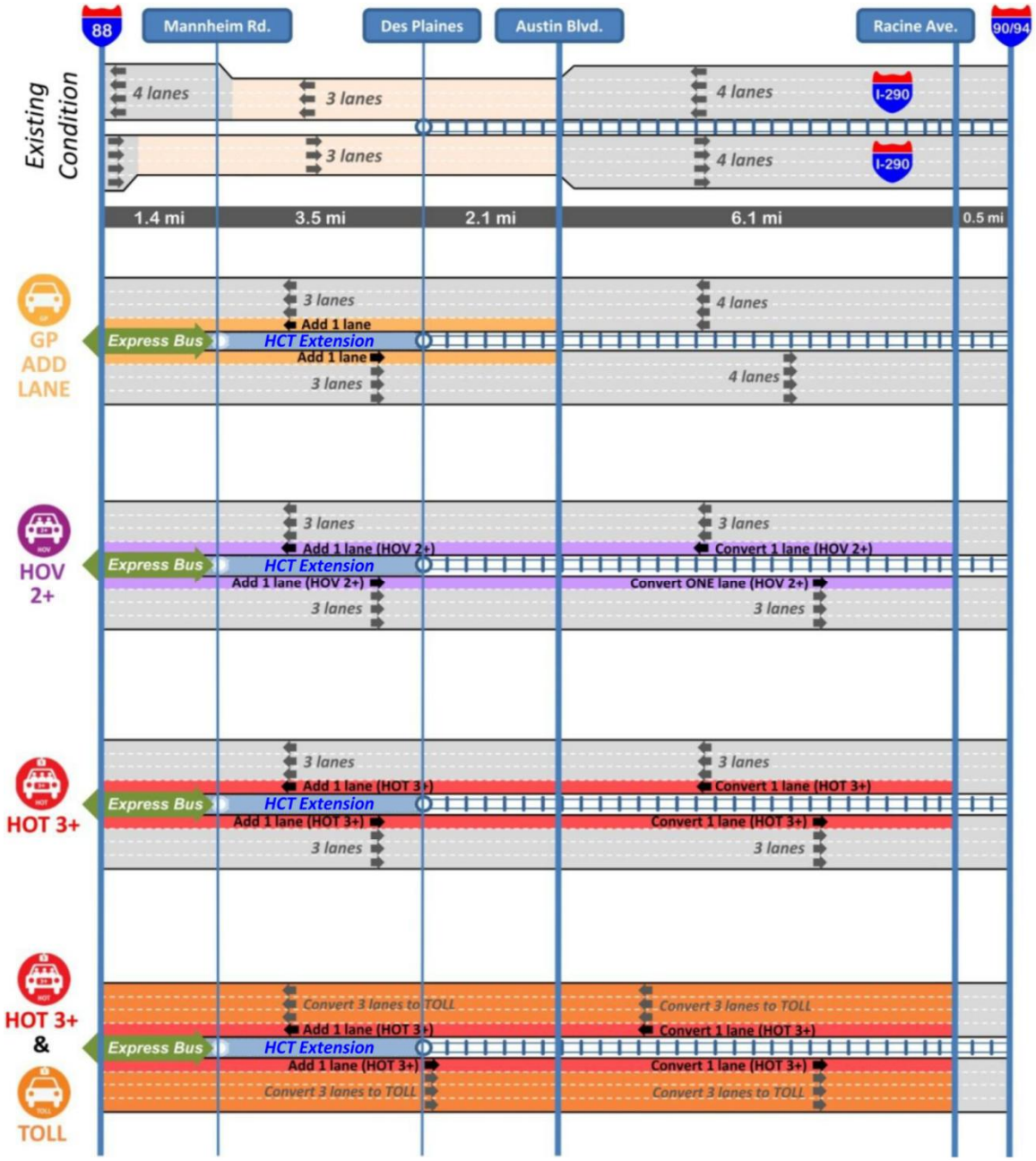
The development and evaluation of the alternatives was an iterative process guided by extensive stakeholder involvement, as described in Section 4.0, Public Comments and Agency Coordination, combined with technical analysis and environmental impact avoidance/minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process in Section 2.0, Alternatives, concluded with the identification of a range of alternatives to be considered (including a No Build Alternative). The process included three rounds of identification, evaluation, and refinement that considered a wide range of suggested alternatives, single mode alternatives, and combination mode alternatives that resulted in the selection of four build alternatives carried forward for further refinement and analysis in Section 3.0, Environmental Resources, Impacts, and Mitigation. These alternatives carried forward in Section 3.0 are as follows:

- **GP & EXP & HCT** (also referred to herein as GP Lane), consisting of adding one general purpose lane[1] in each direction between 25th Avenue and Austin Boulevard, and includes provisions for Express Bus (EXP) and High Capacity Transit (HCT);
- **HOV 2+ & EXP & HCT** (also referred to herein as HOV 2+), consisting of adding one High Occupancy Vehicle (HOV) 2+ (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOV use, and provisions for EXP and HCT;
- **HOT 3+ & EXP & HCT** (also referred to herein as HOT 3+), consisting of adding one High Occupancy Toll (HOT) 3+ (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, and provisions for EXP and HCT;
- **HOT 3+ & TOLL & EXP & HCT** (also referred to herein as HOT 3+ & TOLL), consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (users of these lanes paying a toll), and provisions for EXP and HCT; and
- The **No Build Alternative** is also carried forward to provide a baseline of comparison of travel benefits, as well as environmental impacts. This alternative consists of planned improvements to existing roadway and transit facilities in the Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements to I-290 or the Chicago Transit Authority (CTA) Forest Park Branch. The transportation conditions assumed to exist under the No Build Alternative include the existing transportation network plus major capital projects (excluding major capital projects in the Study Area) currently in the Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained plan referenced in Section 1.1. The environmental conditions that would exist under the No Build Alternative are generally consistent with the existing conditions as described in Section 3.0, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or development projects) as described in Section 3.15, Indirect and Cumulative Impacts. The No Build Alternative would not satisfy the project's Purpose and Need.

Figure 5-1 shows a concept for each of the four build alternatives, along with the existing condition.

[1] "General purpose lanes (also referred to as "mixed-use" or "mixed-flow" lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited-access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose.

Figure 5-1. Four Build Alternatives Evaluated in Round 3



The four build alternatives have identical footprints. Therefore, they are very similar to one another; the differences between the alternatives are related to travel performance and social and economic and environmental impacts due to the manner in which traffic would be managed, and the differences in traffic volumes and patterns resulting from this management. Given the location of the project in a developed urban setting, the improvements proposed are almost entirely contained within existing I-290 right-of-way, with the exception of 3.322 acres located near five interchanges or cross roads proposed for reconstruction and 2.650 acres for a 10-foot-wide strip of right-of-way from

the CTA Blue Line. Thus, as was desired by the communities, there are no residential or commercial displacements resulting from the build alternatives. In addition, the Austin Boulevard and Harlem Avenue interchanges would retain their center ramp termini (although converted to right hand on- and off-ramps) in response to community concerns.

All four build alternatives improve safety for motorists and pedestrians. Primary safety improvements include elimination of the expressway lane drops (westbound at Austin Boulevard and eastbound at 25th Avenue), which would help reduce congestion related rear-end and side-swipe crashes that are prevalent with lane drops. As stated previously, the left-hand ramps at the Austin Boulevard and Harlem Avenue interchanges are proposed to be converted to conventional right-hand ramps, which are consistent with driver expectations and with all other ramps in the corridor. The interchanges and cross roads are designed to modern standards, including improved truck turning radii, improved vehicle storage, wider sidewalks, Americans with Disabilities Act (ADA) ramps, pedestrian plaza areas, modern pedestrian countdown signals, and pedestrian refuge islands in between the ramps at the Austin Boulevard and Harlem Avenue interchanges.

All four build alternatives improve access to transit and nonmotorized travel. This includes wider sidewalks on all cross bridges in the Reconstruction Section, including additional width for sidewalks serving CTA Blue Line stations. Increased pedestrian plaza space for CTA Blue Line station entrances provides space for bicycle parking, bus passengers, and bus passenger shelters. Access to CTA Blue Line stations in the Reconstruction Section would be ADA accessible, which is currently not the case in much of the corridor.

With regard to environmental resources, the four build alternatives have no impacts to wetlands, wildlife, and agricultural resources. The four build alternatives each result in the same 12.94 acre-feet net decrease in floodplain fill volume, and water quality standards would continue to be met. There would be no direct use of adjacent Section 4(f) resources required by the build alternatives except for a *de minimis* impact to 0.031 acre of public parkland in the Village of Forest Park, a temporary use of 0.137 acre of parkland in the Village of Forest Park and Section 4(f) exception of 2.74 acres at Columbus Park. There are no distinguishing differences between the build alternatives with respect to potential uses of Section 4(f) resources.

Each of the four build alternatives would satisfy the Project Purpose and Need. However, the extent of impacts, the level of overall travel performance, and the economic benefits vary for each of these alternatives. Since the physical footprint on the land by each of the build alternatives is primarily confined within the existing I-290 right-of-way and is the same for the four build alternatives, environmental mitigation is proposed to be identical for each of the alternatives.

As stated in Section 3.12.3, FHWA issues a *de minimis* impact finding for Veterans Park, the Dog Park, and the Roos Property based on the minimization measures proposed and concurrence received from the Officials with Jurisdiction (OWJs) that there is not an

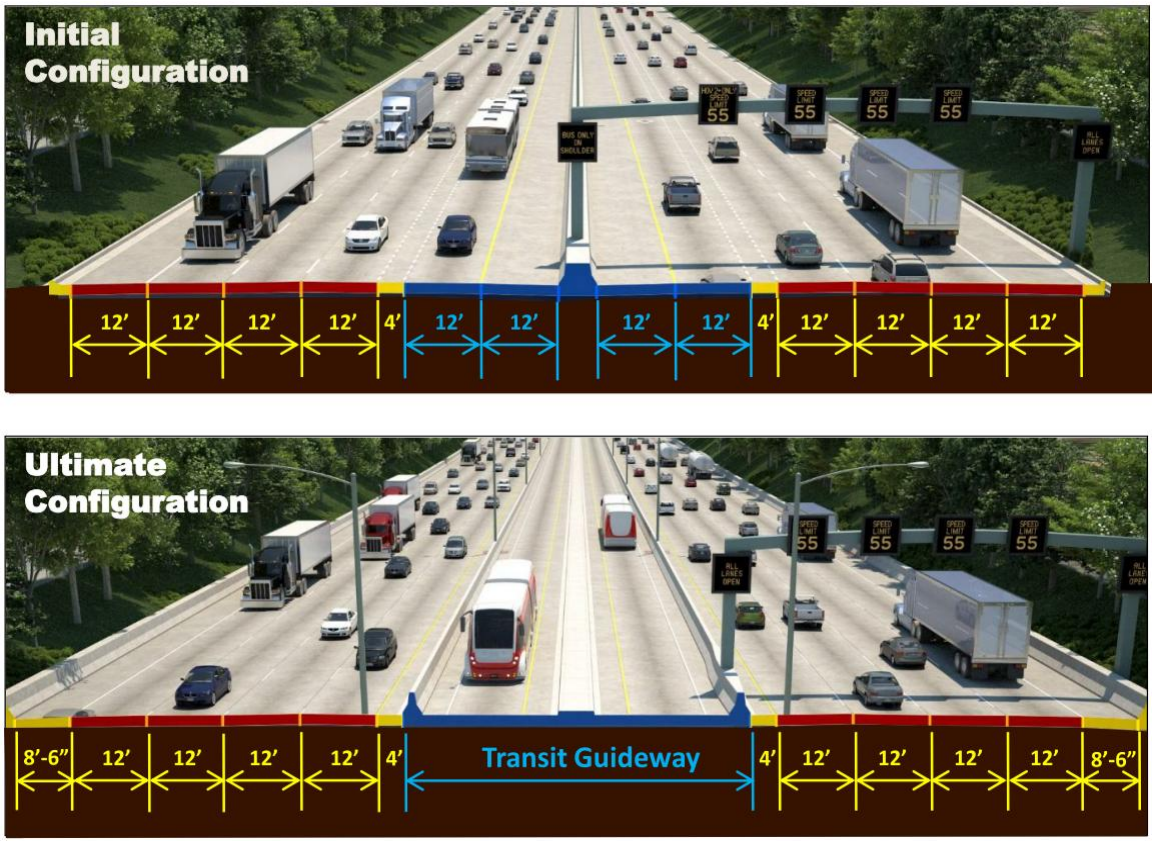
adverse effect to the features, attributes, and activities that make the properties eligible for 4(f) protection. The project would not adversely impact the long-term use, function, or development of these parks.

Regarding Columbus Park, the Chicago Park District and State Historic Preservation Officer (SHPO) concurred that the scope of the improvements proposed constitute a Section 4(f) exception under 23 CFR 774.13(g), would not adversely impact the park and, in fact, would provide additional opportunities to enhance the historic integrity of the park, while providing additional benefits to park visitors.

5.1.1 Accommodation for High Capacity Transit

As their names imply, each of the four build alternatives accommodates improvements to the existing HCT, the CTA Blue Line where it exists today, and provides for a westward expansion of HCT to Mannheim Road. West of the CTA Forest Park Terminal, an extension of HCT can be accommodated in the median of the expressway. Staged construction of I-290 is assumed such that the reconstructed expressway and overhead bridges would be configured to accommodate a subsequent HCT extension within the median without the need to reconstruct the expressway or overhead bridges. Figure 5-2 illustrates this staged approach, which utilizes an expressway typical section configured for future conversion of the inside lanes to HCT.

Figure 5-2. Convertible Expressway Section – Initial and Ultimate Configuration



In the initial configuration, EXP bus service would be accommodated along the expressway either in the inside managed lanes or along the inside shoulders. The accommodation of the EXP and HCT modes is similar between build alternatives and is not a distinguishing factor.

5.1.2 Comparison Matrix of Alternatives

Identification of the Preferred Alternative is based on a comparison of key factors with respect to travel performance, socio-economic, and environmental impacts for the alternatives carried forward, as well as stakeholder and agency input, which is summarized below. A comparative table of overall performance, impacts, and costs/revenues is presented in Table 5-1. For clarity, table values in red in the Transportation Performance (2040), Social /Economic, Air Quality, Traffic Noise, and Natural Resources-Floodplains sections represent reduced performance or greater impacts than the No Build Alternative, and table values in green in these sections represent better performance or lesser impacts than the No Build Alternative.

Table 5-1. Comparison Matrix of Alternatives

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
1.0	**Transportation Performance (2040)**						
1.1	Regional vehicle miles traveled (VMT) (miles)	Quantitative	201,187,710	+151,380	+72,492	+52,211	+33,774
1.2	Regional vehicle hours traveled (VHT) (hours)	Quantitative	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 travel time (Min) (GP/ML)	Quantitative	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 / 13.5	14.8 / 12.6
1.4	Study area arterial VMT (miles)	Quantitative	4,294,011	-24,560	+6,944	-8,853	+147,834
1.5	Study area arterial VHT (Hours)	Quantitative	255,282	-1,996	-967	-1,643	+6,778
1.6	Person throughput	Quantitative	459,122	+25,247	+31,871	+28,604	+25,294
1.7	Job accessibility	Quantitative	5,151,539	+105,053	+364,948	+397,660	+326,499
1.8	Overall safety (crashes per million person miles per year)	Quantitative	0.287	-4.86%	-6.44%	-6.21%	-4.65%

Table 5-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
1.9	East-west transit trips	Quantitative	76,950	+4,375	+2,150	+4,425	+8,425
2.0	**Social/Economic (including Environmental Justice)**						
2.01	Traffic diversion to local roads (VMT)	Quantitative	--	-24,560	+6,944	-8,853	+147,834
2.02	Average change in travel time to job destinations from the 2040 No Build Alternative, Environmental Justice (EJ) Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-1 to -10 minutes	-1 to -9 minutes
2.03	Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
2.04	Bicycle & pedestrian accommodations	Qualitative	No change in existing condition	Provision of a new east-west separated shared path from DesPlaines Avenue to Austin Boulevard (approximately 2 miles); improved pedestrian crossings; new pedestrian refuge islands; improved pedestrian/bicycle safety with new/wider sidewalks; improved shared use path connectivity; improved pedestrian/bicycle accommodations at I-290 cross roads.			
2.05	Housing units displaced	Quantitative	0	0			
2.06	Public services displaced	Quantitative	0	0			
2.07	Businesses displaced	Quantitative	0	0			
2.08	Construction-related jobs created	Quantitative	--	18,904	18,904	18,980	18,980

Table 5-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
2.09	Productivity (based on travel time savings)	Quantitative	--	+$1.6 B	+$1.6 B	+$2.7 B	+$2.9 B
2.10	Consistency with local and regional plans	Qualitative	No Effect	CMAP includes capacity improvements in the Project Corridor in its Go To 2040 plan and classifies improvements to the I-290 Eisenhower Expressway as one of the region's 'priority projects.' The local comprehensive plans for Oak Park, Maywood, Broadview, Hillside, and Bellwood all express a desire to improve access to I-290.			
2.11	Community cohesion	Qualitative	No Effect	Improvements to roadways crossing the highway would improve community cohesion.			
2.12	Land use changes	Quantitative	No Effect	No major land use changes are expected as a result of the project, which mostly stays within existing right-of-way.			
2.13	Right-of-Way acquisition	Quantitative	0	5.972 acres of right-of-way (ownership) and permanent easement			
3.0	Historic Resources						
3.1	Historic properties impacted	Qualitative	No Adverse Effect to Historic Properties	No effect to 6 historic properties and no adverse effect to 17 historic properties in the APE. No direct physical impacts to 22 of the 23 historic properties would occur; a temporary easement and proposed improvements would be located in the NHL boundary of Columbus Park, but they would have no adverse effect to the property. No indirect effects to historic properties would occur. FHWA made a no adverse effect finding to built historic properties and the SHPO concurred on May 25, 2017.			

Table 5-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
3.2	Parks, Recreational Areas, Wildlife/Waterfowl Refuges						
3.3	Parkland impacts	Quantitative & Qualitative	No Effect	Improved access to 51 parks and recreation areas along the Project Corridor by new or improved pedestrian and bicycle routes. Pedestrian access improvements require the permanent use of 0.031 acre and the temporary use of 0.137 acre from Veterans Park, the Dog Park, and Park District of Forest Park Recreational Center (Roos Property) within the Village of Forest Park, at the request of the Village. Section 4(f) exception of 2.74 acres at Columbus Park.			
3.4	Section 4(f)	Quantitative & Qualitative	No Effect	*De minimis* impact including 0.031 acre of direct impacts to parks within the Village of Forest Park to accommodate widened and new sidewalks. No other direct or constructive use of publicly owned parks and recreational areas is required by the four build alternatives. The enhancement of 2.74 acres at Columbus Park is an exception to Section 4(f) under 23 CFR 774.13(g).			
4.0	**Visual Resources**						
4.1	Visual Impacts/Benefits	Qualitative	No Effect	Proposed transportation improvements with respect to the visual environment are the same for all build alternatives. Aesthetic treatments will be evaluated for the Preferred Alternative. 46 of 63 eligible noise barriers were favored by "benefited receptor" stakeholders and are likely to be built, pending future project coordination.			
5.0	**Air Quality –** *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
	Pollutant Burden (annual burden – tons) – *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
5.1	VOC (Hydrocarbon)	Quantitative	1,270	+0.10%	-0.01%	-0.14%	-0.02%
5.2	NO_x (Nitrogen Oxide)	Quantitative	2,776	+0.21%	-0.12%	-0.07%	-0.60%
5.3	CO (Carbon Monoxide)	Quantitative	23,708	+0.73%	-0.51%	-0.34%	-0.35%

Table 5-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
5.4	PM_{10} (Particulate Matter)	Quantitative	1,813	-0.06%	-0.03%	-0.31%	-0.43%
5.5	$PM_{2.5}$ (Particulate Matter)	Quantitative	326	+0.09%	-0.13%	-0.30%	-0.50%
	Greenhouse Gas Emissions (annual burden – million tons) – Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.						
5.6	CO_2e (Carbon Dioxide Equivalents)	Quantitative	10.517	+0.24%	+0.03%	-0.01%	-0.10%
	Mobile Source Air Toxics (MSAT) (annual tons) – *Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.*						
5.7	Acrolein	Quantitative	1.17	-0.08%	-0.07%	-0.17%	-0.62%
5.8	Benzene	Quantitative	16.55	+0.30%	-0.04%	-0.08%	+0.05%
5.9	1,3 Butadiene	Quantitative	0.07	-0.20%	-0.08%	-0.20%	-0.83%
5.10	Diesel PM	Quantitative	50.24	+0.10%	-0.13%	-0.16%	-1.11%
5.11	Formaldehyde	Quantitative	25.90	-0.07%	-0.07%	-0.17%	-0.60%
5.12	Naphthalene	Quantitative	2.19	-0.02%	-0.06%	-0.16%	-0.53%
6.0	**Traffic Noise**						
6.1	Receptors approaching, meeting, or exceeding the noise abatement criteria (NAC)	Quantitative	227	230	228	229	220
7.0	**Hazardous Waste**						
7.1	Hazardous Materials Recognized Environmental Condition (RECs) Sites affected	Quantitative	0	495 sites within Project Corridor; 13 sites within or directly adjacent to the proposed right-of-way acquisition.			
8.0	**Natural Environment**						
8.1	Wildlife (number of species impacted)	Quantitative & Qualitative	0	0			
8.2	Wetlands (acres)	Quantitative	0	0			

Table 5-1. Comparison Matrix of Alternatives (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
8.3	Floodplains, volume change from existing (acre-feet)	Quantitative	0	-12.94 acre-feet, normal to 100-year flood elevation (overall flood storage capacity increased).			
8.4	Water Quality – Are Water Quality Standards Met (chlorides, metals, and total suspended solids [TSS])? (yes/no)**						
	Salt Creek	Quantitative & Qualitative	Yes	Yes			
	Des Plaines River	Quantitative & Qualitative	Yes	Yes			
	South Branch of Chicago River	Quantitative & Qualitative	Yes	Yes			
9.0	**Other**						
9.1	Construction Cost	Quantitative	--	$2,558M	$2,558M	$2,571M	$2,571M
9.2	Toll Revenue (2040 Annual Revenue in 2014 $)	Quantitative	--	--	--	$20M	$100M

* Per policy, noise impacts are only identified for the build condition.

** Increased concentration and loading for any build alternative would be offset with best management practices (BMP) and deicing practices.

5.2 Performance Comparison

This section provides a summary comparison of travel performance characteristics for the four build alternatives, as well as a baseline comparison with the No Build Alternative. Notable travel performance advantages and disadvantages of each build alternative, compared to the No Build Alternative and to each other, are summarized below. Performance projections that are poorer than the No Build Alternative are shown in red and performance in Table 5-2.

- GP Lane: The primary performance advantage of this alternative is that it would result in the greatest reduction in arterial vehicle miles traveled (VMT) and vehicle hours traveled (VHT) in the Study Area. Its performance disadvantages relative to the other build alternatives are that it would result in the highest increase in regional VMT, second lowest decrease in regional VHT, lowest person throughput, lowest increase in job accessibility, and second lowest reduction in crashes.
- HOV 2+: This alternative's performance advantages are that it would result in the highest person throughput, second highest increase in number of jobs accessible, and highest reduction in predicted crashes. Its performance disadvantages relative to the other build alternatives are that it would result in the second highest increase in regional VMT, lowest decrease in regional VHT, slowest general purpose lane travel time, second highest increase in arterial VMT, and lowest increase in east-west transit trips.
- HOT 3+: This alternative's performance advantages are that it would result in the second lowest increase in regional VMT, second highest reduction in regional VHT, second highest reduction in arterial VMT and VHT, second highest person throughput, highest increase in job accessibility, second highest reduction in crashes, and second highest increase in transit trips. Its performance disadvantage relative to the other build alternatives is that it would result in the second-to-worst general purpose lane travel time compared to the other build alternatives, but is still an improvement compared to the No Build Alternative.
- HOT 3+ & TOLL: This alternative's performance advantages are that it would result in the lowest increase in regional VMT, its highest reduction in regional VHT, fastest travel time, and greatest inducement of east-west transit trips. Its performance disadvantages relative to the other build alternatives are that it would result in the highest increase in arterial VMT (diverting the most traffic to the arterial network), highest arterial VHT, second lowest person throughput, and lowest reduction in crashes.

Regional VMT
Regional VMT is vehicle miles traveled across the entire Chicago region.



It is noted that all of the build alternatives would increase regional VMT higher than the No Build Alternative; however, this represents a regional increase of less than one tenth of a percent in regional miles traveled for each alternative. For all other

Table 5-2. Transportation Performance Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
1.0	**Transportation Performance (2040)**						
1.1	Regional VMT (miles)	Quantitative	201,187,710	+151,380	+72,492	+52,211	+33,774
1.2	Regional VHT (hours)	Quantitative	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 travel time (Min) (GP/ML)	Quantitative	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 /13.5	14.8 / 12.6
1.4	Study area arterial VMT (miles)	Quantitative	4,294,011	-24,560	+6,944	-8,853	+147,834
1.5	Study area arterial VHT (Hours)	Quantitative	255,282	-1,996	-967	-1,643	+6,778
1.6	Person throughput	Quantitative	459,122	+25,247	+31,871	+28,604	+25,294
1.7	Job accessibility	Quantitative	5,151,539	+105,053	+364,948	+397,660	+326,499
1.8	Overall safety (crashes per million person miles per year)	Quantitative	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-west transit trips	Quantitative	76,950	+4,375	+2,150	+4,425	+8,425

performance characteristics, the four build alternatives generally perform better than the No Build Alternative, with the HOV 2+ and HOT 3+ & TOLL alternatives performing slightly worse than the No Build Alternative in one or more measures related to arterial traffic performance.

It is also noted that the HOT 3+ Alternative performs near the top in nearly all categories and does not have a single "worst in category" ranking as is the case for each of the other build alternatives.

5.3 Social/Economic and Environmental Impacts Comparison

This section provides a summary comparison of social/economic and environmental impacts. There are few social/economic or environmental impacts that could be described as "distinguishing" among the build alternatives, even where there are slight differences in impacts. In the case of air quality, the differences in impacts between the No Build Alternative and the build alternatives are generally less than 1 percent (better or worse) for each of the pollutants studied. In the case of noise impacts, the number of receptors that would be approaching, meeting or exceeding the Noise Abatement Criteria (NAC) varies slightly between the four build alternatives due to traffic volume variations; this indicates that traffic noise mitigation for the four alternatives would be similar and would not be a major differentiator between the alternatives. Noise barrier locations and heights are evaluated for the Preferred Alternative, at which time a 'viewpoints solicitation' is conducted. This solicitation is required by Illinois Department of Transportation (IDOT) noise policy and requires that stakeholders who are benefited by a proposed noise wall are provided an opportunity to vote on whether they would rather have the barriers. The results of the voting determine if the proposed noise walls are implemented.

5.3.1 Social/Economic Impacts (including Environmental Justice)

Environmental Justice: Within each build alternative, there are no apparent accessibility differences in travel times between the environmental justice (EJ) and non-EJ communities; average travel times to regional employment centers are reduced with the four build alternatives from the EJ communities of East Garfield Park, West Garfield Park, North Maywood, South Maywood, and Bellwood, as well as the non-EJ communities of Oak Park and Forest Park (Items 2.02 and 2.03 of Table 5-3).

Table 5-3. Social/Economic Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
2.0	Social/Economic (including EJ)						
2.01	Traffic diversion to local roads (VMT)	Quantitative	--	-24,560	+6,944	-8,853	+147,834
2.02	Average change in travel time to job destinations from the 2040 No Build Alternative, EJ Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-1 to -10 minutes	-1 to -9 minutes

Table 5-3. Social/Economic Impact Comparison (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
2.03	Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
2.04	Bicycle and pedestrian changes	Qualitative	No change in existing condition	Provision of a new east-west separated shared-use path from DesPlaines Avenue to Austin Boulevard (approximately 2 miles); improved pedestrian crossings; new pedestrian refuge islands; improved pedestrian/ bicycle safety with new/wider sidewalks; improved shared-use path connectivity; improved pedestrian/ bicycle accommodations at I-290 cross roads.			
2.05	Housing units displaced	Quantitative	0	0			
2.06	Public services displaced	Quantitative	0	0			
2.07	Businesses displaced	Quantitative	0	0			
2.08	Construction-related jobs created[2]	Quantitative	--	18,904	18,904	18,980	18,980
2.09	Productivity (based on travel time savings)	Quantitative	--	+$1.6 B	+$1.6 B	+$2.7 B	+$2.9 B

[2] NCHRP 08-36, Task 103 - Mining Recovery Act Data for Opportunities to Improve the State of Practice for Overall Economic Impact Analysis of Transportation Investments, Cambridge Systematics & Economic Development Research Group, 2012. 10.55 jobs/$1M construction cost in 2010 adjusted to 9.82 jobs/$1M construction cost for 2015 using CPI. 2015 cost estimates used as basis for estimating direct construction jobs.

Table 5-3. Social/Economic Impact Comparison (continued)

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
2.10	Consistency with local and regional plans	Qualitative	No Effect	CMAP includes capacity improvements in the Project Corridor in its *Go To 2040* plan and classifies improvements to the I-290 Eisenhower Expressway as one of the regions 'priority projects.' The local comprehensive plans for Oak Park, Maywood, Broadview, Hillside, and Bellwood all express a desire to improve access to I-290.			
2.11	Community cohesion	Qualitative	No Effect	Improvements to roadways and pedestrian facilities crossing the highway would improve community cohesion.			
2.12	Land use changes	Quantitative	No Effect	No major land use changes are expected as a result of the project, which mostly stays within the existing right-of-way.			
2.13	Right-of-way acquisition	Quantitative	0	5.972 acres of right-of-way (ownership) and permanent easement.			

All of the build alternatives have at least one non-toll travel option. Non-tolled general purpose lanes within the build alternatives offer lower overall travel time than those within the No Build Alternative condition. However, the HOT 3+ & TOLL Alternative is the most restrictive alternative for low-income populations, with a requirement of three or more occupants to qualify for toll-free access to the managed HOT 3+ lane, as all the general purpose lanes are tolled. The other alternatives offer a minimum of three non-tolled lanes in each direction and a fourth lane that can also be accessed with no toll (subject to minimum passenger requirements for the HOV 2+ and HOT 3+ alternatives).

Traffic diversion to and from arterial streets is most identifiable for the HOT 3+ & TOLL Alternative. This alternative is projected to result in an overall worsening of arterial traffic in the Project Corridor (with projected 2040 increases of 147,834 VMT and 6,778 VHT on Study Area arterial roads as compared to the No Build Alternative – Table 5-2), and would have a negative impact to the adjacent EJ communities since these are their neighborhood streets. Except for HOV 2+'s relatively higher arterial VMT, compared to the 2040 No Build and HOT 3+ & TOLL alternatives, the remaining three build alternatives show improved arterial operations which demonstrates a travel benefit to the adjacent EJ communities.

Four out of the five CTA Blue Line stations in the Reconstruction Section of the Project Corridor serve EJ communities. Each of the build alternatives would improve access to these four CTA stations, improve bicycle and pedestrian facilities, and enhance transportation options and connectivity for EJ communities. The HOV 2+, HOT 3+, and HOT 3+ & TOLL alternatives offer the best accommodations for express bus service in a managed lane along I-290, which provides additional transportation options for EJ communities. The HOT 3+ & TOLL Alternative, which tolls all four lanes of I-290 in each direction, results in a greater auto diversion to transit; however, the benefits of the relatively minor increase in transit ridership is countered by the more restrictive conditions to low-income populations as stated above, including increases in regional and arterial VMT. The provision of a 'carpool lane' in the HOV 2+ Alternative provides more competition to transit, resulting in a relatively smaller increase in transit ridership compared to other build alternatives; however, the managed lane alternatives include free access for carpooling which offers a benefit to the EJ communities as they provide an additional low-cost travel option.

The most safety benefits to EJ populations are associated with the HOV 2+ and HOT 3+ alternatives that result in very similar overall safety improvements for arterials, expressway, and transit, while not disproportionally favoring non-EJ populations. Compared to the No Build Alternative, the HOT 3+ & TOLL Alternative may disproportionately affect EJ populations should low-income users favor the arterial network (which has an inherently higher crash potential than limited access roads like I-290) to avoid the tolls imposed along the expressway.

Other Social/Economic Impacts: No business or residential displacements would be required for any of the build alternatives; furthermore, all build alternatives are projected to be compatible with local and regional planning, would improve community cohesion, and are not anticipated to result in major land use plan changes in this fully developed corridor (Table 5-3).

5.3.2 Section 4(f) Resources

A comparison of Section 4(f) resource impacts on historic properties and parks, recreational areas, and wildlife/waterfowl refuges is shown in Table 5-4.

Historic Properties: Based on FHWA's Section 106 effect finding (Section 3.2.3.1), the Preferred Alternative would have no effect to six historic properties and no adverse effect to 17 historic properties in the APE. No direct physical impacts to 22 of the 23 historic properties would occur as a result of the Preferred Alternative because the proposed improvements generally fit within existing right-of-way, outside of NRHP boundaries. Project activity is proposed within the NHL boundary of Columbus Park, but the Section 4(f) exception and proposed improvements would have no adverse effect to the property. Additionally, no indirect effects to historic properties would occur because traffic noise and visual project components would not adversely diminish their integrity or alter the characteristics qualifying these properties for the NRHP. Therefore, FHWA made an overall project finding of no adverse effect.

Table 5-4. Section 4(f) Resources Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
3.0	Historic Resources						
3.1	Historic properties impacted	Qualitative	No Historic Properties Affected	No effect to 6 historic properties and no adverse effect to 17 historic properties in the APE. No direct physical impacts to 22 of the 23 historic properties would occur; a temporary easement and proposed improvements would be located in the NHL boundary of Columbus Park, but they would have no adverse effect to the property. No indirect effects to historic properties would occur. FHWA made a no adverse effect finding to built historic properties and the SHPO concurred on May 25, 2017.			
3.2	Parks, Recreational Areas, Wildlife/Waterfowl Refuges						
3.3	Parkland impacts	Quantitative & Qualitative	No impacts to parks	Improved access to 51 parks and recreation areas along the Project Corridor by new or improved pedestrian and bicycle routes. Pedestrian access improvements require the permanent use of 0.031 acre and the temporary use of 0.137 acre from Veterans Park, the Dog Park, and the Roos Property in the Village of Forest Park, at the request of the Village. Section 4(f) exception of 2.74 acres at Columbus Park.			
3.4	Section 4(f)	Quantitative & Qualitative	No impacts to parks	*De minimis* impact, including 0.031 acre of direct impacts to parks maintained by the Village of Forest Park to accommodate widened and new sidewalks. No other direct, temporary, or constructive use of publicly owned parks and recreational areas is required by the four build alternatives. The enhancement of 2.74 acres at Columbus Park is an exception to Section 4(f) under 23 CFR 774.13(g).			

Parks, Recreational Areas, Wildlife/Waterfowl Refuges: No Section 4(f) use of historic properties, parks, wildlife/waterfowl refuges, recreation areas, would occur except for 0.031 acre of direct use and 0.137 acre of temporary use to parks within the Village of Forest Park: Veterans Park, the Dog Park; and the Recreational Center (Roos Property). The areas are proposed to accommodate widened sidewalks and provide access to the

shared-use path proposed from the Illinois Prairie Path to Central Avenue. Formal written concurrence with these proposed uses was received from the Village, and the Park District of Forest Park. As stated in Section 3.12.3, FHWA issues a *de minimis* impact finding for the three parks based on the minimization measures proposed and written concurrence from the Officials with Jurisdiction (OWJs) that there is not an adverse effect to the features, attributes, and activities that make the properties eligible for 4(f) protection.

Consultation with the Chicago Park District was initiated regarding the extension of the proposed shared-use path through Columbus Park, along with the placement of small berms and trees. October 15, 2015, correspondence from the Chicago Park District indicated no adverse impact and a potential enhancement for the park. In addition, formal consultation with the SHPO confirmed (May 25, 2017) that these improvements, as a National Historic Landmark (NHL), would not result in an adverse effect finding. Formal written concurrence that these improvements met the requirements of 23 CFR 774.13(g) was also received from the Chicago Park District (June 19, 2017) and SHPO (May 26, 2017), and Federal Highway Administration (FHWA) determines this activity to be solely for the purpose of enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection, avoiding any Section 4(f) use of Columbus Park.

5.3.3 Visual Resources

From the perspective of the expressway user, the alternatives would alter the visual character due to full reconstruction and replacement of existing bridges, retaining walls, interchange/ramps that would include some new retaining walls, and aesthetic treatments. Because the proposed design for the four build alternatives is the same, effects to visual resources from the expressway is the same for the build alternatives and is not a differentiator (Table 5-5).

Table 5-5. Visual Resources Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
4.0	Visual Resources						
4.1	Visual Impacts/ Benefits	Qualitative	No Effect	Proposed transportation improvements with respect to the visual environment are the same for all build alternatives. Aesthetic treatments will be evaluated for the Preferred Alternative. 46 of 63 eligible noise barriers were favored by "benefited receptor" stakeholders and are likely to be built, pending future project coordination.			

From the local street perspective, because the design of the alternatives is the same, the effect to visual resources is the same for the four build alternatives and is not a differentiator.

Noise walls would also have an effect on visual character from the expressway and local perspective. All four build alternatives have similar noise impacts and would result in similar noise wall locations and heights; therefore, noise walls are not a differentiator for visual impacts. Location and height of proposed noise barriers are evaluated for the Preferred Alternative, and implementation of any noise barrier is determined through the noise wall solicitation process where benefited residents vote for or against a wall installation (Section 5.4.6). Change to visual character with respect to noise walls is a factor that is considered by the voters.

5.3.4 Air Quality

For volatile organic compounds (VOC), nitrogen oxide (NO_X), carbon monoxide (CO), and fine particulate matter ($PM_{2.5}$), the GP Lane Alternative is projected to show a slight increase in these air pollutants over the No Build condition, while the other three build alternatives would show no change or a slight decrease in these pollutants (Table 5-6). All build alternatives, including the GP Lane Alternative, would show a slight decrease in PM_{10} compared to the No Build Alternative condition. For greenhouse gas (GHG) emissions, the GP Lane and HOV 2+ alternatives exhibit a slight increase compared to the No Build Alternative condition. Overall, the build alternatives are expected to show minor changes (generally less than one percent better or worse) in regional pollutants, GHG emissions, and mobile source air toxics (MSATs) compared to the No Build Alternative, and no local impacts are currently identified. As such, no mitigation is proposed for operational impacts with any of the build alternatives.

Table 5-6. Air Quality Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternative			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
	Pollutant Burden (annual burden – tons)[1]						
5.1	VOC (Hydrocarbon)	Quantitative	1,270	+0.10%	-0.01%	-0.14%	-0.02%
5.2	NO_X	Quantitative	2,776	+0.21%	-0.12%	-0.07%	-0.60%
5.3	CO	Quantitative	23,708	+0.73%	-0.51%	-0.34%	-0.35%
5.4	PM_{10}	Quantitative	1,813	-0.06%	-0.03%	-0.31%	-0.43%
5.5	$PM_{2.5}$	Quantitative	326	+0.09%	-0.13%	-0.30%	-0.50%
	Greenhouse Gas Emissions (annual burden – million tons)[1]						
5.5	CO_2e	Quantitative	10.517	+0.24%	+0.03%	-0.01%	-0.10%
	MSAT (annual tons)[1]						
5.6	Acrolein	Quantitative	1.17	-0.08%	-0.07%	-0.17%	-0.62%
5.7	Benzene	Quantitative	16.55	+0.30%	-0.04%	-0.08%	+0.05%
5.8	1,3 Butadiene	Quantitative	0.07	-0.20%	-0.08%	-0.20%	-0.83%
5.9	Diesel PM	Quantitative	50.24	+0.10%	-0.13%	-0.16%	-1.11%
5.10	Formaldehyde	Quantitative	25.90	-0.07%	-0.07%	-0.17%	-0.60%
5.11	Naphthalene	Quantitative	2.19	-0.02%	-0.06%	-0.16%	-0.53%

[1] Provided as sensitivity test for informational purposes; not intended for Preferred Alternative selection.

5.3.5 Special Waste

There are 495 Recognized Environmental Condition (REC) sites affected by each of the build alternatives, with 13 REC sites within or directly adjacent to the proposed right-of-way acquisition (Section 3.11.2 and 3.11.3); therefore, there are no differentiating impacts among them (Table 5-7).

Table 5-7. Special Waste Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternative			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
7.0	**Special Waste**						
7.1	REC Sites	Quantitative	0	495 sites within Project Corridor; 13 sites within or directly adjacent to the proposed right-of-way acquisition.			

5.3.6 Natural Environment

There are no differentiating impacts to the natural environment among the build alternatives (Table 5-8). An improvement in floodplain storage capacity of 12.94 acre-feet is projected for each of the build alternatives (Section 3.9.2.1).

5.3.7 Traffic Noise

A traffic noise analysis using the FHWA Traffic Noise Model (TNM) was performed for the No Build Alternative and four build alternatives to evaluate the number of receptors that would be over the NAC. Two hundred eighty-eight (288) individual representative receptors were identified and evaluated (Table 5-9).

In the No Build condition, 79 percent of the studied receptors would approach, meet or exceed the NAC criteria, which indicates that most of the Study Area is already experiencing an adverse noise effect. For the build alternatives, the number of receptors approaching, meeting or exceeding the NAC is similar, varying between -7 and +3 receptors compared to the No Build Alternative, and is not considered to be a major differentiator between the build alternatives.

As described in Section 3.4, noise impacts for the four build alternatives are similar and would result in similar size and locations of walls needed for noise mitigation.

Table 5-8. Natural Environment Impact Comparison

	Resource	Analysis Level	No Build Alternative	Build Alternatives			
				GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
8.0	**Natural Environment**						
8.1	Wildlife (number of species impacted)	Quantitative & Qualitative	0	0			
8.2	Wetlands (acres)	Quantitative	0	0			
8.3	Floodplains, volume change from existing (acre-feet)	Quantitative	0	-12.94 acre-feet, normal to 100-year flood elevation (overall flood storage capacity increased)			
8.4	Water Quality – Are Water Quality Standards Met (chlorides, metals, and TSS)? (yes/no)*						
	Salt Creek	Quantitative & Qualitative	Yes	Yes			
	Des Plaines River	Quantitative & Qualitative	Yes	Yes			
	South Branch of Chicago River	Quantitative & Qualitative	Yes	Yes			

* Increased concentration and loading for any build alternative would be offset with BMP and deicing practices.

Table 5-9. Traffic Noise Impact Summary Table

	No Build Alternative	Build Alternatives			
		GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Total Receptors	288	288	288	288	288
Receptors approaching, meeting or exceeding the NAC	227	230	228	229	220
% of Receptors over NAC	79%	80%	79%	80%	76%

5.4 Other Considerations

This section outlines the implementation considerations of the project, such as policy changes needed relative to tolling and pricing policy, construction staging, and funding. Refer to Section 3.14, Construction Impacts, for a comprehensive discussion on construction impacts, including staging.

5.4.1 Tolling Revenues

A factor in favor of the HOT 3+ and HOT 3+ & TOLL alternatives is their ability to provide revenue for initial construction and/or maintenance and operation of the improved I-290. Projections show that the HOT 3+ Alternative may generate $20 million (2014 $) annually in the year 2040, and the HOT 3+ & TOLL Alternative may generate $100 million (2014 $) annually in the year 2040. It should be noted that actual toll rates for operation have not been determined, and toll revenue would vary depending on toll rate assumptions used.

5.4.2 Tolling and Pricing Policy and Strategies

Tolling and pricing strategies (includes a fixed-price toll or varying the price of a toll based on the time of day or traffic volume) are increasingly emerging as useful tools to finance projects, manage congestion, and facilitate the creation of public-private partnerships (P3). However, all tolling and pricing of Federal-Aid highway system facilities, which includes any facility that previously used Federal-Aid funds, requires legal authority from the federal government, through the US Department of Transportation (USDOT).

Tolling and pricing programs and provisions are available under Title 23 of the United States Code (23 USC), Fixing America's Surface Transportation (FAST) Act, the 5-year federal transportation reauthorization act signed into law in December 2015.

- **Title 23 of the US Code, Sections 129 and 301:** Generally prohibits the imposition of tolls on facilities that have been constructed using federal funds.

- Over time, several exceptions have been passed through special programs and provisions, including:
  - **Section 129:** Allows tolls on new facilities or new lanes on interstate and non-interstate highways, bridges, and tunnels. Tolling revenue may be used for debt service, private investment, operations, maintenance, P3 payments, and other Title 23 eligible uses. There are no performance requirements, and audits must be submitted annually.
  - **Section 166:** Allows tolls on single occupancy vehicles (SOVs) on HOV lanes on interstate and non-interstate highways, bridges, and tunnels. Tolling revenue may be used for debt service, private investment, operations, maintenance, P3 payments, and other Title 23 eligible uses. Performance requirements include operational performance, enforcement, automatic toll collection, and tolls varied to match demand. Audits must be submitted annually.
  - **Value Pricing Pilot Program (VPPP):** Allows value pricing on interstate and non-interstate highways, bridges, and tunnels. Tolling revenue may be used for debt service, private investment, operations, maintenance, project implementation costs, mitigation measures for low-income users, and other Title 23 eligible uses. Performance requirements include monitoring effects on driver behavior, traffic volume, transit ridership, air quality, and availability of funds for transportation programs. Audits must be submitted annually, and a toll agreement is required. There are 15 program slots authorized by Congress, and they are currently encumbered. Illinois currently has a program slot, and each state can have multiple projects.
  - **Interstate System Reconstruction and Rehabilitation Pilot Program:** Allows tolling on interstate highways, bridges, and tunnels being reconstructed or rehabilitated. Tolling revenue may be used for debt service, private investment, operations, and maintenance. There are no performance requirements, audits must be submitted annually, and toll agreement is required. There are three program slots authorized by Congress that are conditionally reserved for the states of Virginia, Missouri, and North Carolina.

Implications for Build Alternatives:

GP Lane and HOV 2+ Alternatives: Since no toll lanes would be proposed under either alternative, federal lane tolling policy would not apply.

HOT 3+ Alternative: The additional new HOT 3+ lane between 25th Avenue and Austin Boulevard on I-290 would be allowed in the HOT 3+ Alternative under current legislation.

West of 25th Avenue and east of Austin Boulevard, conversion of the inner eastbound and westbound general purpose lanes directly to HOT 3+ lanes would be allowed under current legislation through the VPPP. As part of the VPPP, IDOT has the ability to request authority to implement tolling on the inside lane, including a conversion of a general purpose lane in each direction in the eastern portion of the project.

HOT 3+ & TOLL Alternative: The additional new HOT 3+ lane between 25th Avenue and Austin Boulevard on I-290 would be allowed in the HOT 3+ & TOLL Alternative under current legislation.

The conversion of the remaining three existing general purpose lanes in each direction to toll lanes could only occur through the Value Pricing Pilot Program under current federal legislation, or a change in federal legislation granting states additional flexibility in converting non-tolled interstate highway lanes to tolled lanes.

5.4.3 Construction Staging

Construction staging and impacts would be the same for the four build alternatives due to the alternative sharing the same design. Therefore, there are no differences in construction staging and impacts between the four build alternatives.

5.4.4 Construction Cost

A project cost estimate for the build alternatives was developed based on 2015 unit costs escalated to a Year of Expenditure (YOE). All four build alternatives share the same geometric design and construction requirements; therefore, they would have no appreciable differences in construction costs (Table 5-10).

The construction costs would vary based on future design refinements completed during the final phase of project development. The procedure for cost estimating is discussed in Appendix L, Cost Estimating Procedure for Roadway System Alternatives.

Table 5-10. Estimate of Implementation Cost Summary for Build Alternatives

Major Cost Category	Estimated Cost (YOE $)			
	GP Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Construction	$1,748 million	$1,748 million	$1,756 million	$1,756 million
Environmental Mitigation	$58 million	$58 million	$58 million	$58 million
Construction Contingency*	$349 million	$349 million	$351 million	$351 million
Design and Engineering Services	$327 million	$327 million	$329 million	$329 million
Design and Engineering Services Contingency	$65 million	$65 million	$66 million	$66 million
Right-of-Way (Permanent)	$6 million	$6 million	$6 million	$6 million
Right-of-Way Contingency	$5 million	$5 million	$5 million	$5 million
Total	$2,558 million	$2,558 million	$2,571 million	$2,571 million

* Includes contingencies for construction, utilities, inflation, and unallocated risks.

All alternatives would incorporate an Intelligent Transportation System (ITS) to monitor and manage traffic in the corridor and are assumed to be the same across each of the alternatives. The ITS is proposed to be a flexible platform that would support, active traffic management (ATM) signs, dynamic message signs (DMS), and standard traffic signs, as well as toll rate signs and toll readers. The incremental cost for adding tolling infrastructure on top of the ITS is estimated at under $13 million (YOE$) for the HOT 3+ and HOT 3+ & TOLL alternatives. This cost represents a small percentage of the overall construction cost and is not considered to be a differentiator.

5.5 Preferred Alternative

This section summarizes the rationale for identifying the HOT 3+ Alternative as the Preferred Alternative.

5.5.1 Achievement of Stakeholder Goals and Objectives

For this project, IDOT implemented its Context Sensitive Solutions (CSS) process for planning and design of major projects. At the outset of the study, through a workshop process with the CAG, goals were identified and a problem statement developed for the project. The initial project goals are listed below, followed by a qualitative description of how these initial goals and problem statement needs were achieved by the build alternatives.

Goal: Improve Mobility (Capacity and Efficiency)

- All four build alternatives add an additional lane in each direction between Austin Boulevard and Mannheim Road, reducing congestion and improving travel times along the corridor.
- The main difference among the four build alternatives is how the additional capacity is "managed."
  - The GP Lane Alternative does not manage the additional capacity as well as the other build alternatives, but provides additional truck capacity, although I-290 has relatively low truck usage (5 to 6 percent of total vehicles are trucks) and improved Study Area arterial performance.
  - The HOV 2+ Alternative begins to manage the fourth lane in each direction, restricting its usage to carpools with two or more occupants and transit buses, providing improved I-290 mainline and managed lane speeds, and improved Study Area arterial performance.
  - The HOT 3+ Alternative manages the fourth lane in each direction by allowing carpools with three or more occupants and transit buses to use the lane for free, and using dynamic pricing to allow other automobiles to use the HOT 3+ lane through tolling. The toll rates would be adjusted based on demand and would ensure average travel speeds of 45 miles per hour (mph) or higher, providing improved travel time reliability and improved Study Area arterial performance.

  - The HOT 3+ & TOLL Alternative would toll all of the lanes on I-290, allowing carpools with three or more occupants and transit buses to use the HOT 3+ lane for free. Regionally, all four build alternative lessen the total time spent traveling on the roadway network, although the HOT 3+ & TOLL Alternative increases Study Area arterial travel times due to diversion of traffic off of I-290 because of tolling all of the lanes.

- All four build alternatives include a 2-mile east-west shared-use path that connects the Illinois Prairie Path to Columbus Park in Chicago. This connection does not currently exist, and it would improve east-west nonmotorized mobility in the Project Corridor and beyond.

Goal: Improve Safety to Motorists, Transit Users, Bicyclists, and Pedestrians

- All four build alternatives would improve overall safety.
- The elimination of the lane drop (westbound at Austin Boulevard and eastbound at 25th Avenue) would reduce congestion and weaving maneuvers that contribute to rear-end and side-swipe crashes at those locations.
- The left-hand ramps at the Austin Boulevard and Harlem Avenue interchanges are relocated to right-hand ramps to help reduce the highest crash rates in the Project Corridor. Compared to the existing left-hand ramps, right-hand ramps are consistent with driver expectations and would improve weaving and sight distance.
- Addition of a mainline auxiliary lane in each direction from 25th Avenue to 1st Avenue would provide improved weaving and safety performance between the ramp and mainline traffic in this section.
- The interchanges in the Reconstruction Section would be redesigned to safer, modern geometric design standards, including improved truck turning radii and improved vehicle storage, as well as modern pedestrian countdown signals and pedestrian refuge islands in between the ramps at the Austin Boulevard and Harlem Avenue interchanges.
- All four build alternatives include the provision of an east-west multi-use path (off-road) that is adjacent to I-290 to improve bicycle and pedestrian safety.
- All four build alternatives include improved, wider sidewalks and pedestrian plazas for transit users at CTA stations.

Goal: Coordinate with Planned Land Uses and Area Developments

- The definition of the four build alternatives was closely coordinated with the Project Corridor municipalities, including accommodating potential future development and addressing access issues to businesses and residential areas.
- The potential for "caps" or decking over I-290, if desired by municipalities to provide additional recreational or commercial activities, can be accommodated where the proposed roadway profile and drainage allows, and subject to cost participation/maintenance, in the Reconstruction Section of the four build

alternatives. The Village of Oak Park has coordinated with IDOT regarding expanded decking opportunities at Oak Park Avenue, East Avenue, Ridgeland Avenue, and Lombard Avenue. Concepts have been developed at these locations that accommodate the proposed I-290 profile; IDOT will continue to work with the Village during Phase II regarding design and funding opportunities.

- Close coordination also occurred with CTA (including the CTA Blue Line Forest Park Branch Feasibility/Vision Study) and Pace, who operate transit services in the Project Corridor, and the Illinois Tollway, whose I-88 Reagan Memorial Tollway ties directly into I-290.

Goal: Facilitate Economic Growth along the Route

- All four build alternatives would result in improved travel times on I-290 and improved interchange operations with reduced vehicle delay. This would result in improved accessibility to/from the Project Corridor, supporting economic growth.
- A full interchange at 25th Avenue is included in the four build alternatives to provide increased accessibility to this north-south corridor, supporting economic growth.
- A full interchange at 1st Avenue with significantly improved operations and reduced congestion is included in the four build alternatives, which would provide increased accessibility to this north-south corridor and local economic zones, supporting economic growth.
- The four alternatives have the potential to provide between $1.6 and $2.9 billion in productivity savings as drivers spend less time traversing the Project Corridor.

Goal: Minimize Impacts to the Surrounding Environment

- The I-290 improvements for the four build alternatives are within the existing I-290 right-of-way, with the exception of 3.322 acres located near five interchanges or cross roads proposed for reconstruction, and 2.650 acres for a 10-foot-wide strip of right-of-way from the CTA Blue Line.
- No displacements would result from the build alternatives.
- EJ communities adjacent to the Project Corridor are addressed by:
  - Access and travel time improvements for the four build alternatives;
  - Managed lanes or express bus on shoulder, which would offer free or inexpensive and reliable travel along the Project Corridor either by riding in a bus in a managed lane or shoulder, or by carpooling;
  - Forecast arterial traffic shows no disproportionate impacts to EJ populations for the Preferred Alternative; the HOT 3+ & TOLL Alternative has some potential impacts, increasing arterial traffic the greatest through EJ communities;
  - Public transit and pedestrian/bicycle improvements would provide benefits to EJ and non-EJ populations;

  - Other environmental factors show no disproportionate impacts to EJ populations; and
  - It is also noted that serving EJ populations with better connectivity, or access, to jobs and essential services, is a primary goal of USDOT's "Ladders of Opportunity" initiative, which provides research and funding for projects that achieve greater connectivity for transportation system users. This initiative defines connectivity, or accessibility, as "the degree to which the transportation system provides access to essential services and other destinations."[3] The public transit and pedestrian/bicycle improvements included in this project would support this initiative.

- Air Quality: The differences in air quality measures for the build alternatives would be minor and indicate minor improvements in comparison to the No Build Alternative, and they are not distinguishing differences.
- Noise: The differences in affected noise receptors among the four build alternatives would be minor; a substantial length of the project is eligible for noise barriers as mitigation under the four build alternatives. Of the 63 eligible noise barriers, 46 were favored by "benefited receptor" stakeholders in the viewpoints solicitation process and are likely to be built, pending future coordination.
- No wetland impacts would result from the four build alternatives.
- Minor floodplain improvements would be provided for all four build alternatives.
- No wildlife impacts would result from the four build alternatives.
- There is a Section 4(f) *de minimis* use at three locations in Forest Park. There is a Section 4(f) exception at Columbus Park in Chicago.
- No direct physical impacts or indirect visual or noise effects to Section 106 properties from the four build alternatives. IDOT developed enhancements to the NHL, Columbus Park, in coordination with the Chicago Park District and the SHPO. These enhancements would have no adverse effect to Columbus Park.

<u>Goal: Address I-290 Infrastructure Condition</u>

- All four build alternatives include full reconstruction from west of Mannheim Road to east of Cicero Avenue, which was originally constructed in the 1950s. The proposed improvements include:
  - Reconstructed pavement;
  - Reconstructed bridges and structures including pedestrian bridges;
  - Additional drainage capacity to accommodate 100-year storm events (instead of 10-year);

[3] USDOT "Ladders of Opportunity" website, https://www.transportation.gov/opportunity (accessed November 15, 2016).

- New efficient lighting; and
- New signage, including ITS features.

Goal: Improve Community Cohesion

- All four build alternatives would improve community cohesion through several features:
  - Wider sidewalks on all cross bridges in the Reconstruction Section;
  - ADA accessibility on all cross-road sidewalks in the Reconstruction Section;
  - The existing pedestrian bridges at Home Avenue and Lavergne Avenue would be wider and ADA accessible;
  - A new east-west shared-use path adjacent to I-290 that would provide an improved connection from the Illinois Prairie Path's eastern terminus (including improvements at Maybrook Drive) to Columbus Park;
  - Maintaining "center" ramp terminals at Austin Boulevard and Harlem Avenue interchanges;
  - The potential for "caps" or decking over I-290, if desired by municipalities to provide additional recreational or commercial activities, can be accommodated in the Reconstruction Section of the four build alternatives; and
  - Opportunities for aesthetic enhancements and features.
- Improvements that address community cohesion also support the USDOT "Ladders of Opportunity" initiative, providing better access across I-290 and to nearby public transit stops.

Goal: Improved Public Transit Access

- Wider sidewalks are proposed on all cross bridges in the Reconstruction Section serving CTA Blue Line stations.
- Pedestrian plaza areas at CTA Blue Line station entrances would provide space for bicycle parking and bus transfer areas, including bus passenger shelters.
- Relocation of bus stops closer to CTA transit stations.
- A new bus pad and shelter area at 1st Avenue and Van Buren Street, near the Maywood Workforce Center.
- Additional and improved crosswalks are provided at the Austin Boulevard, Harlem Avenue, and Cicero Avenue interchanges to improve access to either side of the bridge for transit passengers.
- CTA Blue Line stations in the Reconstruction Section would also be ADA accessible.

Goal: Improve Public Transit Options, including Connectivity and Reverse Commute

- The build alternatives all include additional east-west express bus service on I-290 either on a shoulder or in a managed lane.
- All four build alternatives are designed to accommodate a potential future HCT (Blue Line or BRT) extension from the existing Forest Park Blue Line Station west to Mannheim Road.
- All four build alternatives include enhanced feeder bus service to proposed new HCT extension stations.

Goal: Improve Public Transit Infrastructure Condition

- The CTA Blue Line Forest Park Branch Feasibility/Vision Study, conducted in coordination with the I-290 Study, recommended full reconstruction of the Forest Park Branch to bring its condition to a state of good repair.

Goal: Sustainable Solutions

The FHWA Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) was used to measure the sustainability of the I-290 improvements. Based on a preliminary evaluation of the I-290 Study, it currently achieves a designation of "Bronze" based on current available information and based on the INVEST 1.2 criteria. For the modules used in the INVEST scoring, there is no apparent measure where any of the build alternatives would have more or less difficulty in achieving sustainability; therefore, there is no differentiation between these build alternatives regarding sustainability. For the complete INVEST evaluation of the I-290 Study, refer to Appendix M.

5.5.2 Quantitative Comparison of Alternatives

With all four build alternatives utilizing the same design, the primary variables between the alternatives are related to the varying levels of demand management, ranging from little to no management (GP Lane) to high levels of management (HOT 3+ & TOLL). Travel performance of the build alternatives includes most of the measurable differentiators; however, differentiators in social/economic impacts, environmental impacts, costs, and revenues, where applicable, were considered in a quantitative comparison of alternatives as an aid in selecting a Preferred Alternative. Both rank (ordinal) scoring and ratio scoring were used, as explained below.

Rank (Ordinal) and Ratio Scoring: To objectively evaluate and compare the performance and impacts of the four build alternatives, the Round 3 travel performance results for the four build alternatives were scored two ways:

- Rank (Ordinal) Score: Sixteen (16) performance and impact measures were given a numerical rank of 1 to 4 by alternative, with 1 being the worst and 4 being the best for each of the criteria, and with a maximum possible 64 points for each alternative. This was the same scoring approach as was used in Round 2.

- Ratio Score: The same 16 measures were given a proportional score based on a scale of 0 to 100 by alternative, with 0 being the worst and 100 being the best for each of the criteria, and with a maximum 1,600 possible points for each alternative. Each criterion was scored between 0 and 100 in proportion to the worst performer (assigned 0) and best performer (assigned 100). For example, for the Regional VMT criterion, the worst performance was by the GP Lane Alternative at 151,380 miles (assigned a score of 0) and the best performance was by the HOT 3+ & TOLL Alternative at 33,774 miles (assigned a score of 100). For the purposes of project scoring, the HOT 3+ Alternative, with a Regional VMT performance of 52,211 miles, was assigned a proportional score of 84 for that criterion. The total score of the alternative is the sum of the individual criteria scores.

Environmental Factors: The differences in air quality measures for the build alternatives are generally under 1 percent, better or worse, than the No Build Alternative and are not distinguishing differences. The differences in affected noise receptors among build alternatives are slightly different, at 220 to 230 receptors approaching, meeting or exceeding the NAC criteria. It is noted that a substantial length of the project would be eligible for noise barriers as mitigation under the four build alternatives, and that "benefited receptor" stakeholders participated in a viewpoints solicitation process favoring the building of noise barriers in 46 of 63 potential locations. With the identical project footprints for the four build alternatives, there are virtually no differences between natural resource impacts. 0.031 acre of *de minimis* Section 4(f) permanent use and 0.137 acre temporary use are anticipated for any of the build alternatives. No direct physical impacts or indirect visual or noise effects to Section 106 properties would result from the four build alternatives. The IDOT developed enhancements to the NHL, Columbus Park are common to each of the build alternatives and would have no adverse effect to Columbus Park. Due to the lack of differentiation in environmental impacts for air quality, natural resources, parks and recreation, and historic resources among the build alternatives and in comparison to the 2040 No Build Alternative, the number of noise receptors was the only environmental factor included in the scoring.

The Chicago Park District concurred with pedestrian access improvements, berms, and tree planting at Columbus Park. It is proposed as an enhancement activity planned cooperatively by IDOT and the Chicago Park District. It was not considered a Section 4(f) use and written concurrence was received from the OWJs that it met the requirements of 23 CFR 774.13(g) as an enhancement exception to Section 4(f). Likewise, the SHPO concurred that any such improvements to the park, as a NHL, would not result in an adverse effect finding.

Social/Economic Factors: For the purposes of scoring, travel diversion to local roads, average change in travel time to job for EJ and non-EJ communities, productivity, and construction-related jobs (all measured as changes from the 2040 No Build Alternative) were used as social/economic criteria. As additional context, the HOT 3+ Alternative offers a mixture of travel benefits for the EJ populations. The HOT 3+ Alternative would retain the ability for low-income populations (i.e., EJ populations) to access all lanes without paying a toll. The GP Lane and HOV 2+ alternatives also offer this benefit,

however with some differences. Without a managed lane, the GP Lane Alternative does not provide an opportunity for a reliable trip time on the expressway. Although the HOV 2+ and HOT 3+ & TOLL alternatives offer a reliable trip option for EJ communities, they both result in increased traffic on the local arterials. The HOT 3+ & TOLL may discourage its use by a portion of the low-income communities without some form of tolling relief for low-income populations. The HOT 3+ & TOLL Alternative represents tolling all lanes, so the only free option on I-290 for low-income trips is to use a 3+ person carpool. The tolling of all lanes on I-290 could shift some low-income travelers to use other (non-tolled) routes, including parallel arterials, or 3+ carpools.

Travel Performance: The HOT 3 + Alternative ranks in the top two for performance for the nine travel measures. The flexibility to manage/control the use of the added capacity, without over managing the general purpose lanes, results in the best balance of regional and local travel performance related to expressway, arterial, and transit travel.

The HOT 3+ & TOLL Alternative offers the best expressway performance, but at the expense of diverting traffic to the local arterials due to diversions by motorists avoiding tolls on I-290. This alternative also results in the lowest safety performance, primarily due to its high diversion of traffic from the expressway to arterial streets, which generally have higher crash rates than expressways. This alternative limits toll-free access for EJ communities to persons in 3+ carpools.

The HOV 2+ Alternative would offer similar benefits as the HOT 3+ Alternative, but to a lesser degree overall. This is due to its inability to fully utilize the capacity of an HOV 2+ lane (only 2+ carpoolers can use it) and does not offer a reliable trip time option to non-HOV users. This alternative also results in the fewest public transit trips among the build alternatives due to the attractiveness of the HOV 2+ lanes to users who might otherwise use transit. HOV 2+ scores in the bottom two for six of the nine measures.

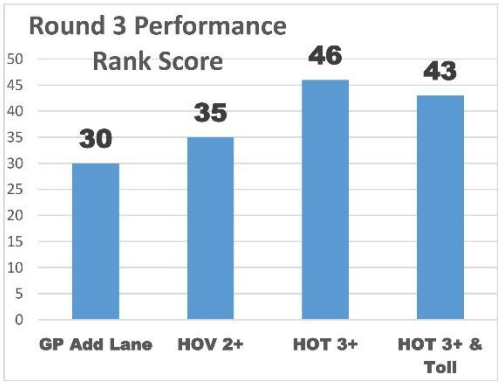
The GP Lane Alternative would offer the greatest local arterial improvement, but at the expense of expressway and regional travel, and job accessibility. This alternative is the lowest performer for four measures and is the worst or second-worst performer for all but two measures. Lacking a managed lane, the GP Lane Alternative also does not offer a reliable travel time option on the expressway.

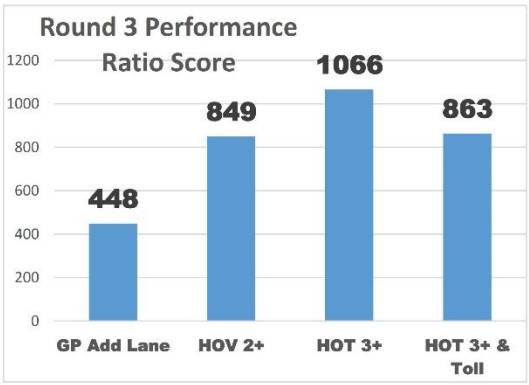
Of the four build alternatives, the HOT 3+ Alternative demonstrates the best overall travel performance with best or second-best performance scores for all performance criteria (Table 5-11).

The HOT 3+ Alternative scores highest in both rank and ratio scoring, with 46 out of 64 possible points by rank (ordinal) scoring and 1,066 out of 1,600 possible points by ratio scoring.

Table 5-11. Rank and Ratio Scoring Comparison of Build Alternatives

#	Round 3 DEIS Performance Measure	Unit	No-Build	GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & Toll
1.1	Regional vehicle miles traveled (VMT)	miles	201,187,710	151,380	72,492	52,211	33,774
1.2	Regional vehicle hours traveled (VHT)	hours	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 Travel Time (GP Lane / Managed Lane)		30.7/NA	21.2/NA	23.2/13.7	23/13.5	14.8/12.6
1.4	Study Area Arterial VMT	miles	4,294,011	-24,560	6,944	-8,853	147,834
1.5	Study Area Arterial VHT	hours	255,282	-1,996	-967	-1,643	6,778
1.6	Person Throughput	persons	459,122	25,247	31,871	28,604	25,294
1.7	Job Accessibility	# of jobs	5,151,539	105,053	364,948	397,660	326,499
1.8	Overall Safety (crashes per million person miles per year)	rate	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-West Transit Trips	# of trips	76,950	4,375	2,150	4,425	8,425
2.01	Traffic Diversion to Local Roads	VMT	4,294,011	-24,560	6,944	-8,853	147,834
2.02	Average Change in travel time to job destinations, EJ Communities	Min	-	-1 to -3	0 to -9	-1 to -10	-1 to -9
2.03	Average Change in travel time to job destinations, Non-EJ Communities		-	-2 to -2	-2 to -5	-2 to -5	-4 to -6
2.08	Construction related jobs created	#	-	18,904	18,904	18,980	18,980
2.09	Productivity (based on travel time savings)	$B	-	$ 1.6	$ 1.6	$ 2.7	$ 2.9
6.1	Noise Receptors approaching, meeting, or exceeding noise abatement criteria (NAC)		227	230	228	229	220
9.1	Round 3 Construction Cost Difference ($ Millions)		$ -	$ -	$ -	$ 13	$ 13
		Rank Score (1 to 4)		30	35	**46**	43
		Ratio Score (0 to 100)		448	849	**1066**	863





5.5.3 Implementation Flexibility

A Congestion Pricing Pilot Program was established by the US Congress in 1991. In 1998, it was subsequently renamed the Value Pricing Pilot Program (VPPP) under Section 1216 (a) of TEA-21, and continued under subsequent Federal Surface Transportation Bills including the current FAST Act. The VPPP is intended as a mechanism to address congestion through application of congestion pricing strategies and to report on the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. There are 12 state-led programs and 2 city-led programs participating in the VPPP, including the state of Illinois. As part of the VPPP, IDOT has the ability to request

authority to implement tolling on the inside lane, including a conversion of a general purpose lane in each direction in the eastern portion of the project.

5.5.4 Refinements to HOT 3+ Included in the Preferred Alternative

There are a small number of refinements to the HOT 3+ Alternative that are included in the Preferred Alternative. These include the following:

- A change from five designated managed lane access points, permitting drivers to move to and from the general purpose lanes to the managed lanes at restricted points at 25th Avenue, 17th Avenue, 1st Avenue, Central Avenue, and Cicero Avenue during the Round 3 evaluations – to a "continuous access" configuration, allowing drivers to cross into or out of the managed lanes at any point. This change created a slight change in the way traffic utilized the traffic lanes and created a change of one additional affected receptor in the traffic noise analysis between the original HOT 3+ Alternative and the refined HOT 3+ Alternative (i.e., Preferred Alternative) (Section 5.2.7). This change did not affect the evaluation of any other environmental impact other than noise.
- Elimination of two flyover ramps on I-290, which would have been located on existing public right-of-way, that were proposed to go over I-88 at the west end of the proposed project. These ramps were found to have little immediate benefit and were omitted; however, they could be installed in the future and within existing public right-of-way.
- The toll rate assumptions were refined for the Preferred Alternative to maintain a 45 mph minimum speed in the HOT 3+ lanes. Toll rates of $0.24/mile during the morning and afternoon peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.), $0.16 per mile during the peak shoulders and part of the midday (6:00 a.m. to 7:00 a.m., 9:00 a.m. to 10:00 a.m., 2:00 p.m. to 4:00 p.m., and 6:00 p.m. to 8:00 p.m.), $0.12 per mile during the midday period (10:00 a.m. to 2:00 p.m.), and no toll charged overnight (8:00 p.m. to 6:00 a.m.). It should be noted that these toll rates are subject to change, as subsequent Phase 2 detailed financial studies will determine the tolling rates and policies for the HOT 3+ lane.
- The noise impact analysis for the 288 representative noise receptors was updated for the Preferred Alternative. Of the 288 representative receptor locations, 228 (79 percent of these locations) would experience noise impacts and were then evaluated for abatement. As the physical constraints of the urbanized Study Area would prevent construction of earthen noise abatement berms in most locations, the most feasible approach to abating noise impacts in these areas would be to construct a noise barrier wall. The noise barrier study areas for the Preferred Alternative were the same areas that would have been considered for abatement for the four build alternatives, as shown in the Section 3.0 Map Set.
- The recommended locations and heights of noise barriers associated with the Preferred Alternative are provided in Appendix F. Noise barriers are determined "likely to be constructed" where they are supported by the public. Specifically, stakeholders determined to be benefited by these barriers have the opportunity to vote if they want the barrier to be constructed, in a process called "viewpoints

solicitation." Votes are tabulated for each barrier location; barriers receiving at least 50 percent of votes indicating support for construction would be considered "barriers likely to be constructed," and reported as such in this EIS. Barriers that do not receive 50 percent of votes indicating support for construction would not be constructed, in accordance with IDOT policy. Benefitted receptor stakeholders favored the construction of 46 of 63 eligible noise barriers, which would benefit 4,027 receptors. The results of the viewpoints solicitation voting are also included in Appendix F. It is noted that since the B88 Extension wall segments were determined likely to be constructed, it is possible that the construction of the Jane Byrne noise wall in this area may occur concurrently with the construction of the B88 Extension noise wall, to reduce construction costs. It is also noted that the results of the viewpoints solicitation are current for this FEIS and that future local coordination may result in reopening the viewpoints solicitation process where warranted (e.g., by a change in who the affected stakeholders are, a change in the affected stakeholders' opinions, or a change in noise wall technology), as referenced in the "Likelihood Statement" in the project's traffic noise analysis.

It is noted that the above refinements are compatible with the other three build alternatives (except the change in limited-access points, which would not apply to the GP Lane Alternative) and that the differences for comparison of alternatives are small to nonexistent and would not materially affect the identification of the Preferred Alternative.

The cost estimate for the Preferred Alternative was reviewed and adjusted by FHWA during a formal Cost Estimate Review (CER) held in September 2015, and is currently estimated at $2,630 million based on 2015 unit costs escalated to a Year of Expenditure (YOE).

5.5.5 Conclusion

In considering the key factors identified with respect to meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits and avoids social/economic and environmental impacts while providing travel benefits to EJ communities. The quantitative comparison of alternatives in Section 5.4.2 shows that the HOT 3+ Alternative scores higher than the other three build alternatives when measured by either rank (ordinal) or ratio scoring. Because the social and economic and environmental factors are indistinguishable among the build alternatives for most measures, travel performance becomes a principal factor in selecting a Preferred Alternative. The HOT 3+ Alternative demonstrates superior and balanced transportation performance when compared to the other alternatives. It does so by providing a range of travel options providing improved accessibility for all users and by utilizing a managed lane strategy that optimizes throughput while providing a reliable trip time. With the potential financial contribution from projected toll receipts from the HOT lanes, the HOT 3+ Alternative affords flexibility in funding to offset part of the initial construction cost, as well as offsetting part of ongoing operation and maintenance costs. Based on these factors, the HOT 3+ Alternative is selected as the Preferred Alternative.

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I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



List of Preparers

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

6.0 List of Preparers

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Elizabeth Norton	B.S., Civil Engineering; 10 years of experience	Sustainability Review and Coordination
Brad Koldehoff	M.A., Anthropology/ Archaeology; B.A., Anthropology; 32 years of experience	Archaeological and Historic Coordination Analysis and Review
Felecia Hurley	M.S., Environmental Science; B.S., Zoology; 16 years of experience	Natural Resources Analysis and Review

Name	Qualification	Primary Responsibilities
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Horacio Chavez	A.A., Applied Science; 17 years of experience	Mapping and GIS Analyst
Images, Inc.		
Tracy Morse	B.S., Business; Marketing; 21 years of experience	Public Involvement; CSS

Eisenhower expressway

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From west of Mannheim Road to Racine Avenue

List of Agencies, Organizations and Persons Receiving FEIS

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

Table of Contents

7.0 LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS RECEIVING FINAL ENVIRONMENTAL IMPACT STATEMENT.....7-1

7.1 Federal Agencies 7-1

7.2 State Agencies.....7-2

7.3 Local Agencies 7-3

7.4 Other Stakeholder Groups.....7-4

7.5 Public Review Locations 7-5

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7.0 List of Agencies, Organizations, and Persons Receiving Final Environmental Impact Statement

The following federal, state, and local agencies, local officials, and public libraries were provided hardcopies of this document for review and comment. Members on the I-290 Eisenhower Expressway e-mail distribution list also received an electronic link to this document.

7.1 Federal Agencies

- Advisory Council on Historic Preservation (ACHP)
- Federal Aviation Administration, Great Lakes Region
- Federal Emergency Management Agency (FEMA), Region 5
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- Federal Transit Administration, Region 5
- US Army Corps of Engineers (USACE)
- USACE, Chicago District, Regulatory Branch
- US Coast Guard
- US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)
- US Department of Commerce
- US Department of Energy, Office of National Environmental Policy Act (NEPA) Policy and Compliance
- US Environmental Protection Agency (USEPA), Office of Federal Activities
- USEPA Region V, Office of Environmental Review
- US Department of Health and Human Services (HHS)
- HHS, Centers for Disease Control and Prevention
- US Department of Housing and Urban Development, Chicago Regional Office
- US Department of the Interior, National Park Service (NPS)
- US Department of the Interior, Office of Environmental Policy and Compliance
- US Fish and Wildlife Service (USFWS), Chicago Field Office

7.2 State Agencies

- Prairie Research Institute
  - Illinois Natural History Survey (INHS)
  - Illinois State Archaeological Survey (ISAS)
  - Illinois State Geological Survey (ISGS)
  - Illinois State Water Survey (ISWS)
- Illinois Office of Management and Budget
- Illinois Capital Development Board
- Illinois Commerce Commission
- Illinois Department of Agriculture (DOA), Bureau of Land and Water Resources
- Illinois Department of Commerce and Economic Opportunity
- Illinois Department of Natural Resources (Illinois DNR)
  - Division of Natural Heritage
  - Nature Preserves Commission
  - Office of Mines and Minerals
  - Office of Water Resources
  - Office of Realty and Environmental Planning
- Illinois Department of Public Health
- Illinois Environmental Protection Agency (IEPA)
- IEPA, Bureau of Water
- Illinois Emergency Management Agency (IEMA)
- Illinois Historic Preservation Agency (IHPA)
- Illinois State Clearinghouse
- Illinois State Historical Society
- Illinois State Library
- Illinois State Police
- Illinois State Senator Don Harmon
- Illinois State Senator Kimberly Lightford
- Illinois State Toll Highway Authority (ISTHA)

7.3 Local Agencies

Illinois

- Communities (county, city, town, township, village)
  - Cook County
  - DuPage County
  - City of Berwyn
  - City of Chicago
    - Ward 24
    - Ward 25
    - Ward 27
    - Ward 28
    - Ward 29
  - Town of Cicero
  - Berwyn Township
  - Cicero Township
  - Leyden Township
  - Oak Park Township
  - Proviso Township
  - River Forest Township
  - Riverside Township
  - Village of Bellwood
  - Village of Berkeley
  - Village of Broadview
  - Village of Brookfield
  - Village of Forest Park
  - Village of Hillside
  - Village of LaGrange
  - Village of Maywood
  - Village of North Riverside
  - Village of Oak Park
  - Village of River Forest
  - Village of Westchester

7.4 Other Stakeholder Groups

- Active Transportation Alliance
- "Cap the Ike" Stakeholder Advisory Committee
- Center for Neighborhood Technology
- Chicago Department of Transportation (CDOT)
- Chicago Department of Water Management
- Chicago Metropolitan Agency for Planning (CMAP)
- Chicago Park District
- Chicago Park District, Board of Commissioners
- Chicago Transit Authority (CTA)
- Citizens for Appropriate Transportation
- City of Chicago Historic Preservation Division/Commission on Chicago Landmarks
- Canadian National Railway Company
- ComEd
- Concordia Cemetery
- Cook County Department of Transportation and Highways
- Cook County Sherriff's Office
- CSX Transportation, Inc.
- DuPage Mayors & Managers Conference
- DuPage County Division of Transportation
- Forest Home Cemetery
- Forest Preserve District of DuPage County (FPDDC)
- Forest Preserve District of Cook County
- Friends of the Oak Park Conservatory
- Friends of the Parks
- Hillside Historical Society and Historical Commission
- Historical Society of Oak Park and River Forest
- Indiana Harbor Belt Railroad
- Illinois Chamber of Commerce, Executive Director – Infrastructure Council
- Illinois Road and Transportation Builders Association (IRTBA)
- Illinois Trucking Association
- Landmarks Illinois

- Metra
- Metropolitan Water Reclamation District
- National Trust for Historic Preservation
- North Cook County Soil and Water Conservation District
- Oak Park Conservatory
- Pace Suburban Bus
- Park District of Forest Park
- Park District of Oak Park
- Preservation Chicago
- Regional Transportation Authority (RTA)
- West Central Municipal Conference
- Village of Maywood Historic Preservation Commission
- Village of Oak Park Historic Preservation Commission

7.5 Public Review Locations

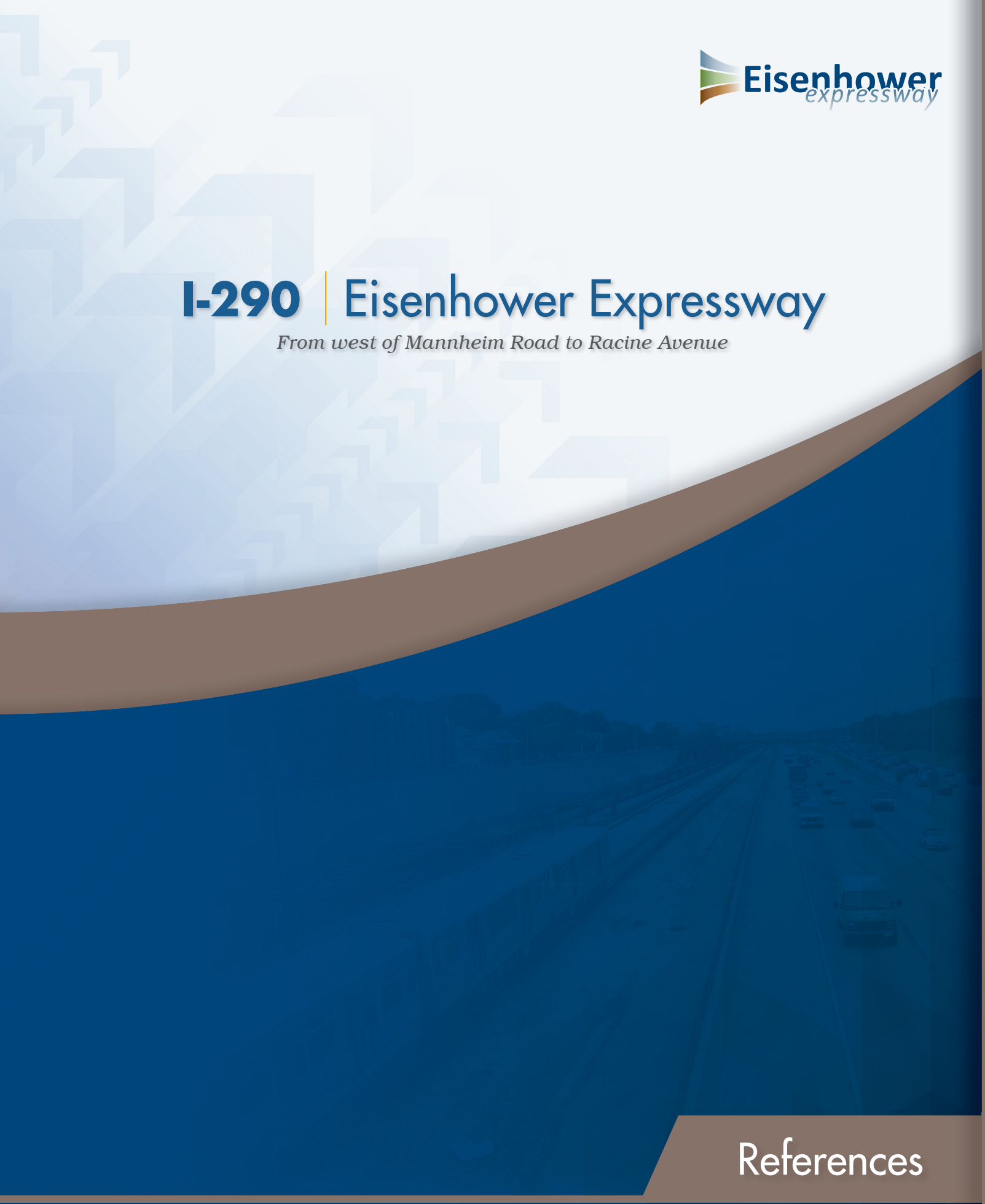
- Bellwood Public Library
- Berkeley Public Library
- Berwyn Public Library
- Broadview Public Library
- Chicago Public Library
- Cicero Public Library
- Forest Park Public Library
- Elmhurst Public Library
- Hillside Public Library
- Maywood Public Library
- Melrose Public Library
- Oak Brook Public Library
- Oak Park Public Library – Main Library
- River Forest Public Library
- Westchester Public Library
- IDOT Region 1 offices, Schaumburg
- I-290 Expressway Website: http://eisenhowerexpressway.com/

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June 2017

Illinois Department of Transportation

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Federal Highway Administration

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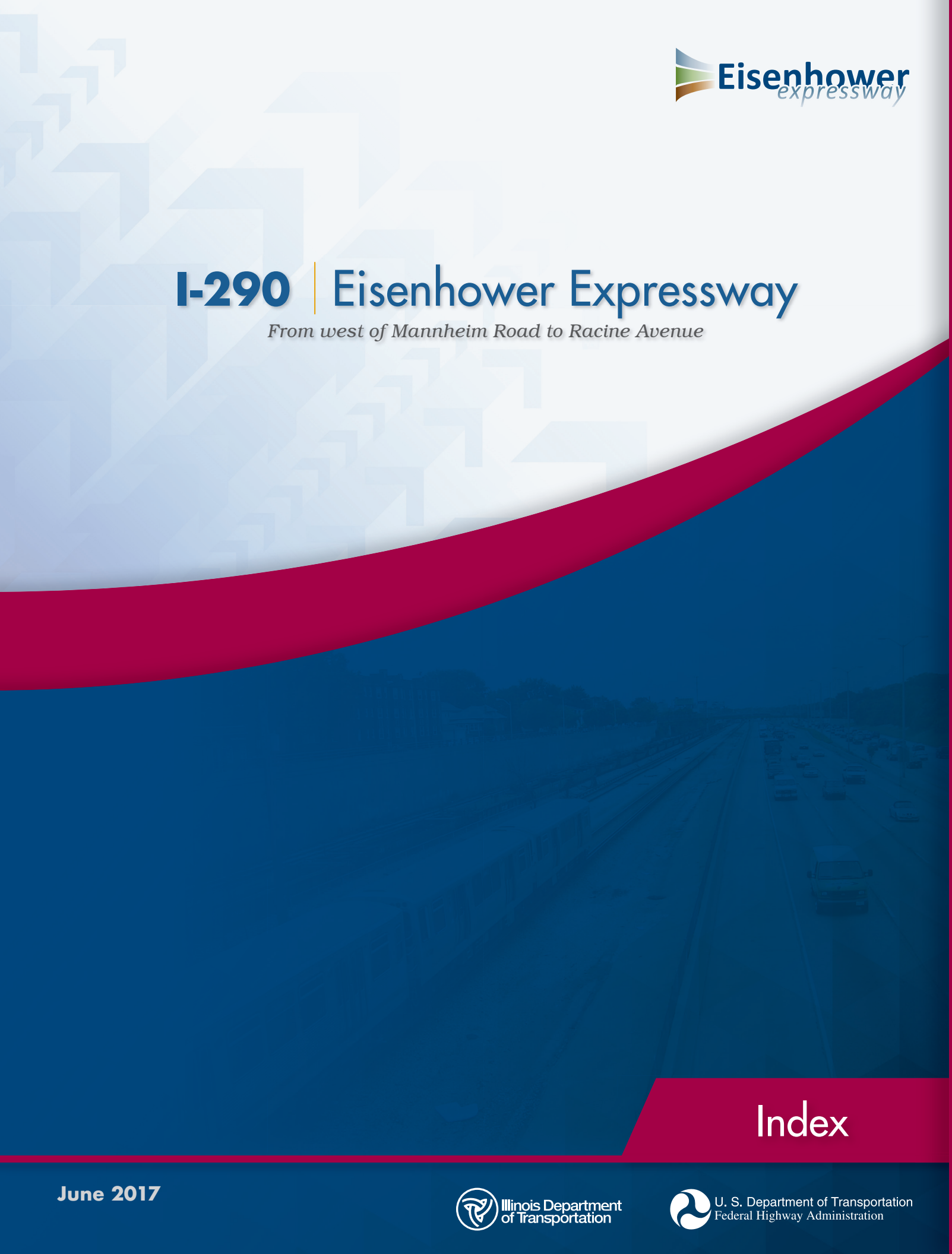
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Eisenhower expressway

I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue



Index

June 2017

Illinois Department of Transportation

U. S. Department of Transportation
Federal Highway Administration

9.0 Index

A

Agency Coordination and Public Involvement 4-1

Agency Coordination 4-15

Community Coordination 4-13

Context Sensitive Solutions 4-1

Corridor Advisory Group/Task Force 4-3

Environmental Justice 4-11

National Environmental Policy Act 4-1

Project Study Group 4-2

Public Meetings 4-10

Stakeholder Involvement Plan 4-2

Stakeholder Outreach 4-10

Air Quality 3-122

Ambient Air Quality Data 3-125

Attainment Status 3-128

Emission Burden Analysis 3-132

GHG Analysis 3-132

Microscale CO Analysis 3-141

MSAT Analysis 3-136

Alternatives 2-1

Alternatives Carried Forward for Further Analysis 2-59

Alternatives Development and Evaluation Process 2-1

Build Alternatives 2-1, 2-60

Bus Rapid Transit 2-6

Combination Mode Alternatives 2-16, 2-18, 2-19, 2-20, 2-21, 2-29

Express Bus 2-6
General Purpose Lanes 2-5
HOT Lanes 2-7
HOV Lanes 2-7
Initial Alternatives Identification 2-2
No Build Alternative 2-1
Round 1 Single Mode Alternatives Evaluation 2-8
Round 2 Combination Mode Alternatives Evaluation 2-19
Round 3 DEIS Alternatives 2-32
Single Mode Alternatives Identification 2-3
Toll Lanes 2-7

C

Comparison of Alternatives 5-1
Accommodation for High Capacity Transit 5-5
Alternatives Carried Forward 5-1
Build Alternatives 5-1, 5-3
Comparison Matrix of Alternatives 5-6
Construction Staging and Construction Cost 5-25
No Build Alternative 5-1
Performance Comparison 5-12
Preferred Alternative 5-26
Quantitative Comparison of Alternatives 5-31
Social/Economic and Environmental Impacts Comparison 5-14
Tolling 5-23
Construction Impacts 3-288
Advance Work 3-288

Air Quality 3-294
Construction Noise and Vibration 3-295
Energy 3-297
I-290 Construction Staging 3-290
Parks and Recreational Facilities 3-297
Solid Waste 3-296
Transportation 3-288
Utility Services 3-297
Water Resources 3-293
Cultural Resources 3-107
Affected Environment 3-110
Area of Potential Effects 3-110
Columbus Park Consultation 3-108
Consulting Parties Meeting 3-110
Consultation 3-108
Environmental Consequences 3-120
SHPO Meeting and Field Review 3-109
Section 4(f) 3-108
Section 106 3-108
State Historic Preservation Officer 3-107

E

Energy 3-160
Environmental Resources, Impacts, and Mitigation 3-1
Project Corridor 3-1
Study Area 3-1

F

Floodplains 3-198
Floodplain Encroachments 3-200
Floodplains within the Project Corridor 3-199
Floodway Encroachments 3-204
Natural and Beneficial Floodplain Values 3-200
Reservoirs 3-199
Spillways and Pump Stations 3-200

G

Groundwater 3-195

I

Indirect and Cumulative Impacts 3-298
Cumulative Impacts 3-308
Indirect Impacts 3-298
Irreversible and Irretrievable Commitment of Resources 3-312

N

Natural Resources 3-162
Habitat Loss and Fragmentation 3-167
Threatened and Endangered Species 3-165
Upland Plant Communities 3-171
Vegetation and Cover Types 3-162
Wildlife 3-164, 3-168

P

Permits and Approvals 3-314

Purpose and Need for Action 1-1

- Access to Employment 1-7
- Access to Transit 1-14
- Crash Rate 1-10
- Eisenhower Expressway 1-1
- Jane Byrne Interchange 1-2
- Local Travel 1-4
- Level of Service 1-6
- No Build 2040 1-4
- Project Background 1-1
- Regional Travel 1-4
- Safety 1-9
- Transportation Facility Deficiencies 1-15
- Study Area 1-3

S

Short-Term Use and Long-Term Productivity 3-311

Social/Economic Characteristics 3-4

- Community Cohesion and Community Changes 3-37
- Corridor Economic Characteristics 3-10
- Environmental Justice 3-81
- Local Planning 3-33
- Population Characteristics 3-4
- Project Corridor Neighborhoods 3-19
- Public Facilities and Services 3-28

Public Outreach to Environmental Justice Communities 3-89
Relocations and Right-of-Way 3-40
Transportation Network 3-46
Special Lands 3-218
Columbus Park 3-234
Existing Parks and Recreational Areas 3-218
LWCF, OSLAD, and UPARR-Funded Sites 3-225
Planned or Proposed Park and Recreational Facilities 3-226
Section 4(f) Regulations 3-228
Village of Forest Park Parklands 3-228
Special Waste 3-208
Environmental Regulatory Agency Databases 3-210
Recognized Environmental Conditions 3-208
Summary of Environmental Commitments and Mitigation 3-315

T

Traffic Noise 3-143
Existing I-290 Noise Environment 3-146
Traffic Noise Analysis Process 3-143
Traffic Noise Impacts 3-156
Traffic Noise Monitoring 3-146

V

Visual Resources 3-239
Columbus Park Trail Connection 3-286
Context Sensitive Design 3-280
Existing Conditions Visual Analysis as viewed from the Mainline 3-239

Landscape Improvements 3-281
No Build Alternative 3-264
Noise Barriers 3-285
Viewsheds of the Project Corridor from Adjacent Land Uses 3-249
Visual Consequences of Build Alternatives as viewed from within the Project Corridor 3-265
Visual Consequences of Build Alternatives as viewed from outside the Project Corridor 3-275

W

Water Resources and Aquatic Habitats 3-173
Construction Impacts 3-192
Deicing 3-193
Impacts to Surface Waters 3-185, 3-187, 3-189
Operational Impact Practices 3-193
Physical and Biological Description of Surface Water Bodies 3-176
Watershed Planning Groups 3-175
Water Resources 3-176
Water Quality 3-181
Wetlands 3-207

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Appendix A

Crash Analysis Overview 2011-2013 (with 2013-2015 Update)

I-290 Eisenhower Expressway
Cook County, Illinois

Since publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Addition of Section 8.0 to provide a crash analysis update for the years 2013 through 2015, for the purpose of verifying whether crash trends and causes for the most current 3-year crash period are consistent with the prior year crash statistics that were evaluated for the I-290 Purpose and Need.

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

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Table of Contents

1.0 INFLUENCES ON CRASH DATA 1

2.0 I-290 MAINLINE OVERVIEW 1

3.0 TRENDS WITHIN SECTIONS OF THE I-290 MAINLINE 2

3.1 Type K and A Crashes 3

3.2 Crash Rate Trends with Comparative Expressways 4

3.3 Crash Rate Trends within Comparative Sections of I-290 5

3.4 Prevalent Crash Types 7

4.0 LANE DROP AND LEFT-HAND RAMP ANALYSIS 8

5.0 HOT SPOT ANALYSIS 9

6.0 CROSS ROAD ANALYSIS 10

7.0 FRONTAGE ROAD ANALYSIS 12

8.0 2013-2015 UPDATE 14

8.1 Overall Crash Statistics 14

8.2 Crash Types 17

8.3 Conclusion 18

List of Tables

Table 6-1. 2006-2008, 2011-2013 Cross Road Crash Summary I-290 from I-294/I-88 to Cicero Avenue 11

Table 7-1. 2006-2008, 2011-2013 Frontage Road Crash Summary I-290 from I-294/88 to Cicero Avenue 13

Table 8-1. Comparison of 2011-2013 and 2013-2015 Mainline Crashes I-290 from I-294/88 to Racine Avenue 14

Table 8-2. Comparison of I-290 Crash Rate Change by Section: 2011 through 2013 and 2013 through 2015 16

List of Figures

Figure 3-1. Comparative Crash Rates – Chicago Area Expressways (2006-2008, 2011-2013) 4
Figure 3-2. Comparative Crash Rates – Chicago Area Expressways (2006-2008) from June 2010 ESTP Crash Analysis 5
Figure 3-3. Crash Comparison of I-290 Mainline Sections (2006-2008, 2011-2013) 5
Figure 3-4. Crash Comparison of I-290 Mainline Sub-Sections (2011-2013) 7
Figure 3-5. Overall Crash Type (2006-2008, 2011-2013) 7
Figure 3-6. Rear-end Crash – Time of Day (2006-2008, 2011-2013) 7
Figure 4-1. Left Lane Drop/No Lane Drop and Left-Hand/Right-Hand 8
Figure 8-1. CMAP - I-290 Congestion Scan 2011 Average Weekday Speeds on I-290 15
Figure 8-2. CMAP - I-290 Congestion Scan 2016 Average Weekday Speeds on I-290 between December 2015 and November 2016 16
Figure 8-3. Comparison of Overall Corridor Crash Types: 2011 through 2013 and 2013 through 2015 17
Figure 8-4. Comparison of Rear-End Crashes – Time of Day: 2011 through 2013 and 2013 through 2015 18

Appendices

Appendix A-1 Crash Data Tables

Appendix A-2 Crash Summary Spot Analysis

This overview is an examination of the three year crash data from 2011 to 2013 and a comparison to the previous three year crash data from 2006 to 2008 that was documented in the Existing Transportation Systems Performance (ETSP) Report Crash Analysis (July 2010) (which covered the portion of I-290 between I-294/I-88 and Cicero Avenue) and the ECTM Crash Addendum 2 (April 2013) (which covered the I-290 extended Study Area between Cicero and Racine avenues that was added to the I-290 Study following the initial crash analysis).

In addition, recent crash data from 2014 and 2015 is included in a separate 2013-2015 updated study period to determine if previous crash trends remain valid (Section 8.0 of this Appendix).

1.0 Influences on Crash Data

In 2009, the state of Illinois raised the threshold for reporting property damage only (PDO) crashes from $500 to $1,500. This new threshold has the effect of lowering the total number of crashes reported since the PDO crashes with damage less than $1,500 will no longer be reported. There were no changes in reporting for fatal and injury crashes.

In 2010, the Eisenhower Expressway was being resurfaced and was under construction zone traffic operations for the majority of the year. As this does not represent the normal operating conditions of the expressway, 2010 crash data was not utilized.

Therefore, the next continuous three years of consistent crash data that was available at the time of this analysis was the period from 2011 through 2013.

2.0 I-290 Mainline Overview

For the 2011-2013 reporting period, the total number of mainline crashes for the project was 5,365; this compares to 6,173 crashes for 2006-2008 reporting period; representing a 13 percent overall reduction in total reported crashes. The reduction in the three-year reported PDO crash rate can be partially attributed to the change in the reporting cost threshold. However, it is also noted that K and A type crashes, as well as all injury crashes (Types K, A, B and C), also declined during the same period even though the reporting methods did not change[1]. These K, A, B and C crashes went down from 95 in 2006-2008 to 79 in 2011-2013, a 19 percent reduction. There was an increase in overall and PDO crashes each year in the 2011-2013 period; however, there was no consistent pattern to the K and A crashes, as they varied each year in the 2011-2013 period, just as they did in 2006-2008 except in the following locations:

[1] Type K crashes include a fatality. Type A crashes include an incapacitating injury. Type B crashes include a visible, non-incapacitating injury. Type C crashes include no visible injury, but a complaint of pain.

- Eastbound (EB): Clusters of Type A crashes occurred near Kostner, Western and Ashland avenues

- Westbound (WB): A cluster of Type A crashes occurred near Central Avenue in the westbound direction.

There was one more Type K crash in 2011-2013 than there was in 2006-2008, and there were 17 less Type A crashes in 2011-2013 than there were in 2006-2008.

The general decrease in overall, PDO, injury, and K and A crashes from 2006-2008 to 2011-2013 may be partially explained in the context of the overall statewide crash experience in Illinois. For instance, in 2006, there were 408,670 crashes, 106,918 injuries, and 1,254 deaths reported for Illinois highways. By 2011, those numbers had been reduced statewide to 281,788 crashes, 84,172 injuries, and 918 fatalities[2]. As indicated previously, the decrease in total crash number is partially explained by the increase in PDO threshold, but the injury and fatality data also show declines of 21percent and 27 percent, respectively, over the five-year period.

It is noted that IDOT's Strategic Highway Safety Plan was implemented in cooperation with the Federal Highway Administration as a result of the 2005 federal SAFETEA-LU legislation, with emphasis on the "4 E's" - engineering, education, enforcement, and emergency medical services, with ten targeted emphasis areas. Continuing efforts to reduce the number and severity of crashes and injuries as part of that plan are reflected in the lower overall crash experience over its course, as indicated in IDOT's 2011 SHSP Progress Report[3]. In addition, crash frequencies may have been influenced by decreased travel during the Great Recession of late 2007 to early 2009 and the following economic recovery. The FHWA reports that as of July 2015, national vehicle miles of travel (VMT), which peaked in 2007 and then regressed to a lower level in 2009-2010, have climbed back to a level similar to 2007[4].

3.0 Trends within Sections of the I-290 Mainline

The July 2010 ETSP Report included a breakdown of crash data for nine EB and WB logical sections within the I-290 mainline from west of Wolf Road to Kostner Avenue. These sections were established to determine the relationship between crash rate, severity, type, time of day and the characteristics of the roadway, and were chosen on

[2] Illinois Crash Data 2006-2010 and 2007-2011, retrieved at http://www.idot.illinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data on February 25, 2015.

[3] Strategic Highway Safety Plan Progress Report, IDOT, July 2011 http://www.idot.illinois.gov/transportation-system/transportation-management/planning/SHSP

[4] FHWA, July 2015 Traffic Volume Trends, retrieved at http://www.fhwa.dot.gov/policyinformation/travel_monitoring/15jultvt/page2.cfm on October 21, 2015.

the basis of direction of travel, consistent number of lanes, similar shoulder widths and by locations between major crossroads. With the Study Area extending east to Racine Avenue, breakdowns were expanded to 20 logical sections (the original nine, plus 11 more extending from Kostner Avenue to Racine Avenue). The 2006-2008 and 2011-2013 reporting periods, as well as a combined 2006-2008 and 2011-2013 six-year reporting period, are both included for comparison purposes in Appendix A-1. Each EB and westbound section is ranked for "all crashes", "injury crashes", and "number of injuries" with further information and breakdowns on crash rate and overall ranking (EB and WB included).

In comparing the 2011-2013 data to the 2006-2008 data, the relative highest crash sections are in similar locations.

- Ashland Avenue to Racine Avenue (EB) – This section had the highest EB and second highest overall crash rate in 2006-2008, the highest overall crash rate in 2011-2013, and the highest injury crash rate for both periods (EB and overall). There are queues that form in the EB direction due to a lack of interchange capacity, with rear-end crashes being the predominant type. It is noted that the ongoing improvements to the Jane Byrne (formerly Circle) Interchange are expected to improve capacity and safety along this section.

Other locations that have relatively high crash rates and injury crashes include:

- Westchester Boulevard to 25th Avenue (EB) – This section had the second highest EB crash rate in both study periods. The crash experience is related to the loss of mainline traffic capacity at the EB lane drop at 25th Avenue and the resulting queues and difficulty in making weaving movements.

- Austin Boulevard to Laramie Avenue (WB) – This section had the highest overall WB crash rate in both study periods. The crash experience is related to the left-hand ramps and the WB lane drop at Austin Boulevard. The presence of left-hand ramps results in entering and exiting traffic needing to make weaving movements for access and slower-speed ramp users mixing with higher-speed through users. The loss of mainline traffic capacity at the WB lane drop results in queues and difficulty in making weaving movements.

- CSX Railroad to East Avenue (WB) - This section had the third highest WB crash rate in both study periods, and is within the influence area of the left-hand ramps at Harlem Avenue.

3.1 Type K and A Crashes

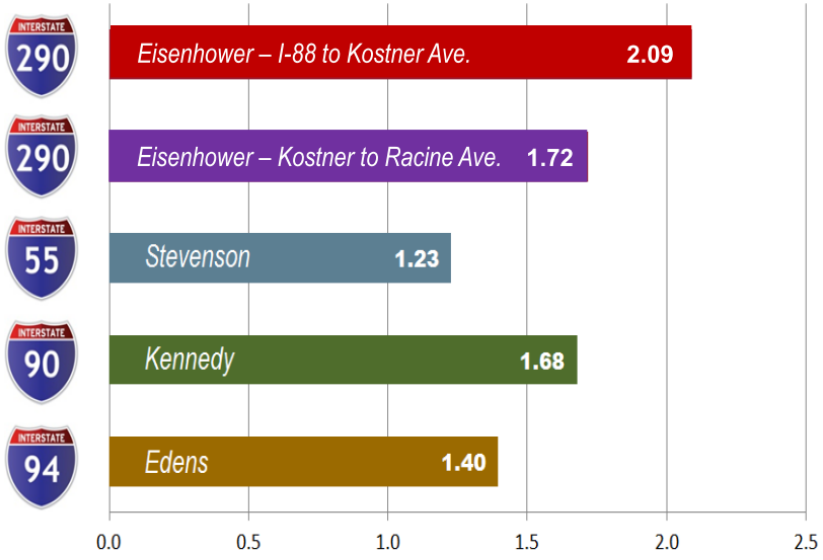
Generally, Type K and A crashes do not seem to follow a similar pattern within the 2006-2008 and the 2011-2013 study periods. Specific areas with somewhat similar groupings of Type A crashes include sections near Kostner, Western and Ashland avenues in the EB direction and Central Avenue in the WB direction. There was one

more Type K crash in 2011-2013 than there was in 2006-2008, and there were 17 less Type A crashes in 2011-2013 than there were in 2006-2008.

3.2 Crash Rate Trends with Comparative Expressways

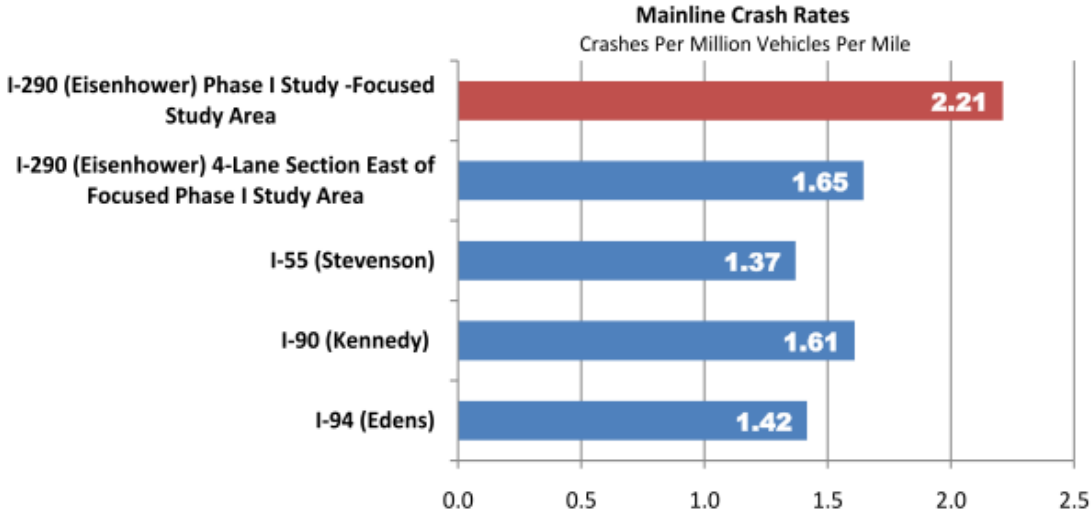
I-290 crash data and traffic volumes were compared to other Chicago area expressway sections on I-90, I-94 and I-55. The results are shown in Figure 3-1. Crashes per million vehicles per mile were calculated for each section of the local expressways using the crash data and traffic volumes from both of the three-year study periods (2006-2008 and 2011-2013). The Eisenhower Expressway reconstruction area, I-294/I-88 to Kostner Avenue, had the highest crash rate of all the Chicago area expressways sections that were studied. Further, the Eisenhower section from Kostner Avenue to the Jane Byrne Interchange had the second highest crash rate. The crash rates for the extended study period are similar to those presented in the ESTP Report Crash Analysis (July 2010) in Figure 3-2, which also showed the Eisenhower Expressway reconstruction area (shown as Focused Study Area) having the highest crash rate among the same comparative expressway sections.

Figure 3-1. Comparative Crash Rates – Chicago Area Expressways (2006-2008, 2011-2013)



Note: Values Calculated as Crashes per Million Vehicle Miles
Source: WSP Parsons Brinckerhoff, 2015

Figure 3-2. Comparative Crash Rates – Chicago Area Expressways (2006-2008) from June 2010 ESTP Crash Analysis

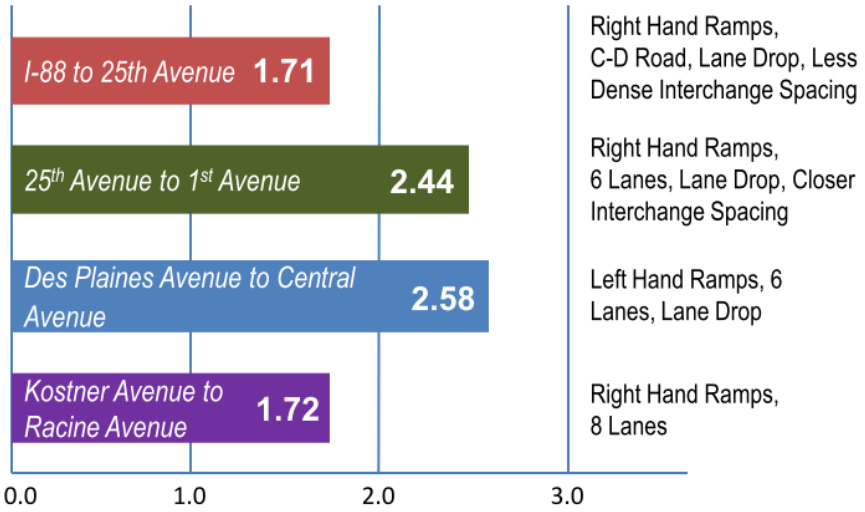


Source: WSP Parsons Brinckerhoff, 2010

3.3 Crash Rate Trends within Comparative Sections of I-290

To follow up on the section analysis above, sections with similar geometric characteristics were grouped. This analysis found that there are variations in the crash experience based on the underlying characteristics of the roadway, as shown in Figure 3-3.

Figure 3-3. Crash Comparison of I-290 Mainline Sections (2006-2008, 2011-2013)



Note: Values Calculated as Crashes per Million Vehicle Miles
Source: WSP Parsons Brinckerhoff, 2015

For example, the section between Kostner Avenue and Racine Avenue has eight travel lanes, conventional right-hand ramps and less dense interchange and ramp spacing than the section between 25th Avenue and 1st Avenue, and had a crash rate of 1.72 crashes per million vehicle miles in the combined 2006-2008 and 2011-2013 reporting periods. A higher crash section is located from 25th Avenue to 1st Avenue; this section has four interchanges each direction located within a 1.5 mile distance, six travel lanes, and a lane drop from four to three lanes EB at 25th Avenue; this section has a crash rate of 2.44, which is higher than the average overall crash rate of I-290 from I-294 to Kostner Avenue. The section between DesPlaines Avenue and Central Avenue (which includes the Harlem Avenue and Austin Boulevard interchanges) has an even higher combined crash rate of 2.58; this section contains two interchanges with left-hand ramps, a lane drop from four to three lanes WB at Austin Boulevard, and six travel lanes from DesPlaines Avenue to Austin Boulevard. The section between I-88 and 25th Avenue contains a lane drop from four to three lanes at 25th Avenue in the EB direction; its crash rate is a relatively low 1.71 compared to other sections of I-290, but is relatively higher compared to other expressways in the region.

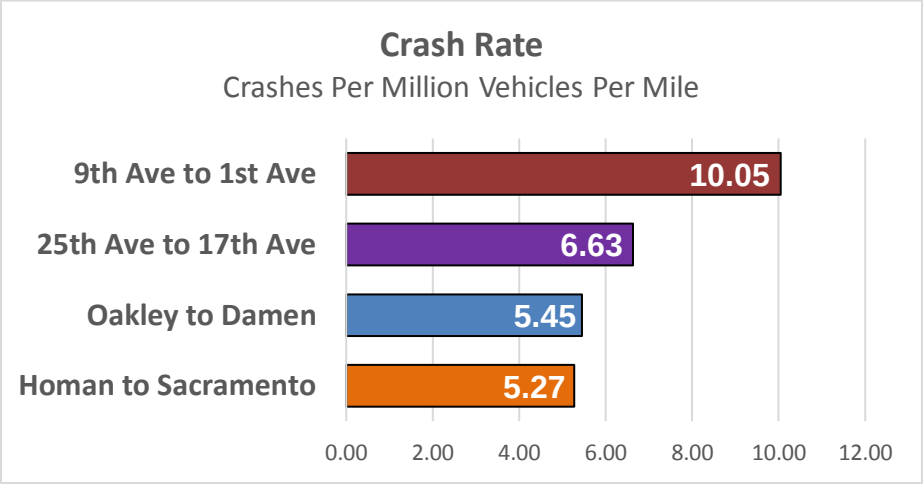
In the sections with higher crash rates, the presence of lane drops, dense interchange spacing, left-hand ramps, and/or less mainline lane capacity contributes to the higher crash experience of those sections.

The six-lane section of I-290 between 25th Avenue and 1st Avenue was also further broken down for purposes on analyzing sections where changes in access were considered (between 25th Avenue and 17th Avenue, and between 9th Avenue and 1st Avenue). These sub-sections have slip ramps connecting parallel frontage roads to I-290. Two sub-sections along the eastern eight-lane section of I-290 that were closest in ramp length and geometry to 9th Avenue and 1st Avenue were selected, at Homan Avenue to Sacramento Avenue and at Oakley Avenue to Damen Avenue. It is noted that the eastern sub-sections benefit from the presence of an additional mainline lane in each direction and an auxiliary lane to aid in weaving maneuvers from ramp to mainline and vice versa, both of which would contribute to a predicted reduction in crashes.

Compared to the remaining two, eight-lane expressway sub-sections, the successive ramps between 9th Avenue and 1st Avenue have a crash rate that is nearly double that of the similar ramp sections to the east. There were no eight-lane sections identified in the east that were found to be similar enough in design to compare to the 25th Avenue and 17th Avenue ramp pair. However, the crash rate between 17th Avenue and 25th Avenue, although elevated, is not as severe as the existing crash rate between 9th Avenue and 1st Avenue. Figure 3-4 shows a comparison of crash rates at these sub-section locations.[5]

[5] Comparative Safety Analysis, 25th Avenue to 1st Avenue Ramp Configuration, WSP Parsons Brinckerhoff, 2016

Figure 3-4. Crash Comparison of I-290 Mainline Sub-Sections (2011-2013)



Source: WSP Parsons Brinckerhoff, 2016

3.4 Prevalent Crash Types

For this analysis, the 2006-2008 as well as the 2011-2013 data were combined to determine the comprehensive crash type trends. The overall predominant crash type along I-290 is rear-end (66 percent overall on a 24-hour basis) with 88 percent of rear-end crashes occurring during the peak period and midday congested travel periods between 6 AM to 11 PM (Figure 3-5 and Figure 3-6). During congested periods, rear-end collisions represent 75 percent of all crashes. National studies, as well as field observation of I-290 within the Study Area, indicate congestion as a primary cause of rear-end crashes due to erratic, stop and go traffic conditions with reduced space (headway) between vehicles that requires increased driver attentiveness to react to those conditions.

Figure 3-5. Overall Crash Type (2006-2008, 2011-2013)

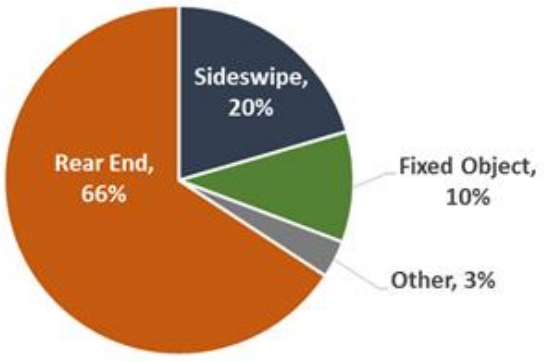
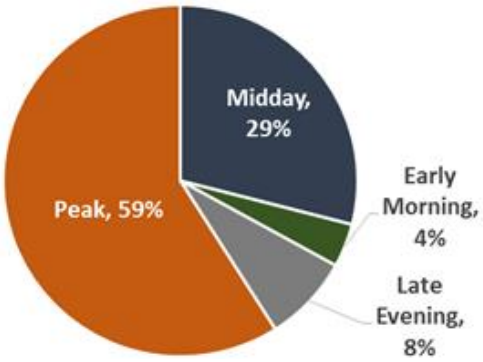


Figure 3-6. Rear-end Crash – Time of Day (2006-2008, 2011-2013)



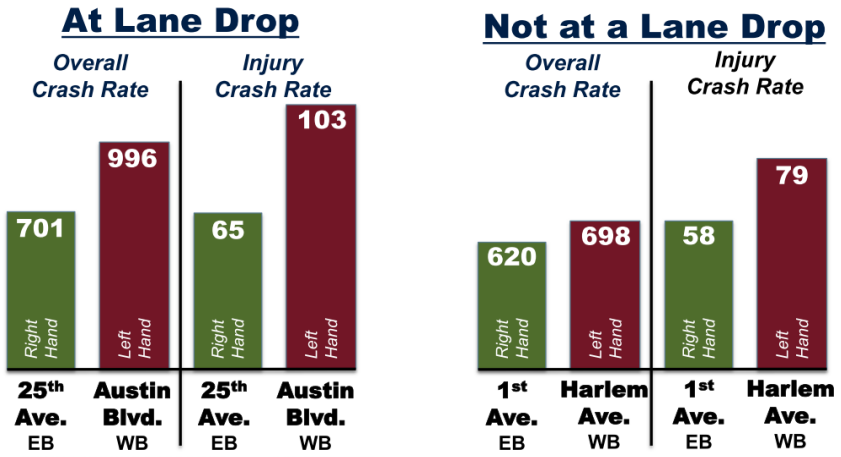
Source: WSP Parsons Brinckerhoff, 2015

The other two prevalent crash types on the I-290 mainline are same-direction sideswipe and fixed object collisions off the roadway, which represent approximately 20 percent and 10 percent of overall crashes, respectively. Many same-direction sideswipes correlate to areas where there are numerous lane-changing and weaving movements, such as near entrance and exit ramps. Most of the same-direction sideswipes are also occurring during congested conditions.

4.0 Lane Drop and Left-Hand Ramp Analysis

An analysis was also done of the relationship between left-hand ramps, lane drops and crashes in both directions along the I-290 Mainline for both study periods (Figure 4-1). Four locations were studied: 25th Avenue and 1st Avenue EB and Austin Boulevard and Harlem Avenue WB.

Figure 4-1. Left Lane Drop/No Lane Drop and Left-Hand/Right-Hand Crash Rates (2006-2008, 2011-2013)



Note: Values Calculated as Crashes/Injury Crashes per Mile
Source: WSP Parsons Brinckerhoff, 2015

The analysis shows that, for locations where there is a left-hand ramp, the crash rate and injury rates (normalized to a per-mile rate) are higher than a comparable right hand ramp location, either at a lane drop or not.

- At Austin Boulevard WB, where there is a lane drop as well as left-hand ramps, the crash rate and injury rate were 996 and 103, respectively.

- At 25th Avenue EB, where there is a lane drop but not left-hand ramps, the crash rate and injury rate were somewhat lower than Austin Boulevard's results at 701 and 65, respectively.

- At Harlem Avenue WB, where there are left-hand ramps, the crash rate and injury rate were 698 and 79, respectively.

- At 1st Avenue EB, an interchange between 25th and Harlem avenues with neither a lane drop nor a left-hand ramp, the crash rate and injury rates were the lowest of the four locations studied. The crash rate and injury rate at this location were 620 and 58, respectively.

5.0 Hot Spot Analysis

Three I-290 mainline crash "hot spots" were identified from the 2006-2008 data and a detailed analysis of crashes was performed at these locations. Individual crash reports were reviewed for all crashes to identify any other potential trends due to distracted driving, glare, lane position, and more. The same analysis was completed for 2011-2013 (Appendix A-2).

In the EB direction, the hot spot from Mannheim Road to 17th Avenue exhibits these comparisons between 2006-2008 and 2011-2013:

- Generally the same trends in 2011-13 as in 2006-2008

- A majority of crashes happen during peak hours (66 percent)

- The top three causes of accidents remain the same:

  – Failure to reduce speed to avoid crash,

  – Following too closely, and

  – Improper lane usage.

- Age distribution is almost identical

- Crashes in the left and right lanes are higher than in the center lane

In the WB direction, the hot spot at Harlem Avenue and Austin Boulevard exhibit these comparisons between 2006-2008 and 2011-2013:

- Generally the same trends in 2011-2013 as in 2006-2008

- A majority of crashes happen during peak hours (74 percent at both locations)

- The top three causes of accidents remain the same:

  – Failure to reduce speed to avoid crash,

  – Following too closely, and

  - Improper lane usage.

- Age distribution is almost identical

- Nearly half of the crashes at Harlem Avenue and at Austin Boulevard were in the left (innermost) lane, where a lane position was reported.

The two highest concentrations of crashes in the WB direction are along the sections of I-290 approaching the Austin Boulevard and Harlem Avenue interchanges, and the highest crash rate within the project limits is the WB approach to Austin Boulevard (539 crashes per mile for 2006-2008, 459 crashes per mile for 2011-2013). This is substantially higher than the next highest location at the EB approach to the Ashland Avenue interchange (390 crashes per mile for 2006-2008, 368 crashes per mile for 2011-2013).

In addition, of the crashes that had an identified lane position in the police reports, 74 percent (2006-2008) and 77 percent (2011-2013) were in the inner two lanes at Austin Boulevard, and 47 percent (2006-2008) and 45 percent (2011-2013) were in the inside lane at Harlem Avenue. This crash experience can be attributed to the inside lanes on an expressway typically serving higher speed, longer distance travel; the inside ramps introduce merging and speed changes.

6.0 Cross Road Analysis

Cross roads are those roads that traverse I-290 in the Study Area via a grade separation. As part of this study, the cross roads between I-88 and Racine Avenue were examined. The cross roads east of Cicero Avenue are being evaluated as part of a separate improvement study and are not documented in this report. The following general observations are made (Table 6-1):

- The number of injuries on the cross roads is very similar for both time periods (187 in 2006-2008 as compared to 172 in 2011-2013).

- 251 less cross road crashes occurred in 2011-2013 than in 2006-2008. This is likely due in part to the PDO cost adjustment.

- The highest ranked crash locations in number of crashes (#1 through #10) were at crossroads where there was also interchange access to I-290. This trend is also apparent when crash rate is considered, with only Oak Park Avenue, a no access location, having a higher crash rate than two crossroad locations with interchange access (25th Avenue and DesPlaines Avenue). These elevated number and rate of crashes can be attributed to increased traffic, congestion and conflicting traffic movements at interchange access locations as compared to no access locations.

Table 6-1. 2006-2008, 2011-2013 Cross Road Crash Summary I-290 from I-294/I-88 to Cicero Avenue

Cross Street	Eval. Length (miles)	I-290 Access	Crashes			Injuries		Predominant Crash Factors							
			Total	Crash Rate	RANK		Injury Rate	Crash Type		Weather		Road Condition		Time Period	
25TH Ave	0.30	Full - Direct/Slip Ramps	169	563	3	51	170	Rear end	49%	Clear	80%	Dry	74%	Midday	39%
17TH Ave	0.06	Full - Slip Ramp	67	1117	10	13	217	Rear end	36%	Clear	78%	Dry	67%	Midday	34%
9TH Ave	0.05	Partial - Slip Ramp	73	1460	9	18	360	Angle	42%	Clear	68%	Dry	68%	Midday	38%
5TH Ave	0.04	No Access	36	900	12	11	275	Angle	42%	Clear	69%	Dry	64%	AM Rush	33%
1ST Ave (IL 171)	0.13	Full - Slip Ramp	166	1277	4	22	169	Rear end	39%	Clear	74%	Dry	72%	Midday	27%
Des Plaines Ave	0.11	Partial - Diamond	74	673	8	28	255	Rear end	47%	Clear	74%	Dry	59%	Midday	38%
Circle Ave	0.33	No Access	22	67	14	8	24	Angle	59%	Clear	82%	Dry	64%	PM Rush	45%
Harlem Ave	0.15	Full - Single Point	300	2000	1	43	287	Rear end	42%	Clear	79%	Dry	74%	Midday	30%
Oak Park Ave	0.06	No Access	48	800	11	18	300	Rear end	29%	Clear	79%	Dry	71%	Midday	38%
East Ave	0.05	No Access	21	420	15	6	120	Angle	43%	Clear	71%	Dry	67%	PM Rush	48%
Ridgeland Ave	0.10	No Access	28	280	13	6	60	Rear end	36%	Clear	71%	Dry	71%	Midday	46%
Lombard Ave	0.05	No Access	8	160	16	1	20	Angle	63%	Clear	63%	Dry	63%	PM Rush	50%
Austin Blvd	0.03	Full - Single Point	211	7033	2	51	1700	Turning	36%	Clear	73%	Dry	70%	PM Rush	27%
Central Ave	0.08	Full - Diamond	97	1213	6	23	288	Rear end	30%	Clear	79%	Dry	75%	Midday	32%
Laramie Ave	0.06	Partial - Slip Ramp	89	1483	7	26	433	Turning	40%	Clear	85%	Dry	78%	Midday	42%
Cicero Ave (IL 50)	0.16	Partial - Slip Ramp	166	1038	4	34	213	Turning	49%	Clear	75%	Dry	70%	Midday	39%
Crossroad Total		**1.76 Miles**	**1575**			**359**		**Rear end**	**33%**	**Clear**	**76%**	**Dry**	**71%**	**Midday**	**32%**

Notes:

1. Study Area cross roads east of Cicero to Racine Avenue not evaluated.
2. 1st Avenue and Cicero Avenue are tied at #4 in crash rank, having 166 crashes at each crossroad; crash rank continues at #6 (Central Avenue).

Source: WSP Parsons Brinckerhoff, 2015

The greatest number of crashes for the combined 2006-2008 and 2011-2013 study period were at Harlem Avenue (highest) and Austin Boulevard (second highest), and these cross roads also had the highest crash rates. There was a substantial drop in number of crashes at 25th Avenue. At the Harlem Avenue and Austin Boulevard locations, queues due to insufficient intersection capacity and inefficient signal phasing and green time allocation due to the geometric constraints of the intersection and ramps were contributing factors.

7.0 Frontage Road Analysis

Frontage roads are those roads that serve local traffic and run parallel to and adjacent to I-290. Frontage roads within the Study Area between I-88 and Cicero Avenue were examined to determine any comparative differences in the crash experience among the 2006-2008 and 2011-2013 study periods. Since no geometric or traffic management changes to the frontage roads east of Cicero Avenue are included as part of this study, the crash experience of those frontage roads is not examined here. The following observations are made (Table 7-1).

- Crashes with parked motor vehicles were the most predominant crash type.
- Other predominant crash types include rear-end and sideswipe crashes.

Indian Joe Drive, Beach Street and Lexington Street, which form a continuous route and also serve to carry traffic from the EB off-ramp for 25th Avenue, are ranked first, third and second highest in crash rate respectively for the combined 2006-2008 and 2011-2013 study period. Contributing factors to crashes along these sections include mixing ramp through traffic with local traffic (which is further complicated by the stop-control intersection where the EB off-ramp intersects with Indian Joe Drive and Gardner Road, stop sign placement is not ideal because of the geometry, and EB vehicles from the ramp conflict with two-way traffic), and the 90° bends where Indian Joe Drive meets Beach Street and where Beach Street meets Lexington Street, which have posted 20 mph advisory speed limits in an otherwise 30 mph posted speed zone.

Table 7-1. 2006-2008, 2011-2013 Frontage Road Crash Summary I-290 from I-294/88 to Cicero Avenue

Frontage Road	From Street To Street	Segment	One/Two Way	Length	Crashes			Injuries		Predominant Crash Factors									
					Total	Rate (per mile)	RANK	Total	Rate (per mile)	Crash Type		Weather		Road Condition		Time Period		Cause	
				(Mile)															
Harrison Street	Bellwood Ave 25th Ave	A	2 Way	0.78	28	36	10	9	11.5	Sideswipe opposite direction	28%	Clear	71%	Dry	61%	AM Peak	39%	Fail to reduce speed to avoid	18%
Harrison Street	24th Ave 1st Ave	B	1 Way, (WB)	1.46	37	25	12	11	7.6	Rear end	29%	Clear	86%	Dry	76%	AM Peak	27%	Fail to reduce speed to avoid	19%
Wedgewood Dr.	Suffolk Drive I-290 ramp	C	2 Way	0.25	3	12	13	0	0.0	Rear end	67%	Clear	100%	Dry	67%	AM Peak	33%	Fail to reduce speed to avoid	33%
Indian Joe Dr.	I-290 ramp N. of Beach Street	D	2 Way	0.13	14	110	1	5	39.2	Rear end	57%	Clear	86%	Dry	86%	PM Peak	36%	Fail to reduce speed to avoid	21%
Beach Street	Indian Joe Dr. Lexington	E	2 Way	0.10	8	81	3	0	0.0	Rear end	20%	Clear	50%	Dry	38%	Midday	50%	Driving skill	13%
Lexington St.	Beach Street 25th Ave	F	2 Way	0.12	11	89	2	2	16.2	Turning	36%	Clear	82%	Dry	73%	AM Peak	55%	Improper turning/no	18%
Bataan Drive	23rd Ave 1st Ave	G	1 Way, (EB)	1.39	44	32	11	6	4.3	Sideswipe same direction	28%	Clear	79%	Dry	72%	PM Peak	36%	Fail to reduce speed to avoid	11%
Lehmer St	Elgin Ave Lathrop	H	2 Way	0.50	1	2	15	0	0.0	Fixed object	100%	Clear	100%	Dry	100%	Early Morning	100%	DUI	100%
Harrison Street	Harlem Ave DesPlaines Ave.	I	2 Way	0.59	26	44	8	9	15.3	Rear end	36%	Clear	81%	Dry	65%	Midday	35%	Following too closely	15%
Harrison Street	Maple Ave Austin Blvd	J	2 Way	1.51	86	57	5	5	3.3	Parked motor vehicle	36%	Clear	80%	Dry	67%	PM Peak	33%	Fail to yield right-of-way	27%
Flournoy Street	Highland Ave Humphrey St.	K	2 Way	0.28	2	7	14	1	3.5	None	0%	None	0%	None	0%	None	0%	None	0%
Flournoy Street	Central Ave Kilpatrick Ave	L	1 Way, (WB)	1.13	64	56	6	7	6.2	Rear end	27%	Clear	89%	Dry	70%	Midday	36%	Following too closely	6%
Garfield Street	Harlem Ave Austin Blvd	M	2 Way	1.57	88	56	7	17	10.9	Parked motor vehicle	35%	Clear	76%	Dry	59%	Midday	33%	Fail to reduce speed to avoid	19%
Railroad St	Austin Blvd Menard Ave	N	2 Way	0.25	10	40	9	0	0.0	Fixed object	30%	Clear	50%	Dry	50%	AM Peak	40%	Exceeding safe speed	10%
Lexington St.	Long Ave Kostner	O	1 Way, (EB)	1.22	85	70	4	16	13.1	Parked motor vehicle	31%	Clear	76%	Dry	66%	Midday	35%	Fail to yield right-of-way	8%
Total		**11.28 Miles**			**507**	**45**		**88**	**8.8**	**Parked motor vehicle**	**24%**	**Clear**	**76%**	**Dry**	**67%**	**Midday**	**29%**	**Fail to reduce**	**13%**

Note: Study Area frontage roads east of Cicero to Racine Avenue not evaluated.
Source: WSP Parsons Brinckerhoff, 2015

8.0 2013-2015 Update

A review of the most current crash data available from years 2014 and 2015 was completed to compare with the earlier crash analysis performed for the I-290 Phase I Study area from West of Mannheim Road to Racine Avenue. In order to examine the recent crash data on a comparable basis, the previously available 2013 crash data was utilized and combined with the 2014 and 2015 crash data in order to provide a 3-year comparison period, as with the previous 2006-2008 and 2011-2013 crash analyses.

8.1 Overall Crash Statistics

With respect to safety and the I-290 Purpose and Need, the overall crash statistics for the 2011-2013 period were compared to the 2013-2015 crash period that includes the most current available 3-years of data. The following table provides a comparison of the crash statistics for the entire corridor between I-294/I-88 and Racine Avenue.

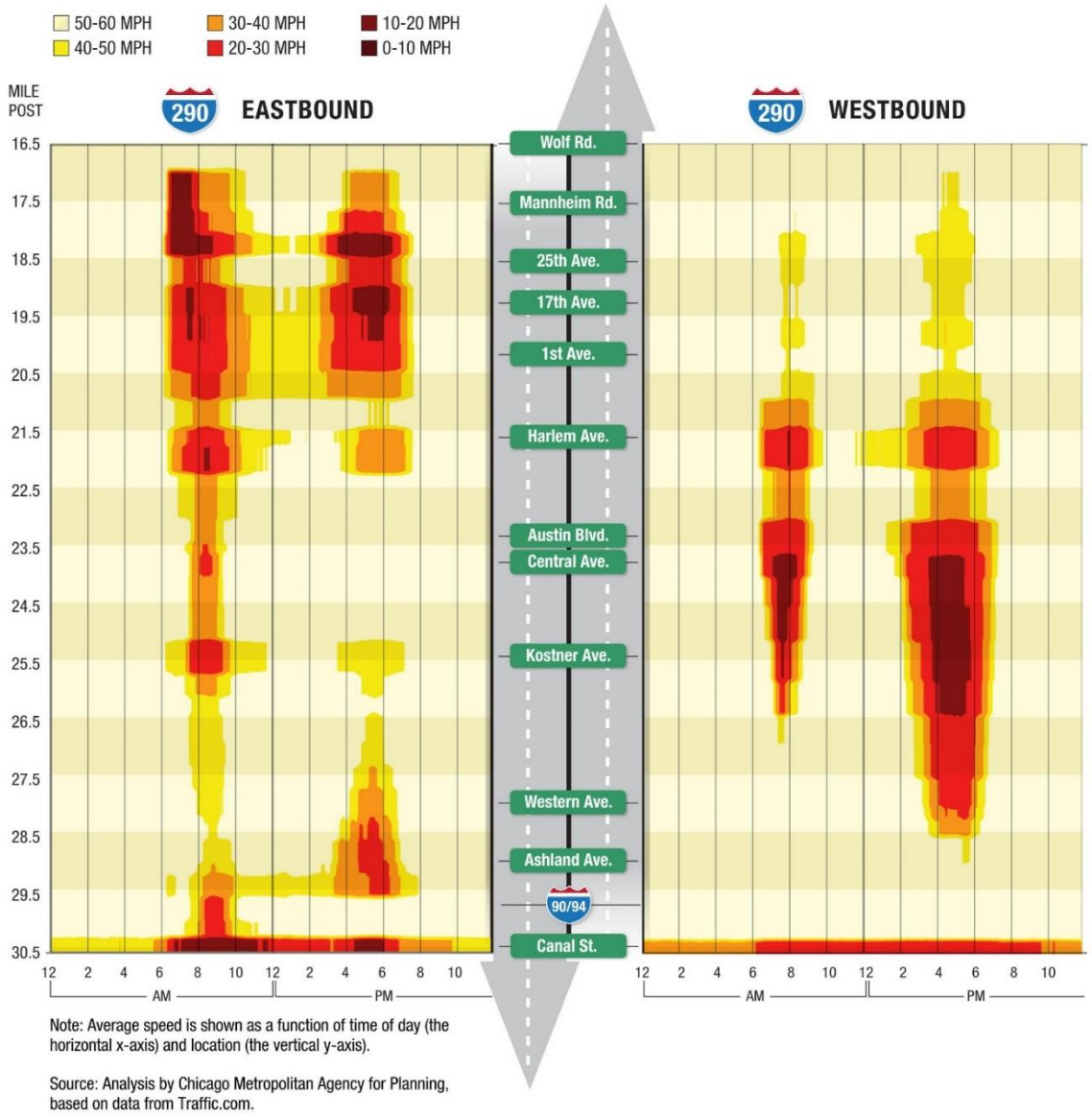
Table 8-1. Comparison of 2011-2013 and 2013-2015 Mainline Crashes I-290 from I-294/88 to Racine Avenue

YEAR	Total K + A Crashes	Total Injury Crashes	Total PD Crashes	Total Overall Crashes
2011	20	241	1,426	1,667
2012	36	234	1,567	1,801
2013	23	236	1,661	1,897
Total	79	711	4,654	5,365
Annual Ave	**26**	**237**	**1,551**	**1,788**
2013	23	236	1,661	1,897
2014	16	112	1,824	1,936
2015	27	135	2,027	2,162
Total	66	483	5,512	5,995
Annual Ave	**22**	**161**	**1,837**	**1,998**
	-15%	-32%	+18%	12%

The comparison indicates that overall crashes have increased by 12 percent in 2013-2015 while injury crashes have decreased by 32 percent. Generally, this indicates that there are a greater number of lower speed crashes that would be associated with congestion, indicating that increased congestion is the primary contributing factor.

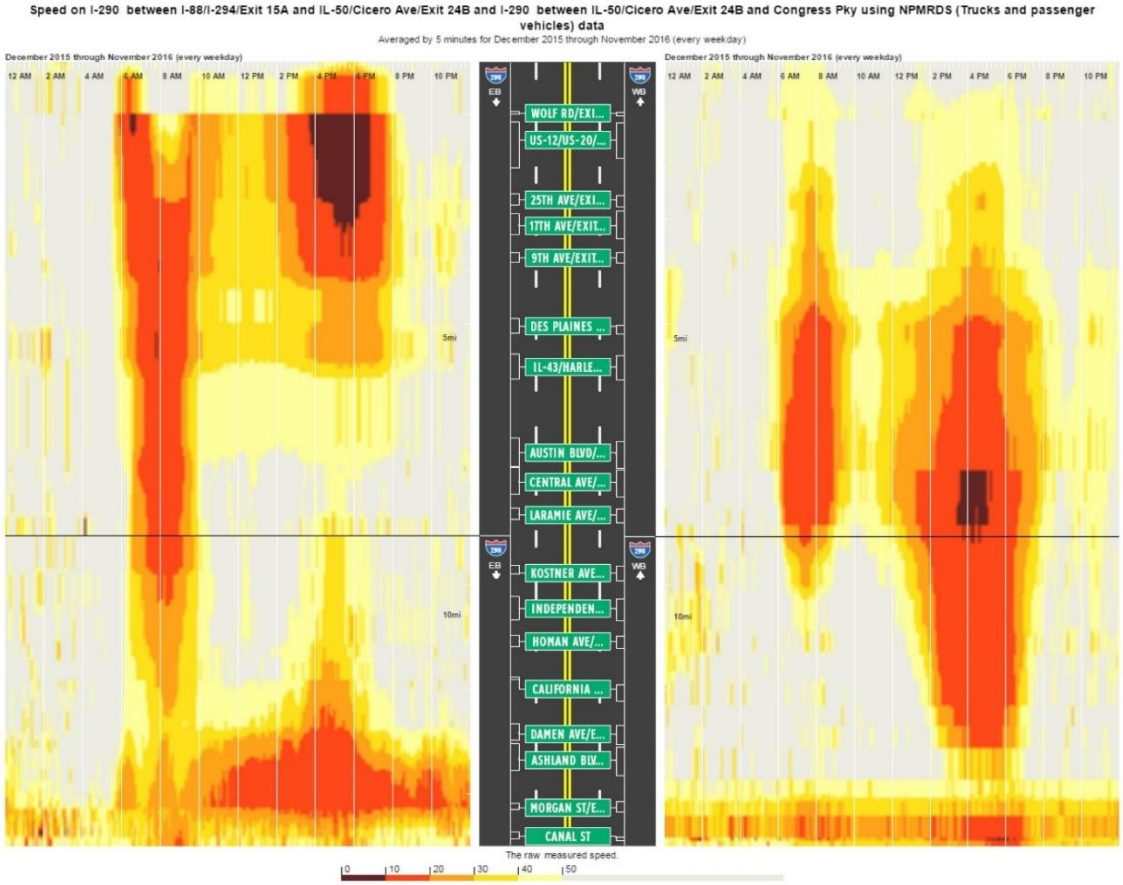
In visually comparing CMAP's Congestion Scan Maps of the I-290 corridor between year 2011 and year 2016, the congestion is more pronounced in the 2016 congestion scan. This supports a conclusion that congestion plays a key role in the increased crash rate.

Figure 8-1. CMAP - I-290 Congestion Scan 2011 Average Weekday Speeds on I-290



(Tuesday thru Thursday)

Figure 8-2. CMAP - I-290 Congestion Scan 2016 Average Weekday Speeds on I-290 between December 2015 and November 2016



In comparing crash rate changes within major eastbound and westbound sections, it was found that crash rates were particularly elevated for the eastbound lanes between Kostner Avenue and Racine Avenue, as compared to the other broad directional sections of the expressway.

Table 8-2. Comparison of I-290 Crash Rate Change by Section: 2011 through 2013 and 2013 through 2015

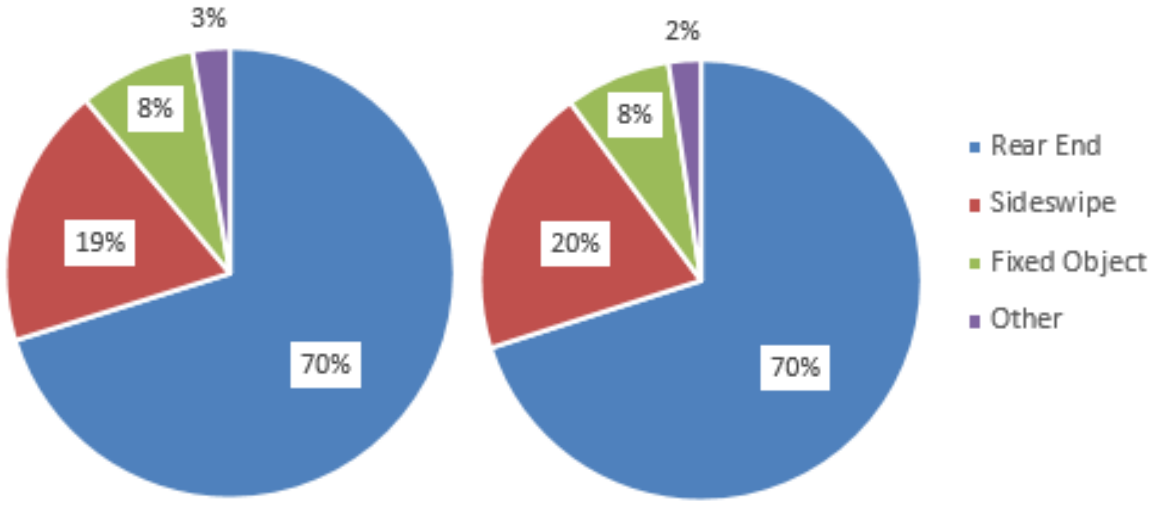
	EB			WB		
Location	**'11 to '13**	**'13 to '15**	**Δ %**	**'11 to '13**	**'13 to '15**	**Δ %**
I-88 to Kostner	1797	2002	**11%**	1939	2061	**6%**
Kostner to Racine	916	1155	**26%**	713	777	**9%**

This section experienced a 26 percent increase in crash rates for the most recent 3-year period as compared to the 2011 through 2013 three year period. This increased crash rate coincides with the Jane Byrne Interchange construction and maintenance of traffic activities that were occurring during 2014 and 2015. Increased congestion through the work zone, and congestion spill back upstream of the work zone are likely the primary contributors to the higher change in crash rates in this section of I-290, as indicated by the CMAP congestion scans.

8.2 Crash Types

A comparison of crash types was performed to determine if there were any appreciable changes in the mix and timing of crashes. Figure 8-3 compares the previous crash type/time statistics that were summarized against the latest 3 year period statistics.

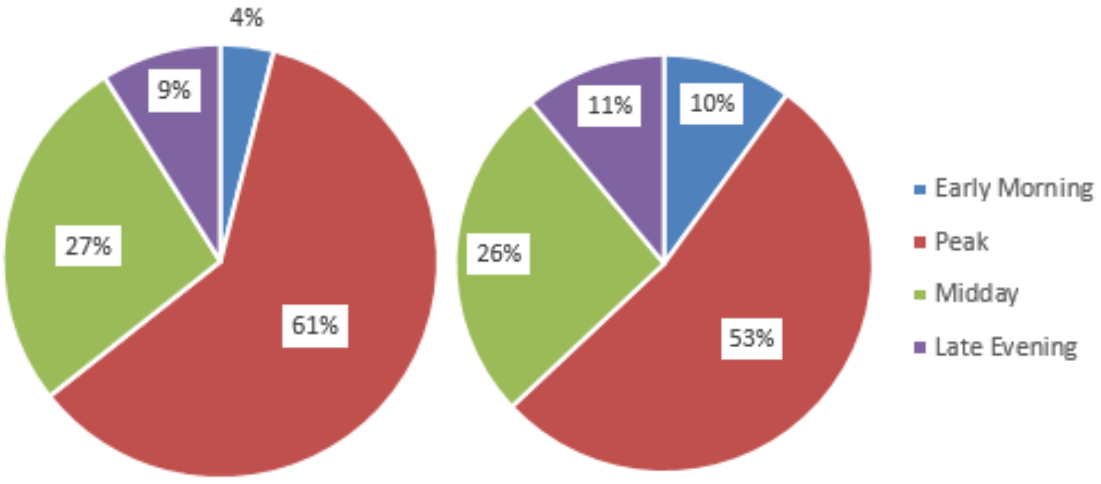
Figure 8-3. Comparison of Overall Corridor Crash Types: 2011 through 2013 and 2013 through 2015



2011 through 2013 **2013 through 2015**

The analysis shows that the mix of crash types is consistent between the two periods, indicating that the general crash causes/factors have not changed between the two analysis periods. Rear-end crashes remain the predominant crash type, followed by side-swipe crashes, for which congestion is typically attributed as the primary reason for these types of crashes. To substantiate that congestion was still a key factor in rear-end crashes for the latest 3-year period, a time of day comparison was made. Figure 8-4 demonstrates that the majority of rear-end crashes continue to occur during the peak and mid-day time periods.

Figure 8-4. Comparison of Rear-End Crashes – Time of Day: 2011 through 2013 and 2013 through 2015



2011 through 2013 **2013 through 2015**

8.3 Conclusion

Based on a review of the most current crash data, it is concluded that the crash trends and causes for the most current 3-year crash period are consistent with the prior year crash statistics that were evaluated for the I-290 Purpose and Need. Increases in crash rates during the most recent 3-year crash analysis period are attributed to an increase in overall I-290 congestion levels and duration, as indicated by the CMAP 2011 and 2015-2016 congestion scans.

APPENDIX A-1

Crash Data Tables

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Table A1-1. I-290 Full Corridor Crash Summary 2006-2008

I-290 Full Corridor - Crash Summary
2006 Thru 2008 (3 Years)

	Mile post From	to		Dir	Length (Mile)	Crashes	Crash Rate	All Crashes: EB & WB Rank	All Crashes: EB Overall Rank	All Crashes: WB Overall Rank	Injury Crashes: Total	Injury Crashes: Rate (per mile)	Injury Crashes: EB & WB Injury Rank	Injury Crashes: EB Injury Rank	Injury Crashes: WB Injury Rank	# of Injuries: Total	# of Injuries: Rate (per mile)	# of Injuries: EB & WB Injury Rank	# of Injuries: EB Injury Rank	# of Injuries: WB Injury Rank
EASTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	EB	0.97	122	126	33	15		25	26	23	12		36	37	23	13	
	Wolf Road	16.46	17.79	Westchester Blvd	EB	1.33	393	295	10	4		38	29	17	9		54	41	17	9	
	Westchester Blvd	17.79	18.56	25th Avenue	EB	0.77	288	374	3	2		26	34	14	6		31	40	18	10	
	25th Avenue	18.56	20.11	1st Avenue	EB	1.55	510	329	6	3		44	28	18	10		67	43	15	7	
	1st Avenue	20.11	21.29	CSX RR Overpass	EB	1.18	305	258	12	5		34	29	16	8		50	42	16	8	
	CSX RR Overpass	21.29	22.39	East Ave	EB	1.10	240	218	18	8		22	20	30	15		33	30	30	16	
	East Ave	22.39	23.15	Austin Avenue	EB	0.76	78	103	37	18		14	18	32	17		15	20	36	18	
	Austin Avenue	23.15	24.15	Laramie Avenue	EB	1.00	152	152	27	12		19	19	31	16		31	31	28	15	
	Laramie Avenue	24.15	25.15	Kostner Avenue	EB	1.00	132	132	30	13		25	25	25	13		34	34	26	14	
	Kostner Ave	25.15	25.66	Pulaski Ave	EB	0.51	86	168	25	11		19	37	12	4		32	63	8	4	
	Pulaski Ave	25.66	25.93	Independence Ave	EB	0.27	62	230	16	7		10	37	13	5		17	63	7	3	
	Independence Ave	25.93	26.16	Central Park	EB	0.23	29	126	32	14		3	13	39	19		3	13	39	19	
	Central Park	26.16	26.41	Homan	EB	0.25	28	112	35	17		6	24	27	14		10	40	19	11	
	Homan	26.41	26.66	Kedzie	EB	0.25	25	100	38	19		1	4	40	20		3	12	40	20	
	Kedzie	26.66	26.92	Sacremento	EB	0.26	54	208	19	9		10	38	10	2		13	50	13	5	
	Sacremento	26.92	27.17	California	EB	0.25	23	92	39	20		4	16	36	18		5	20	35	17	
	California	27.17	27.68	Western	EB	0.51	59	116	34	16		15	29	15	7		23	45	14	6	
	Western	27.68	28.18	Damen	EB	0.50	86	172	24	10		14	28	19	11		20	40	19	11	
	Damen	28.18	28.69	Ashland	EB	0.51	121	237	14	6		19	37	11	3		33	65	5	2	
	Ashland	28.69	29.19	Racine	EB	0.50	192	384	2	1		27	54	1	1		40	80	3	1	
WESTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	WB	0.97	108	111	36		19	16	16	35		18	29	30	31		15
	Wolf Road	16.46	17.79	Westchester Blvd	WB	1.33	121	91	40		20	22	17	34		17	25	19	37		19
	Mannheim Road	17.79	18.56	25th Avenue	WB	0.77	98	127	31		18	16	21	29		15	22	29	32		16
	25th Avenue	18.56	20.11	1st Avenue	WB	1.55	294	190	22		13	37	24	28		14	55	35	24		11
	1st Avenue	20.11	21.29	CSX RR Overpass	WB	1.18	258	219	17		10	29	25	26		13	38	32	27		13
	CSX RR Overpass	21.29	22.39	East Ave	WB	1.10	387	352	5		3	50	45	3		2	67	61	9		5
	East Ave	22.39	23.15	Austin Avenue	WB	0.76	238	313	7		4	33	43	4		3	52	68	4		3
	Austin Avenue	23.15	24.15	Laramie Avenue	WB	1.00	537	537	1		1	46	46	2		1	64	64	6		4
	Laramie Avenue	24.15	25.15	Kostner Avenue	WB	1.00	298	298	9		6	41	41	6		5	57	57	10		6
	Kostner Ave	25.15	25.66	Pulaski Ave	WB	0.51	146	286	11		7	14	27	21		10	18	35	25		12
	Pulaski Ave	25.66	25.93	Independence Ave	WB	0.27	98	363	4		2	11	41	7		6	14	52	12		8
	Independence Ave	25.93	26.16	Central Park	WB	0.23	53	230	15		9	6	26	22		11	7	30	29		14
	Central Park	26.16	26.41	Homan	WB	0.25	48	192	21		12	10	40	8		7	22	88	1		1
	Homan	26.41	26.66	Kedzie	WB	0.25	75	300	8		5	4	16	36		19	4	16	38		20
	Kedzie	26.66	26.92	Sacremento	WB	0.26	65	250	13		8	11	42	5		4	22	85	2		2
	Sacremento	26.92	27.17	California	WB	0.25	51	204	20		11	10	40	8		7	13	52	11		7
	California	27.17	27.68	Western	WB	0.51	92	180	23		14	9	18	33		16	12	24	33		17
	Western	27.68	28.18	Damen	WB	0.50	69	138	29		17	7	14	38		20	11	22	34		18
	Damen	28.18	28.69	Ashland	WB	0.51	82	161	26		15	13	25	24		12	19	37	22		10
	Ashland	28.69	29.19	Racine	WB	0.50	70	140	28		16	14	28	19		9	19	38	21		9

Source: WSP Parsons Brinckerhoff, 2015

Table A1-2. I-290 Full Corridor Crash Summary 2011-2013

I-290 Full Corridor - Crash Summary
2011 Thru 2013 (3 Years)

	Mile post From	to		Dir	Length (Mile)	Crashes	Crash Rate	All Crashes: EB & WB Rank	All Crashes: EB Overall Rank	All Crashes: WB Overall Rank	Injury Crashes: Total	Injury Crashes: Rate (per mile)	Injury Crashes: EB & WB Injury Rank	Injury Crashes: EB Injury Rank	Injury Crashes: WB Injury Rank	# of Injuries: Total	# of Injuries: Rate (per mile)	# of Injuries: EB & WB Injury Rank	# of Injuries: EB Injury Rank	# of Injuries: WB Injury Rank
EASTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	EB	0.97	96	99	34	16		12	12	35	18		19	20	38	20	
	Wolf Road	16.46	17.79	Westchester Blvd	EB	1.33	346	260	10	5		39	29	16	9		57	43	15	10	
	Westchester Blvd	17.79	18.56	25th Avenue	EB	0.77	252	327	5	2		24	31	13	7		28	36	20	11	
	25th Avenue	18.56	20.11	1st Avenue	EB	1.55	450	290	8	4		47	30	14	8		72	46	13	8	
	1st Avenue	20.11	21.29	CSX RR Overpass	EB	1.18	169	143	24	12		24	20	24	14		39	33	24	13	
	CSX RR Overpass	21.29	22.39	East Ave	EB	1.10	198	180	20	10		22	20	26	15		30	27	28	16	
	East Ave	22.39	23.15	Austin Avenue	EB	0.76	79	104	30	14		11	14	33	17		22	29	27	15	
	Austin Avenue	23.15	24.15	Laramie Avenue	EB	1.00	107	107	29	13		25	25	19	11		32	32	25	14	
	Laramie Avenue	24.15	25.15	Kostner Avenue	EB	1.00	100	100	32	15		22	22	22	13		36	36	21	12	
	Kostner Ave	25.15	25.66	Pulaski Ave	EB	0.51	44	86	37	19		10	20	28	16		13	25	31	17	
	Pulaski Ave	25.66	25.93	Independence Ave	EB	0.27	49	181	19	9		10	37	9	5		12	44	14	9	
	Independence Ave	25.93	26.16	Central Park	EB	0.23	46	200	16	8		6	26	18	10		11	48	11	7	
	Central Park	26.16	26.41	Homan	EB	0.25	24	96	35	17		6	24	20	12		13	52	9	5	
	Homan	26.41	26.66	Kedzie	EB	0.25	21	84	38	20		3	12	36	19		6	24	32	18	
	Kedzie	26.66	26.92	Sacremento	EB	0.26	58	223	13	7		11	42	7	4		17	65	6	4	
	Sacremento	26.92	27.17	California	EB	0.25	24	96	35	17		3	12	36	19		6	24	32	18	
	California	27.17	27.68	Western	EB	0.51	75	147	23	11		18	35	10	6		26	51	10	6	
	Western	27.68	28.18	Damen	EB	0.50	120	240	12	6		26	52	3	2		37	74	4	3	
	Damen	28.18	28.69	Ashland	EB	0.51	166	325	7	3		25	49	5	3		42	82	3	2	
	Ashland	28.69	29.19	Racine	EB	0.50	289	578	1	1		37	74	1	1		56	112	1	1	
WESTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	WB	0.97	79	81	39		19	14	14	34		17	23	24	35		16
	Wolf Road	16.46	17.79	Westchester Blvd	WB	1.33	93	70	40		20	15	11	39		19	18	14	39		19
	Mannheim Road	17.79	18.56	25th Avenue	WB	0.77	89	116	27		15	15	19	29		13	20	26	30		14
	25th Avenue	18.56	20.11	1st Avenue	WB	1.55	243	157	21		11	30	19	30		14	53	34	23		11
	1st Avenue	20.11	21.29	CSX RR Overpass	WB	1.18	119	101	31		17	10	8	40		20	11	9	40		20
	CSX RR Overpass	21.29	22.39	East Ave	WB	1.10	380	345	4		3	37	34	11		5	52	47	12		5
	East Ave	22.39	23.15	Austin Avenue	WB	0.76	280	368	3		2	25	33	12		6	32	42	16		6
	Austin Avenue	23.15	24.15	Laramie Avenue	WB	1.00	459	459	2		1	51	51	4		2	71	71	5		2
	Laramie Avenue	24.15	25.15	Kostner Avenue	WB	1.00	197	197	17		9	17	17	31		15	22	22	37		18
	Kostner Ave	25.15	25.66	Pulaski Ave	WB	0.51	136	266	9		5	22	43	6		3	31	61	7		3
	Pulaski Ave	25.66	25.93	Independence Ave	WB	0.27	53	196	18		10	8	30	15		7	11	41	18		8
	Independence Ave	25.93	26.16	Central Park	WB	0.23	75	326	6		4	14	61	2		1	20	87	2		1
	Central Park	26.16	26.41	Homan	WB	0.25	32	128	26		14	3	12	36		18	6	24	32		15
	Homan	26.41	26.66	Kedzie	WB	0.25	63	252	11		6	6	24	20		9	9	36	21		10
	Kedzie	26.66	26.92	Sacremento	WB	0.26	55	212	14		7	4	15	32		16	7	27	29		13
	Sacremento	26.92	27.17	California	WB	0.25	50	200	15		8	7	28	17		8	10	40	19		9
	California	27.17	27.68	Western	WB	0.51	55	108	28		16	10	20	27		12	12	24	36		17
	Western	27.68	28.18	Damen	WB	0.50	50	100	32		18	10	20	25		11	16	32	25		12
	Damen	28.18	28.69	Ashland	WB	0.51	78	153	22		12	21	41	8		4	28	55	8		4
	Ashland	28.69	29.19	Racine	WB	0.50	66	132	25		13	11	22	22		10	21	42	17		7

Source: WSP Parsons Brinckerhoff, 2015

Table A1-3. I-290 Full Corridor Crash Summary 2006-2008, 2011-2013

I-290 Full Corridor - Crash Summary
2006 - 2008 and 2011 - 2013 (6 Years)

	Mile post				Dir	Length	Crashes	Crash Rate	All Crashes			Injury Crashes					# of Injuries				
	From	to				(Mile)			EB & WB Rank	EB Overall Rank	WB Overall Rank	Total	Rate (per mile)	EB & WB Injury Rank	EB Injury Rank	WB Injury Rank	Total	Rate (per mile)	EB & WB Injury Rank	EB Injury Rank	WB Injury Rank
EASTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	EB	0.97	218	225	34	16		37	38	32	17		55	57	30	17	
	Wolf Road	16.46	17.79	Westchester Blvd	EB	1.33	739	556	10	5		77	58	18	9		111	83	20	10	
	Westchester Blvd	17.79	18.56	25th Avenue	EB	0.77	540	701	3	2		50	65	14	6		59	77	23	11	
	25th Avenue	18.56	20.11	1st Avenue	EB	1.55	960	619	6	3		91	59	16	8		139	90	18	8	
	1st Avenue	20.11	21.29	CSX RR Overpass	EB	1.18	474	402	19	9		58	49	23	11		89	75	24	12	
	CSX RR Overpass	21.29	22.39	East Ave	EB	1.10	438	398	20	10		44	40	30	15		63	57	29	16	
	East Ave	22.39	23.15	Austin Avenue	EB	0.76	157	207	36	18		25	33	36	18		37	49	35	18	
	Austin Avenue	23.15	24.15	Laramie Avenue	EB	1.00	259	259	29	13		44	44	26	14		63	63	27	14	
	Laramie Avenue	24.15	25.15	Kostner Avenue	EB	1.00	232	232	33	15		47	47	25	13		70	70	25	13	
	Kostner Ave	25.15	25.66	Pulaski Ave	EB	0.51	130	254	30	14		29	57	20	10		45	88	19	9	
	Pulaski Ave	25.66	25.93	Independence Ave	EB	0.27	111	411	17	8		20	74	9	5		29	107	11	5	
	Independence Ave	25.93	26.16	Central Park	EB	0.23	75	326	22	11		9	39	31	16		14	61	28	15	
	Central Park	26.16	26.41	Homan	EB	0.25	52	208	35	17		12	48	24	12		23	92	16	7	
	Homan	26.41	26.66	Kedzie	EB	0.25	46	184	39	20		4	16	40	20		9	36	39	20	
	Kedzie	26.66	26.92	Sacremento	EB	0.26	112	431	15	6		21	81	5	3		30	115	5	3	
	Sacremento	26.92	27.17	California	EB	0.25	47	188	38	19		7	28	38	19		11	44	37	19	
	California	27.17	27.68	Western	EB	0.51	134	263	28	12		33	65	15	7		49	96	12	6	
	Western	27.68	28.18	Damen	EB	0.50	206	412	16	7		40	80	6	4		57	114	6	4	
	Damen	28.18	28.69	Ashland	EB	0.51	287	563	7	4		44	86	4	2		75	147	2	2	
	Ashland	28.69	29.19	Racine	EB	0.50	481	962	2	1		64	128	1	1		96	192	1	1	
WESTBOUND	West of Wolf Road	15.49	16.46	Wolf Road	WB	0.97	187	193	37		19	30	31	37		19	52	54	33		16
	Wolf Road	16.46	17.79	Westchester Blvd	WB	1.33	214	161	40		20	37	28	39		20	43	32	40		20
	Mannheim Road	17.79	18.56	25th Avenue	WB	0.77	187	243	31		17	31	40	28		14	42	55	31		14
	25th Avenue	18.56	20.11	1st Avenue	WB	1.55	537	346	21		11	67	43	27		13	108	70	26		13
	1st Avenue	20.11	21.29	CSX RR Overpass	WB	1.18	377	319	24		13	39	33	35		18	49	42	38		19
	CSX RR Overpass	21.29	22.39	East Ave	WB	1.10	767	697	4		2	87	79	7		3	119	108	10		6
	East Ave	22.39	23.15	Austin Avenue	WB	0.76	518	682	5		3	58	76	8		4	84	111	9		5
	Austin Avenue	23.15	24.15	Laramie Avenue	WB	1.00	996	996	1		1	97	97	2		1	135	135	3		1
	Laramie Avenue	24.15	25.15	Kostner Avenue	WB	1.00	495	495	13		8	58	58	17		9	79	79	22		12
	Kostner Ave	25.15	25.66	Pulaski Ave	WB	0.51	282	552	12		7	36	70	10		5	49	96	13		7
	Pulaski Ave	25.66	25.93	Independence Ave	WB	0.27	151	559	8		4	19	70	11		6	25	93	14		8
	Independence Ave	25.93	26.16	Central Park	WB	0.23	128	557	9		5	20	87	3		2	27	117	4		2
	Central Park	26.16	26.41	Homan	WB	0.25	80	320	23		12	13	52	21		11	28	112	7		3
	Homan	26.41	26.66	Kedzie	WB	0.25	138	552	11		6	10	40	29		15	13	52	34		17
	Kedzie	26.66	26.92	Sacremento	WB	0.26	120	462	14		9	15	58	19		10	29	112	8		4
	Sacremento	26.92	27.17	California	WB	0.25	101	404	18		10	17	68	12		7	23	92	16		10
	California	27.17	27.68	Western	WB	0.51	147	288	26		15	19	37	33		16	24	47	36		18
	Western	27.68	28.18	Damen	WB	0.50	119	238	32		18	17	34	34		17	27	54	32		15
	Damen	28.18	28.69	Ashland	WB	0.51	160	314	25		14	34	67	13		8	47	92	15		9
	Ashland	28.69	29.19	Racine	WB	0.50	136	272	27		16	25	50	22		12	40	80	21		11

Source: WSP Parsons Brinckerhoff, 2015

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APPENDIX A-2

Crash Summary Spot Analysis

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Table A2-1. 2011-2013 Hot Spot Analysis

Crash Summary Eastbound I-290 from Mannheim Rd. to 17th Ave. (MP 17.52 to 19.04)	
Crash Categories - Top 5	**% of Total**
During Congested Periods	65.8%
Hit and Run Crashes	11.4%
Distraction Inside Vehicle	4.0%
Distraction Outside Vehicle	2.1%
Drowsiness	2.1%
DUI/Controlled Substance	0.8%
Medical (Physical Health of Driver)	0.6%
Crash Due to Weather Conditions	0.6%
Crashes on Shoulders	0.2%
Glare/Sun	0.0%
# K & A Crashes	**% of Total**
K (Fatal)	0.2%
A (Incapacitating Injury)	0.4%
Crash Description - Top 10 Illinois State Police Classification Number	**% of Total**
Failure to reduce speed to avoid crash (28)	53.0%
Following too closely (20)	17.1%
Improper lane usage (3)	13.9%
Driving skills/knowledge/experience (4)	3.0%
Improper overtaking/passing (15)	2.5%
Exceeding safe speed for conditions (10)	1.7%
Operated vehicle in erratic, reckless (2)	1.5%
Failure to yield right of way (27)	1.0%
Evasive action due to animal, object (30)	0.8%
Driving under the influence of alcohol/drugs (50)	0.8%
Improper Backing (8)	0.6%
Weather (40)	0.6%
Equipment - vehicle condition (11)	0.6%
Distraction- from outside vehicle (32)	0.6%
Travel Lane Position	**% of Total**
Left - 1	31.4%
2	22.4%
Right - 3	37.3%
Not Identified	8.9%
Age of Driver	**% of Total**
<=19	5%
20-29	32%
30-39	18%
40-49	16%
50-59	9%
60-69	5%
70-79	2%
>=80	1%
No Age	13%

Source: WSP Parsons Brinckerhoff, 2015

Table A2-2. 2011-2013 Hot Spot Analysis

Crash Summary **Westbound I-290 at Austin Boulevard** **(MP 22.76 to MP 23.6)**	
Crash Categories - Top 5	**% of Total**
During Congested Periods	74.4%
Hit and Run Crashes	13.0%
DUI/Controlled Substance	3.4%
Distraction Outside Vehicle	2.8%
Distraction Inside Vehicle	1.9%
# K & A Crashes	**% of Total**
K (Fatal)	0.2%
A (Incapacitating Injury)	0.6%
Crash Description - Top 5 Illinois State Police Classification Number	**% of Total**
Failure to reduce speed to avoid crash (28)	56.7%
Following too closely (3)	14.9%
Improper lane usage (20)	14.3%
Driving skills/knowledge/experience (15)	3.6%
Driving under the influence of alcohol/drugs (8)	2.0%
Travel Lane Position	**% of Total**
Left - 1	37%
2	25%
3	13%
Right - 4	5%
Not Identified	21%
Age of Driver	**% of Total**
<=19	5%
20-29	33%
30-39	19%
40-49	13%
50-59	9%
60-69	6%
70-79	1%
>=80	0%
No Age Given	14%

Source: WSP Parsons Brinckerhoff, 2015

Table A2-3. 2011-2013 Hot Spot Analysis

Crash Summary Westbound I-290 at Harlem Avenue (MP 21.31 to MP 21.98)	
Crash Categories - Top 5	**% of Total**
During Congested Periods	74.0%
Hit and Run Crashes	9.0%
Distraction Inside Vehicle	5.4%
Distraction Outside Vehicle	2.9%
Drowsiness	2.5%
# K & A Crashes	**% of Total**
K (Fatal)	0.0%
A (Incapacitating Injury)	1.1%
Crash Description - Top 10 Illinois State Police Classification Number	**% of Total**
Failure to reduce speed to avoid crash (28)	57.4%
Following too closely (3)	14.8%
Improper lane usage (20)	12.3%
Driving skills/knowledge/experience (15)	2.5%
Physical condition of driver (17)	2.5%
Exceeded authorized speed limit (1)	2.2%
Driving under the influence of alcohol/drugs (8)	1.8%
Distraction - from inside vehicle (41)	1.4%
Improper overtaking/passing (4)	1.1%
Distraction- from outside vehicle (40)	1.1%
Travel Lane Position	**% of Total**
Left - 1	36%
2	21%
Right - 3	22%
Not Identified	21%
Age of Driver	**% of Total**
<=19	1%
20-29	33%
30-39	21%
40-49	13%
50-59	10%
60-69	5%
70-79	3%
>=80	0%
No Age	13%

Source: WSP Parsons Brinckerhoff, 2015

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Appendix B

Forecast Methodology Reports

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

September 2016

Appendix B Table of Contents

FORECASTING METHODOLOGY REPORTS

Appendix B-1	**I-290 Travel Forecasting Model Methodology and Validation**
Appendix B-2	**Historic and Forecasted Growth of Population, Households and Employment in the Extended Region of Chicago**
	No-Build Market-Driven versus Policy-Based Socio-Economic Forecasts (2010-2040) and I-290 Build Forecasts

Appendix B-1

I-290 Travel Forecasting Model Methodology and Validation

I-290 Eisenhower Expressway Study
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

September 2016

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Table of Contents

1.0 INTRODUCTION 1

1.1 Purpose of the Technical Memorandum 1

1.2 Background of the I-290 Travel Model Process 1

1.3 Opportunity & Need for an I-290 Model Enhancement 2

1.4 Continuous I-290 Model Improvement 3

2.0 MODEL PREPARATION 4

2.1 Introduction 4

2.2 Traffic Analysis Zones 5

2.3 I-290 Coded Highway Network 6

2.3.1 Background on Highway Coding 6

2.3.2 Decision Rules for Highway Coding 11

2.4 Socioeconomic Data 11

3.0 TRAVEL MODEL ENHANCEMENTS 12

3.1 Need for the Model Enhancements 12

3.2 Household Person Trip Generation Model 12

3.3 Trip Distribution 15

3.3.1 Pre-Distribution Transit Access Parameters 15

3.3.2 Pre-Distribution Travel Cost Model 15

3.4 Transit Networks and Model Approach 21

3.5 Mode Choice Updates 22

3.5.1 Project Approach 22

3.5.2 Descriptions of Model Coefficients 22

3.5.3 Mode Choice Coefficients for Different Model Applications 23

3.6 Mode Choice – High Occupancy Vehicle Integration 25

3.6.1 Non-Work High Occupancy Vehicle Mode Share Estimation 25

3.6.2 Toll and Non-Toll Mode Choice 25

3.7 Traffic Assignment 26

3.8 Computational Enhancements 26

3.8.1 Model "Batch" Processing 26

3.8.2 Parallel (Multi-threaded) Standard Traffic Assignment 27

3.9 Model Post Processing 27

4.0 2010 VALIDATION OF THE I-290 MODEL 29

4.1 Introduction 29

4.2 Regional Model Validation 29

4.2.1 Observed Data 29

4.2.2 Regional Scale Validation Tests 31

4.3 Peak Periods Traffic and Percentage of Daily 33

4.4 Peak Period Volume/Capacity Ratio 34

4.5 I-290 Corridor 35

4.6 Findings 37

List of Tables

Table 2-1. Coded Variables in I-290 Network 9
Table 2-2. Socioeconomic Forecast Totals for 2010 11
Table 3-1. Household Vehicle Ownership File 13
Table 3-2. Control Variables In & PARAM Namelist for Home-Work Trips 17
Table 3-3. Control Variables in &PROCESS Namelist for Home-Work Trips 18
Table 3-4. Control Variables in &Option Namelist for Home-Work Trips 19
Table 3-5. Control Variable in &SYSTEM Namelist for Home-Work Trips 20
Table 3-6. Control Variables in &TABNUM Namelist for Home-Work Trips 21
Table 3-7. I-290 Project Mode Choice Coefficients for Home-Work Trips 24
Table 3-8. I-290 Project Mode Choice Coefficients for Home-NW and NH Trips 24
Table 3-9. Vehicle Classes for Traffic Assignment 26
Table 4-1. Number of Count Locations by Class (Using VDF Function Group) 30
Table 4-2. Traffic Validation by Volume Class 32
Table 4-3. AM and PM Model and Observed Traffic on I-290 (Eastbound) 34
Table 4-4. AM and PM Model and Observed Traffic on I-290 (Westbound) 34
Table 4-5. I-290 Mainline Traffic Comparison (Observed vs. Modeled) 36

List of Figures

Figure 2-1. CMAP Traffic Analysis Zone System 6
Figure 2-2. Detailed Network Coding in the I-290 Corridor 10
Figure 4-1. Location of CMAP Observed Traffic Data 30
Figure 4-2. Location of CMAP Observed Traffic Data (Close-up) 31
Figure 4-3. Volume/Capacity Ratio for the PM Peak 2010 35
Figure 4-4. 2010 I-290 Daily Traffic Estimate 36

1.0 Introduction

1.1 Purpose of the Technical Memorandum

The purpose of this memorandum is to summarize the I-290 travel modeling process and methodology, to present the assumptions used in the effort, and to provide the results of the validation of the base year scenario. This document will be organized as follows:

1. Introduction
    a. Background of the I-290 Model Update Process
    b. Opportunity & Need for I-290 Model Enhancement
2. Model Preparation
    a. Zone System
    b. Network
    c. Socioeconomic Data
3. Model Enhancements
    a. Trip Generation
    b. Trip Distribution
    c. Mode Choice
    d. Traffic Assignment
4. 2010 I-290 Model Validation Results
    a. Regional Level Traffic Validation (Six County)
    b. Peak Period Traffic Validation
    c. Peak Period Volume/Capacity Ratios
    d. I-290 Corridor Daily Traffic Validation

1.2 Background of the I-290 Travel Model Process

The I-290 travel model development and application is part of a larger preliminary engineering and environmental impact statement that includes alternatives evaluation, noise analysis, air quality analysis, geometric design studies, traffic and safety studies, and economic and financial analyses that require inputs from the travel model.

An initial feasibility study of a high occupancy vehicle (HOV) lane on I-290 Eisenhower Expressway was completed in 1998[i]. The feasibility study contained 1990 and 2010 future traffic estimates for an HOV lane and the general purpose lanes. Since the HOV lane feasibility study, the following has occurred:

- Regional travel demand model improvements implemented by the Chicago Metropolitan Agency for Planning (CMAP), formerly the Chicago Area Transportation Study (CATS).

- Preparation of 2020, 2030, and 2040 Long Range Transportation Plans for northeastern Illinois

- Conduct of CMAP 2007-2008 Travel Tracker Household Survey and new Census travel data.

- The rebuilding of the "Hillside Interchange" section of the I-290 Eisenhower Expressway.

1.3 Opportunity & Need for an I-290 Model Enhancement

Since the initial HOV feasibility study, additional considerations have come to light that affect the model application and planning assumptions. Regional socioeconomic forecasts of population, households, and employment have been updated during this period, and the forecasts horizon year is now 2040. The region's long-range transportation plan has similarly gone through several revisions and project traffic forecasts must take into account facilities and policies in the current GO TO 2040 Comprehensive Regional Plan[ii].

The CATS regional travel demand models were previously based on 1990 household travel survey,[iii] which was one of the basic sources of trip rates and distributions, along with the 1990 Census journey to work data[iv]. More current travel and socioeconomic data are now available. CMAP has recently completed a comprehensive household travel and activity survey for northeastern Illinois[v] that updates the 1990 effort. Data collection for the CMAP Travel Tracker survey took place between January 2007 and February 2008 with more than 10,500 households participating in the survey.

Additionally, the 2010 decennial census product provided other base data for the region. The long-form household sample portion of the decennial census, which collected journey to work and other detailed household and population characteristics, is no longer part of the 2010 and future decennial censuses. Long-form data are now continuously collected by the Census Bureau through the American Community Survey[vi] (ACS), which annually samples approximately three million households nationally. Although the annual sample of households for the ACS is far smaller than the number of households that previously received the long-form in the decennial census, roughly comparable quality data can be obtained by combining multiple years of the ACS.

The travel demand models used for the traffic forecasts in the initial feasibility made use of regional coded highway networks and region-wide traffic analysis zones maintained

by CMAP. These regional coded highway networks exclude most local streets. A further abstraction is the CMAP schematic coding of intersections and interchanges to reduce labor intensive data entry. Evaluation of the traffic estimates from these studies indicated that a more detailed analysis of corridor traffic was desirable both to improve the model's sensitivity to corridor improvements and to understand the effects of congested operating conditions.

The needs of the current I-290 Study, the availability of CMAP's model sets and expertise, and new sources of household and trip making data combined to provide the framework for the I-290 model adaptation and update. In keeping with the congruence with CMAP planning and travel modeling activities, the base year for the I-290 study is 2010. This memo reports on the establishment and validation of the 2010 base year. In general, model validation serves two key purposes:

- Establishes a model scenario in the current year (2010) that matches observed traffic conditions. The major observed elements are IDOT Average Annual Daily Traffic (AADT), peak period traffic and peak speeds. While the focus is the study corridor, the base year validation also shows that the travel model is replicating current traffic levels throughout the region. For example, in a validated I-290 model, interstate facilities throughout the region will have modeled traffic close to the observed values.

- Prepares a solid foundation for a future base year. Once a validated current year travel model is in place, it is understood that the socioeconomic inputs, model steps and parameters are working correctly and that future base and alternative scenarios will have an accurate starting point.

The 2010 validation has been completed. The 2040 base year was prepared and compared to the 2010. 2040 alternatives in the Study Area were then developed and tested. It is important to note that the alternatives evaluation focuses on relative differences, rather than absolute numbers; the 2040 alternatives are compared to the 2040 base.

1.4 Continuous I-290 Model Improvement

In the years between 2010 and 2015, the I-290 Travel Model received continuous enhancement. Much of this enhancement was related to evolving requirements for model components, such as tolling, HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes model alternatives and reporting protocol. Other enhancements are due to the availability of new data, such as the 2010 and 2040 Market–Based socioeconomic forecasts as input to the I-290 model. In 2013-2014, the I-290 travel models were prepared using all enhancements available to the models. This report will present and explain the enhancements.

2.0 Model Preparation

2.1 Introduction

The I-290 travel model preparation involved two major areas. The first was the preparation of the input files, both geographic (network) and data related (socioeconomic data). The second key area was composed of changes to the four-step model structure. This section will address the preparation of the input files to the model. All preparation steps and four-step model changes were done to enhance the capability of the model to analyze I-290 scenarios.

The philosophy of the I-290 model can be summarized by the following points:

- **Fidelity** to the CMAP models – The goal of the current I-290 model update process is to adapt and utilize I-290 Study socioeconomic forecasts and travel demand model for the purpose of studying the traffic on the I-290 corridor between west of Mannheim Road to just west of the Jane Byrne Interchange.

- **Detailed I-290 Subarea** – Given that the Study Area encompasses the I-290 facility, but also the parallel roadways such as Roosevelt Road and Madison/ Washington Streets, it was necessary to build a detailed network within the Study Area. The CMAP representational highway network was enhanced by preparing a ground-truthed articulated network of I-290. This task involved a process called "conflation" in which the CMAP model highway segments and attribute information were transferred to a highly accurate Geographic Information System (GIS) data layer. As an example, the complex ramping configurations on the I-290 interchanges were added to the starting point CMAP network so that the true distance and intersection geometry could be captured. This detailed network editing included I-290 highway centerline conflation, ramp placement and directionality, and the confirmation of the number of mainline and slip lanes on the facility. The placement of centroid connector links was also revisited as part of the network editing.

- **Income and Auto Occupancy** – Where it is conceptually required, major new modules were added to the CMAP models. The most important one was the stratification of low and high income workers within the Home-Based Work (HBW) trip distribution and mode split models. The low/high income categories are retained through the trip table estimation and produce Single Occupancy Vehicle (SOV), High Occupancy Vehicle (HOV2 and HOV3+) home to work tables, each containing some low and some high income workers.

- **Focus on Efficiency and Comparability** – The regional model with all updates and revisions will be run for the 2010 base, 2040 No Build and 2040 "generalized" build

cases in the full model iteration mode to establish model outputs that are very highly converged.

- **Sensitivity Testing** – The overall reason for building the model is to test alternatives in the I-290 transportation corridor. Sensitivity tests were conducted including:

  – Identification of Regional Users – Select link analysis of representative link segments on I-290 and the parallel arterials by direction by time of day for truck and passenger vehicle were conducted.

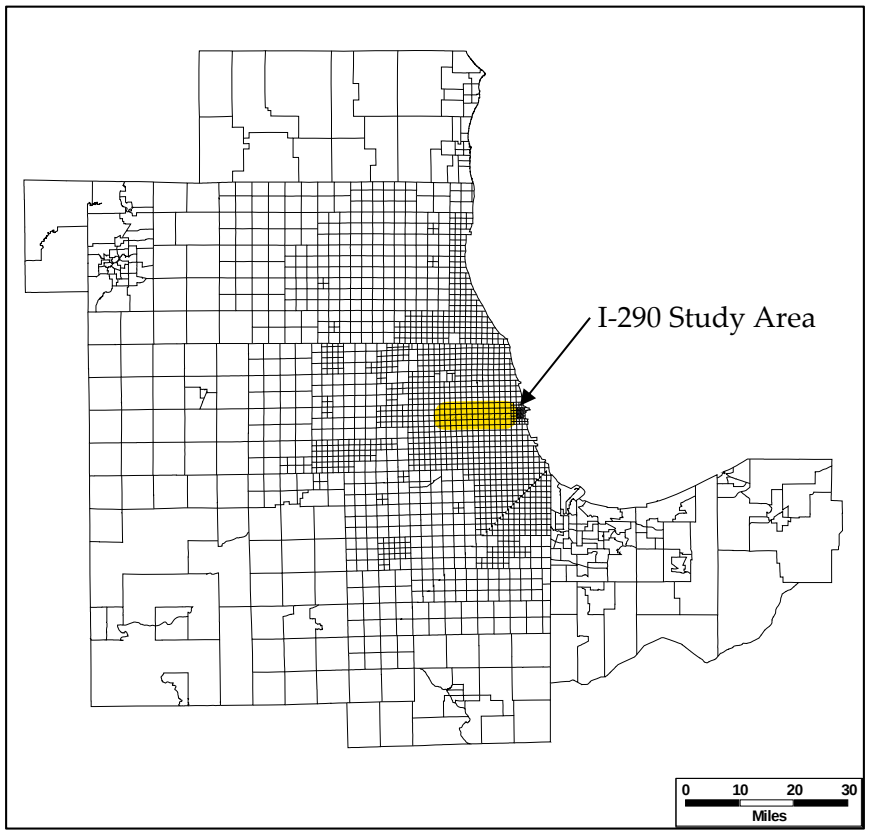
  – Estimation of Transit Use – The 2040 RTP (conformity/fiscally constrained) transit network was used for the 2040 No Build case and was the starting point for transit use analysis. Transit measures will include mode split trip reporting of the regional impacts of potential major transit alternatives in the corridor.

  – Investigation of travel model Level of Service Assumptions – Investigation into the Volume Delay Functions for use in the model to represent each of the eight time periods in the model by facility was conducted.

2.2 Traffic Analysis Zones

The CMAP traffic analysis zone system was used directly in the I-290 corridor. Figure 2-1 shows this zone system with the Study Area highlighted. There are a total of 1,944 zones plus seventeen external points of entry located on major roadways at the border of the region where long distance and through traffic can enter and leave the region.

Figure 2-1. CMAP Traffic Analysis Zone System



2.3 I-290 Coded Highway Network

2.3.1 Background on Highway Coding

The travel model required highway network refinements in the expanded Study Area so that sufficient detail could be captured in the model traffic assignment result. These refinements added a local street network to the existing network so that it is possible to better evaluate traffic on the frontage roads and parallel local streets in the Study Area.

Links in the network are typically only coded between nodes that correspond to intersections and ramp junctions. While most intersections are accurately placed, ramp junction nodes are often located for ease of representation. Shape point nodes are rarely used to improve coded roadway alignments. As a result, maps of the coded network are not geographically accurate, which increases the effort required to interpret model results and prepare meaningful exhibits.

The modeling of 2040 alternatives, such as managed lanes within the Eisenhower Expressway corridor, increases the complexity of the network coding since these lanes must be restricted to certain classes of vehicles. They may also function differently depending on the time of day, with different peak and off-peak vehicle prohibitions or lane configurations, for example. These facilities also may serve a more limited set of

traffic movements than the general purpose lanes. The coded representation of special and general purpose lanes, as well as their points of access, must closely resemble the actual facility in order to ensure that the modeled version functions as designed.

As a first step, two tiers of corridor zones – one on either side of the expressway – were identified as areas warranting more detailed network coding. North and south boundaries for these two tiers of corridor zones are two arterial streets paralleling the expressway, Madison Street to the north and Roosevelt Road to the south. The east-west limits of the detailed coding extended from the Chicago central area to just west of Tri-State Tollway (I-294). Locations of local streets and frontage roads for the detailed network coding were obtained from the street network portion of the 2006 Census Topologically Integrated Geographic Encoding and Referencing system (TIGER) line files[vii]. Node numbers greater than the highest node numbers in the regional network were assigned to intersections in the TIGER network files. Network link files are customarily in a "from node" to "to node" format, unlike the TIGER network links. To create a network-like link file from the TIGER street segments, intersection node coordinates were matched against street segment endpoints and "from nodes" and "to nodes' transferred to the street segment file. The resulting network link file contained a link's defining node numbers and the distance along the link.

Nodes and links in the CMAP regional network within the detailed network area were deleted. TIGER source nodes and links were then combined with the remaining regional links and nodes to form I-290 project network files. Remaining cleanup of the network files required manual coding using transportation modeling software.

- The detailed TIGER network was stitched into the regional network at the boundaries of the detailed coding.
- Zone centroid nodes plus access links to connect centroids with the highway network were added for the new zones in the I-290 corridor.
- Eisenhower links and expressway-local street ramps were manually adjusted to more faithfully represent the actual facilities' alignments.
- Link data items from the regional network, not including distance, were copied to corresponding links in the detailed network.
- Additional data sources , the Illinois Roadway Information System[viii] and air photos, were consulted to code data items for additional links.

Figure 2-2 shows the detailed network within the zones on either side of the Eisenhower Expressway. The figure also shows zone boundaries and the locations of zone centroid nodes. It is apparent from the figure that even with the smaller zones, the number of points where traffic may enter and leave the network is still limited compared to the detail obtained from the TIGER files.

Table 2-1 summarizes the coding of the different variable fields in the network node and link records. Variable names that are preceded by the symbol @ are variables that must be coded in addition to the standard variables anticipated by the EMME/3[ix] travel demand modeling software. Assignment of vehicle trips to the coded highway network is covered in a later section. The EMME/3 macros were changed to allow highway segments to serve High Occupancy Vehicles (HOVs) alone in preparation for the alternative testing in the 2040 models. The link volume delay functions were revisited as part of the I-290 conversion although they did not differ from the original CMAP coding protocol. And finally, the CMAP Travel Tracker 2008 survey allowed for the re-estimation of the factors that allocate daily vehicle trips to time periods within a day. The issue of the volume delay function to be used for the High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) facilities will be addressed prior to the alternatives testing when travel times in the Study Area will be an important focus.

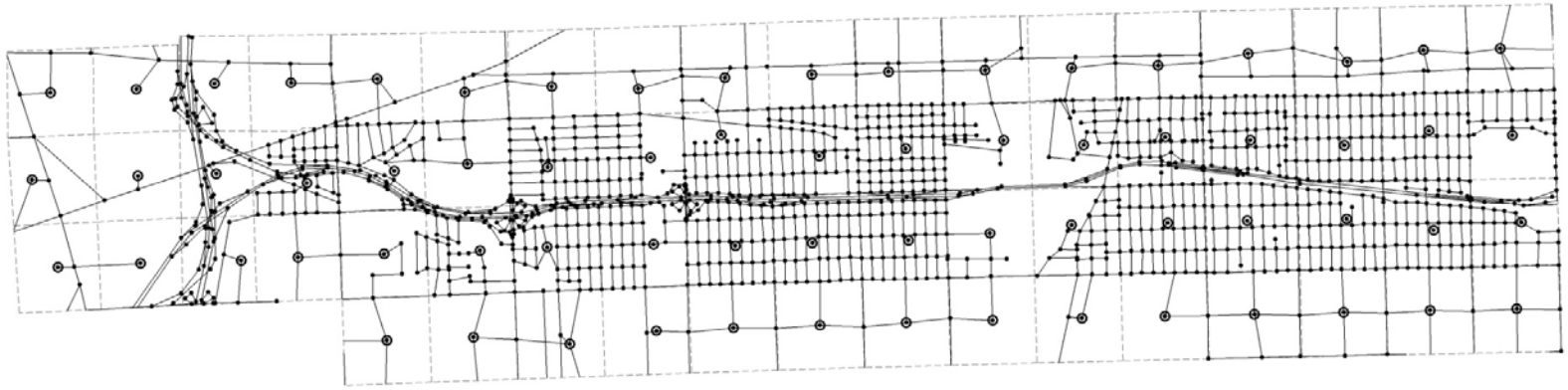
Table 2-1. Coded Variables in I-290 Network

(I-290 Project Specific Coding in Boldface)

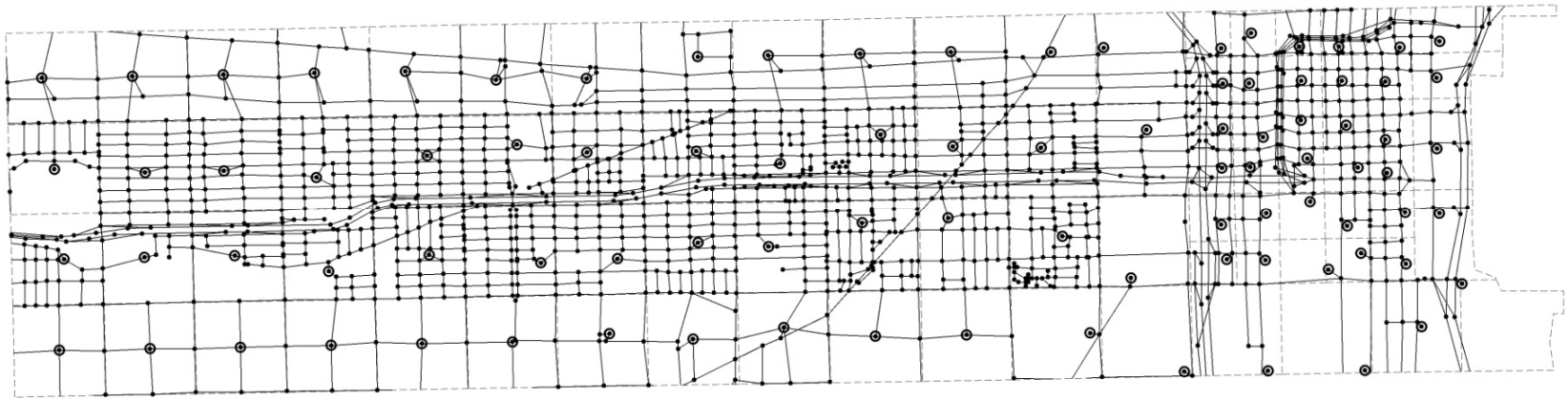
Node Variables	Description
@zone	**I-290 zone where node is located**
@atypej	Area type of I-290 zone
	1 = inside Chicago CBD (zones 1-47)
	2 = inside Chicago Central Area (zones 48-77)
	3 = inside remainder of Chicago
	4 = inside inner suburbs where the Chicago major and minor arterial street grid is continued
	5 = inside remainder of Chicago urbanized area
	6 = inside Indiana urbanized area
	7 = inside remaining Illinois suburban urbanized areas (Joliet, McHenry, etc.)
	8 = inside remaining Indiana suburban urbanized areas
	9 = inside remaining northeastern Illinois urban area
	10 = rural
	11=external area covered by Kenosha, Walworth, Racine, Boone, Winnebago, DeKalb, Ogle, Lee, LaSalle, Grundy, Kankakee, Porter, and LaPorte counties.
	12 = area of detailed network within I-290 corridor
	99 = points of entry into region
Link Variables	
mod	Modes permitted on link
	A = Generalized auto
	S = Single occupant auto
	H = High occupancy vehicle
	T = General truck
	b = B plate truck
	l = Light truck
	m = Medium truck
	h = heavy truck
lan	Number of driving lanes
vdf	1 = arterial street
	2 = freeway
	3 = freeway/expressway ramp from/to arterial street
	4 = expressway
	5 = freeway/expressway to freeway/expressway ramp
	6 = auto access to network
	7 = link where toll is paid
	8 = metered expressway entrance ramp
	9 = collector-distributor and local street links in I-290 corridor detailed network
typ	1 = default
	10 = POE connector
	88 = collector-distributor links in I-290 corridor detailed network
	99 = local street links in I-290 corridor detailed network
@speed	link free speed or speed limit from CATS/CMAP network
@parkl	number of parking lanes on link from CATS/CMAP network
@width	average lane width in feet

Figure 2-2. Detailed Network Coding in the I-290 Corridor

Eastern Portion from Austin Avenue (6000 West) to Lakefront



Western Portion from Eastern DuPage County to Central Avenue (5600 West)



Zone Border

2.3.2 Decision Rules for Highway Coding

The network coding prepared for the I-290 Study followed these guidelines:

- Provide adequate highway detail to capture movement on both I-290 and the parallel roadways. Include the capability to reflect interstate-to-interstate movements that are rational path choices for I-290 travelers.

- Provide network detail at one level below the desired analysis level of detail. Previous studies in the corridor have shown that network detail within a wide band of influence in the I-290 study corridor will be helpful in alternatives analysis.

- Build a highly detailed I-290 study network with all interchanges, merges and lane configurations matching the actual physical facility.

- Within the focused zone area, plus a one mile buffer, identify the locations for and code multiple centroid connectors.

- Prepare for a 2040 Baseline network. This network will not include any capacity enhancements on I-290, although it does include 2040 Regional Transportation Plan highway and major transit elements outside of the Study Area.

2.4 Socioeconomic Data

The socioeconomic data used for the I-290 study are Market-Based socioeconomic forecasts developed by The al Chalabi Group for the I-290 study.[x] Table 2-2 shows the totals for households and employment for 2010 that are based on 2010 Census data.

Table 2-2. Socioeconomic Forecast Totals for 2010

County	Households		Employment	
	# of Households	% of Regional	# of Workers	% of Regional
Cook	1,966,343	64%	3,125,691	64%
DuPage	337,132	11%	689,725	14%
Will	225,259	7%	252,316	5%
Lake	241,709	8%	428,851	9%
Kane	170,484	6%	257,348	5%
McHenry	109,200	4%	134,820	3%
Kendall	38,021	1%	29,806	1%
Six County Subtotal	**3,088,148**	**100%**	**4,918,557**	**100%**
All Other Counties*	754,313		754,839	
Grand Total	3,842,461		5,673,396	

Source: ACG I-290 Build & No Build Socioeconomic Report & Forecasting 06-2014

Table 2-2 shows over 3 million households and over 4.9 million workers for 2010 in the six county area. 64 percent of these households and employment lie in Cook County. DuPage County contains 11 percent of the regional households and 14 percent of the employment.

3.0 Travel Model Enhancements

3.1 Need for the Model Enhancements

The zonal and network disaggregation discussed in **Section 2** were conducted in parallel to the travel model enhancement work. The travel model enhancement was done at each level of the CMAP four-step model: (1) trip generation, (2) trip distribution, (3) mode choice, and (4) traffic assignment. Added to the core capabilities of the adapted CMAP model were the capability to model and analyze High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, and toll lanes. Additionally, a battery of post-processing modules was built to provide full reporting capability for the I-290 custom model results. These included the means of summarizing all auto modes, truck results, and corridor specific summaries such as person through-put for auto and transit.

3.2 Household Person Trip Generation Model

The CMAP household trip generation model initially used for the I-290 work was obtained from CMAP in 2009. Only minor changes to this version of the model were completed as part of the first round of the I-290 project. The most significant enhancement was the option to create a file of estimated household vehicle ownership levels by the subzones that are used by the trip generation model.

For background, the 2009 updated CMAP household person trip generation model has the following features:

- Trip generation rates for persons residing in households are estimated with trip data from the 2007-2008 CMAP household travel survey.
- Model inputs can readily be updated with ongoing ACS data.
- A synthetic four dimension (adults-workers-children-income quartile) distribution of households into 224 categories is estimated for every trip generation sub-zone.
- Trip end estimates in detailed trip categories can be output including home-work trips by low and high income workers.
- Attraction allocation, household vehicle ownership, and non-motorized sub-models are revised and re-estimated with 2007-2008 household travel survey data.

The sequence of travel demand models for the I-290 project includes a mode choice model that allocates person trips into person trips by drive alone private vehicle, two persons ride-sharing, and three or more persons carpooling. The sub-mode choice model for private vehicles includes independent variables for the proportions of households within a zone at different levels of vehicle ownership. Since the household vehicle ownership sub-model in the CMAP trip generation model estimates these proportions, the same values of household vehicle ownership should be used in both trip generation and mode choice for internal consistency.

An option was incorporated into the trip generation code to retain the household vehicle ownership estimates for later use in mode choice. The fixed format for this file is listed in Table 3-1. Low income workers are defined as workers with below median regional earnings and high income workers have above median earnings.

Table 3-1. Household Vehicle Ownership File

Variable	Location
I-290 Zone	1-5
Households with One or More Low Income Workers	
Fraction of Households without Vehicles	6-17 (12.4)
Fraction of Households with One Vehicle	18-29 (12.4)
Fraction of Households with Two or More Vehicles	30-41 (12.4)
Households with One or More High Income Workers	
Fraction of Households without Vehicles	42-53 (12.4)
Fraction of Households with One Vehicle	54-65 (12.4)
Fraction of Households with Two or More Vehicles	66-77 (12.4)

A keyword was added to the program control file to optionally create the household vehicle ownership file. The **&PARAM** and **&END** statements identify the beginning and end of the **NAMELIST** input file that now includes the following keyword variables.

1. **TITLE**: An 80 character name identifying the model run enclosed in single quotes.

2. **SUBZONES**: Trip generation sub-zones in the Study Area.

3. **PUMA5**: Five percent sample Public Use Microdata Areas in the modeled Study Area.

4. **PUMA1**: One percent sample Public Use Microdata Areas in the modeled Study Area.

5. **ZONES**: Zones used in the remaining CMAP models for trip distribution (linking of trip ends into trips between zones), mode choice (allocation of trips to travel modes), and assignment (allocation of trips to highway and transit routes).

6. **COUNTIES**: Counties in the Study Area.

7. **PUMA_TG**: A true/false variable that defaults to false. When true the model's logic includes an optional subroutine that prepares an updated (future) four-way cross-tabulation of households within sub-zones. This new table is based upon (future) large area average household characteristics and the initial (base year) cross-tabulated household table.

8. **SAVE_FILE**: A true/false variable that defaults to false and causes all intermediate program files to be retained after the model run is completed.

9. **EXP_TTYPE**: A true/false variable that defaults to false. When true, all files and reports include forty-nine trip types based upon trip purposes in the CMAP household travel survey. When false, files and reports have the eleven trip types in the current CMAP trip generation.

10. **MODE_CHOICE**: A true/false variable that defaults to false. The optional household vehicle ownership file (Table 2) is created when keyword is true.

11. **IN_EMPFACT**: Employment in Indiana is multiplied by this factor, which defaults to 1.00. This variable and the following one for Wisconsin are included to offset possible systematic differences in employment definitions and estimation methods between CMAP and neighboring MPOs.

12. **WI_EMPFACT:** Employment in Wisconsin is factored by this value that defaults to 1.00.

In 2009-2010, Parsons Brinckerhoff staff was asked by CMAP to prepare enhancements to the Trip Generation program including:

- Updating the base year trip generation model inputs to 2010 with Census 2010 Summary File 1 small area population data and 2005-2009 ACS and ACS PUMS.

- Re-estimating differential trip generation rates for members of senior and younger households from the CMAP household travel survey.

- Revising trip generation model code to incorporate age of householder.

- Preparing a utility program that creates a database with discrete records enumerating households by size, number of workers, income level, vehicles available to household, and age of householder from intermediate trip generation work files.

- Revising group quarters trip generation procedure to include university/college dorms and military facilities.

- Adjusting bias coefficients in household vehicle ownership and non-motorized trip generation sub-models as needed to reproduce observed 2010 levels.

The trip generation updates were utilized in the Round 2 and Round 3 of the I-290 model runs.

3.3 Trip Distribution

3.3.1 Pre-Distribution Transit Access Parameters

Transit access parameters stored in two legacy trip distribution input files (M01.dat and DISTR.dat) were reviewed and updated for both 2010 and 2040. These file inputs were prepared using spatial analysis with a Geographic Information System (GIS) tool.

3.3.2 Pre-Distribution Travel Cost Model

The next model in the sequence of CMAP regional travel models estimates the highway and transit costs for trips between zones for use by the agency's trip distribution model. Costs are here calculated as in the CMAP mode choice model and the pre-distribution code is largely the same as the mode choice model code.

The overriding objective for revisiting this model in the I-290 project was to make all cost calculations in the model consistent with current, or near current, regional conditions. To this end, cost parameters that are model control variables and input files containing data used in the model's cost calculations were reviewed and updated.

The pre-distribution model reads data directly from an EMME/3 databank, a large data file that contains all network and zone data processed by the EMME/3 travel modeling software. A few minor changes in the code were required to reflect the naming of the databank as EMMEBANK by the most recent version of the EMME/3 software.

Home-Work Control Variables

Table 3-2 lists the control variables for trips between home productions and work attractions. These variables are read into the pre-distribution model through five namelist variable lists, lists of control variables contained between an &NAME identifier before the list (&PARAM, &OPTION, &PROCESS, &SYSTEM, and &TABNUM) and an &END at the end of the list. The table includes the variable values in the current CMAP

model setup for regional planning and the values used in the I-290 project plus a brief rationale for any adjustment of the CMAP values.

The coefficients in the mode choice model date from the original model estimation based on 1970 travel data. In particular, the coefficients for travel costs reflect 1970 dollar values. Since costs in the I-290 project are in current dollars, these coefficients needed to be adjusted. The Historical Consumer Price Index for all Urban Consumers[xi] indicates that a 1970 dollar would be worth $5.55 in current dollars and the cost coefficients were reduced accordingly.

Table 3-2. Control Variables In & PARAM Namelist for Home-Work Trips

Variable	Description	CMAP Regional Planning	Project	Reason for Change
ZONES	Highest zone number, must be less than or equal to EMMEBANK	1944	2233	Internal zones for I-290 project
CBDZON	CBD zone numbers (maximum of 200 zones)	1-77	1-77	I-290 project zones defined as Chicago central area
RNSEED	Random number seed (an integer value between 0 and 9999 with 0 implying a random value)	1934	1934	Arbitrary integer value set to allow comparison between model runs
COEFF1	Six coefficients in mode choice model to weight cost components for trips with destinations not in CBD	1. 0.0186 (Auto or transit line-haul in-vehicle time in minutes)	1. 0.0186	1. CMAP historical value
		2. 0.0072 (Auto line-haul costs or transit line-haul and access/egress costs in cents)	2. 0.00130	2. CMAP value factored by 0.18 (2008 to 1970 Urban Consumers' Price Index)
		3. 0.0584 (Auto walk time to/from parking or transit access/egress in-vehicle time in minutes)	3. 0.0584	3. CMAP historical value
		4. -2.000 (Transit bias)	4. 0.0	4. Transit bias not included in costs
		5. 0.0399 (Transit line-haul and access/egress out-of-vehicle time in minutes)	5. 0.0399	5. CMAP historical value
		6. 0.0811 (Half headway of first transit line-haul service boarded in minutes)	6. 0.0811	6. CMAP historical value
COEFF2	Six coefficients in mode choice model to weight cost components for trips with destinations in CBD	1. 0.0159 (Auto or transit line-haul in-vehicle time in minutes)	1. 0.0159	1. CMAP historical value
		2. 0.0085 (Auto line-haul costs or transit line-haul and access/egress costs in cents)	2. 0.00153	2. CMAP value factored by 0.18 (2008 to 1970 Urban Consumers' Price Index)
		3. 0.0486 (Auto walk time to/from parking or transit access/egress in-vehicle time in minutes)	3. 0.0486	3. CMAP historical value
		4. 0.0 (Transit bias)	4. 0.0	4. Transit bias not included in costs
		5. 0.0290 (Transit line-haul and access/egress out-of-vehicle time in minutes)	5. 0.0290	5. CMAP historical value
		6. 0.0173 (Half headway of first transit line-haul service boarded in minutes)	6. 0.0173	6. CMAP historical value

Table 3-2. Control Variables in &PARAM Namelist for Home-Work Trips (continued)

Control Variable	Description	CMAP Regional Planning	I-290 Project	Reason for Change
APC	Four daily parking costs for work locations in the region in cents	1. 400 (Chicago central area)	1. 800	1. The balance of the central area outside the zones covered by the CBD parking sub-model. Set to approximately half the on-street rate to reflect free employee parking.
		2. 100 (Balance of Chicago)	2. 100	2. Reflects mostly free employee parking outside the central area
		3. 100 (Dense suburban)	3. 200	3. Approximately half the on-street rate in business districts in dense suburban area
		4. 0 (Low density suburban)	4. 0	4. Generally free employee parking
WFA	Four average walking times from parked auto to workplace in minutes	1. 5 (Chicago central area)	1. 5	1. Default value for the balance of the central area outside the zones covered by the CBD parking sub-model.
		2. 3 (Balance of Chicago)	2. 3	
		3. 3 (Dense suburban)	3. 3	
		4. 3 (Low density suburban)	4. 3	
PRKZON	Zone numbers covered by CBD parking sub-model (maximum of 200 zones)	15-18,	2-7,	Determined by the availability of off-street parking rate data
		20-30,	9-30,	
		32-36,	32-36,	
		39, 40	39-41,	
			45, 47,	
			55-57	
ITER	Number of trips simulated between zone pairs to produce average cost values	10	100	Faster processing speeds allow far more trips to be simulated in acceptable times

Table 3-3. Control Variables in &PROCESS Namelist for Home-Work Trips

Control Variable	Description	CMAP Regional Planning	I-290 Project	Reason for Change
PZOI	Production/origin zones to be processed	1-1944	1-2233	More I-290 zones due to detailed zones in corridor
QZOI	Attraction/destination zones to be processed	1-1944	1-2233	

Table 3-4. Control Variables in &Option Namelist for Home-Work Trips

Control Variable	Description	CMAP Regional Planning	I-290 Project	Reason for Change
HW	Indicates home productions and work attractions are simulated	TRUE	TRUE	
HNW	Indicates home productions and non-work attractions are simulated	FALSE	FALSE	
OTH	Indicates origins and destinations without a home or work trip end are simulated	FALSE	FALSE	
ASM_AREA	Indicates parameters that control the simulation of distance from trip end to line-haul transit service are input by area type (Chicago central area, balance of Chicago, dense suburban sparse suburban)	FALSE	FALSE	
ASM_ZONES	Indicates parameters that control the simulation of distance from trip end to line-haul transit service are input by zone (DISTR input file)	FALSE (Note: regional defaults are used when both ASM_AREA and ASM_ZONES are false, see discussion of DISTR input file)	TRUE	New zone distance parameters estimated for I-290 zone system, current rail transit and commuter rail stations, existing CTA bus service, and PACE regional and feeder bus.
INCOST	Indicates that unit modal travel costs are input by area type and not set to program defaults	TRUE (Note: see discussion of M023 input file for values)	TRUE	Modal travel costs revised to approximate current values in M023 input file
TRACE	Indicates that extensive intermediate output is desired for program debugging	FALSE	FALSE	Used to check program calculations

Table 3-5. Control Variable in &SYSTEM Namelist for Home-Work Trips

Control Variable	Description	CMAP Regional Planning	I-290 Project	Reason for Change
SPDWLK	Average walking speed in tenths of a mile per hour	30	30	
SPEEDS	Four average auto speeds in miles per hour followed by four average bus speeds for use in the access/egress	1. 7 (Auto in Chicago central area)	1. 7	
		2. 15 (Auto in balance of Chicago)	2. 15	
		3. 20 (Auto in dense suburban)	3. 20	
		4. 30 (Auto in low density suburban)	4. 30	
		5. 5 (Bus in Chicago central area)	5. 5	
		6. 10 (Bus in balance of Chicago)	6. 10	
		7. 12 (Bus in dense suburban)	7. 12	
		8. 17 (Bus in low density suburban)	8. 17	
DRVOT	Value of time for auto drivers in cents	60	20	I-290 project value is one-half the 2008
AFC1	Auto fixed costs for driver in cents per trip	0	0	Auto fixed costs not used in cost estimation
AFC2	Auto fixed costs for auto passenger in cents per trip	0	0	Auto fixed costs not used in cost estimation
W2PNR	Walk time to station platform from park and ride lot in minutes	3	3	
DISCNT	Discount factor to bring costs to 1970 dollars,	0.3	1	Costs are expressed in current dollars

Table 3-6. Control Variables in &TABNUM Namelist for Home-Work Trips

Control Variable	Description	I-290 Project
TABLE_FMD	EMMEBANK input table number for first transit mode boarded	Table numbers depend upon data preparation in EMME software
TABLE_LMD	EMMEBANK input table number for last transit mode boarded	
TABLE_IVT	EMMEBANK input table number for transit in-vehicle time	
TABLE_OVT	EMMEBANK input table number for transit out-of-vehicle time	
TABLE_HWAY	EMMEBANK input table number for headway of first transit line boarded	
TABLE_PMD	EMMEBANK input table number for priority mode	
TABLE_FARE	EMMEBANK input table number for transit fares paid	
TABLE_HTIME	EMMEBANK input table number for highway travel time	
TABLE_HDIST	EMMEBANK input table number for highway distance traveled time	
TABLE_AUTIL	EMMEBANK output table number for auto general cost	
TABLE_TUTIL	EMMEBANK output table number for transit general cost	

3.4 Transit Networks and Model Approach

The Study Area features several important rail and bus transit services with the CTA's Blue Line (O'Hare-Forest Park) of the highest importance. Capturing the transit mode is integral to getting travel right in the I-290 corridor. To this end the CMAP transit models were expanded and enhanced. The following changes were made with the goal of validating the I-290 corridor for transit:

- Daily transit trips were stratified by trip purpose including two Home-Based Work income classifications: Home-Other and Non-Home Based.
- Transit skims were set up defining "first mode" and "priority mode" to inform the transit trip processing step below.
- Transit trip start and endpoint were coded with X-Y coordinates to utilize the EMME function that steps aways from "centroid" start and end point assumptions and instead uses point location. Walk and drive access were established for transit trips by transit mode. Metra, CTA rail and bus were established as the transit modes in the region.

- Transit assignment approach, including headway preparation, was established. The assigned lines can be summarized by line and are also used as input to a set of transit post processing/reporting programs. These programs include I-290 corridor transit person miles and transit screen lines.

The transit procedure was written in a set of EMME macros and in customized data processing scripts so that it is automated and repeatable. The results of this transit effort allow analysts to quickly show the difference on the CTA Blue Line as well as commuter rail and bus in the I-290 corridor given the addition of an HOV, HOT or toll lane scenario. Transit plays a key role in the I-290 study due to its presence in the median of the facility and also due to the interplay between transit and HOV. Transit users are typically more readily influenced by the availability of HOV/HOT than are auto drivers.

3.5 Mode Choice Updates

3.5.1 Project Approach

The CMAP mode choice model was partly recalibrated for the I-290 study to reflect current travel costs and mode shares in the region. The calibration process started with the model coefficients that were estimated some years before by CATS, CMAP's predecessor agency, and currently used for agency planning projects. The cost coefficients were next adjusted so that costs could be expressed in current dollars, rather than 1970 dollars, the date of the survey used for the original model estimation. The Consumer Price Index for all Urban Consumers indicated that one 1970 dollar equaled approximately $5.50 in 2008-2009 dollars.

The first round of calibration effort consisted of adjusting bias constants so that resulting mode shares estimated by the model matched observed mode shares. Home-work coefficients were calibrated to observed data in the 2000 Census Transportation Planning Package, while home-other and non-home model coefficients were calibrated to data from the CMAP-Northwestern Indiana Regional Planning Commission 2007-2008 household travel survey. This work fitted the model to reflect that there are very long work trips to the Chicago central area.

3.5.2 Descriptions of Model Coefficients

1. **COEFF1:** Six model coefficients that control binary auto-transit mode shares for trips (home-work, home-non-work, and non-home) to non-CBD destinations.

    a. **COEFF1 (1):** Zone to zone **i**n-vehicle time on line-haul modes in minutes.

    b. **COEFF1(2):** Zone to zone auto operating costs or zone to zone line-haul transit fares plus costs to access/egress transit service in cents.

c. **COEFF1 (3):** In-vehicle time to access/egress transit in minutes.

d. **COEFF1 (4):** Transit bias constant. Although a negative number due to the negative sign associated with the variable in the transit cost (negative utility) calculation, it can be interpreted as the added inherent cost of selecting transit.

e. **COEFF1(5):** Zone to zone out-of-vehicle time accrued from the initial transit boarding to final alighting plus the out-of-vehicle time to access/egress transit except for the time spent waiting for the initial boarding due to service frequency (one-half headway) in minutes.

f. **COEFF1 (6):** One-half headway of first transit line boarded in minutes.

2. **COEFF2:** Six model coefficients as described above that control binary auto-transit mode shares for trips to non-CBD destinations.

3. **HOV_BIAS:** Two bias constants used in the submodel to allocate home-work person trips by auto into drive alone, two person shared ride, and three or more person carpool auto submodes for trips to non-CBD destinations.

   a. **HOV_BIAS (1):** Three or more persons carpool bias. The inherent added cost of selecting the three or more person carpool mode versus the two person shared ride mode. .

   b. **HOV_BIAS (2):** Shared ride (two or more persons) bias versus. The inherent added cost of shared ride modes as opposed to driving alone.

4. **HOV_CBDBIAS:** Two bias constants as described above for trips to CBD destinations.

3.5.3 Mode Choice Coefficients for Different Model Applications

The model can be run in six different modes depending on the trip purpose, use of the HOV submodel to allocate auto trips into occupancy level submodes, and segmentation home-work trips by earnings level.

1. Home-work trips for all workers

   a. Auto-transit binary choice

   b. Auto-transit binary choice with HOV submodel allocation

2. Home-work trips segmented by workers' earnings

   a. Auto-transit binary choice with HOV submodel allocation for low earnings (below regional median earnings) workers

b. Auto-transit binary choice with HOV submodel allocation for high earnings (above regional median earnings) workers

3. Auto-transit binary choice for home-non-work trips

4. Auto-transit binary choice for non-home trips

The following coefficients were calibrated during the preparatory work for modeling an HOV lane treatment as part of the reconstruction of the Eisenhower (I-290) Expressway.

Table 3-7. I-290 Project Mode Choice Coefficients for Home-Work Trips

	Auto-Transit Binary Choice	Auto-Transit Binary Choice with HOV Submodel	Low Earnings Auto-Transit Binary Choice with HOV Submodel	High Earnings Auto-Transit Binary Choice with HOV Submodel
COEFF1(1)	0.0186	0.0186	0.0186	0.0186
COEFF1(2)	0.0013	0.0013	0.0013	0.0013
COEFF1(3)	0.0584	0.0584	0.0584	0.0584
COEFF1(4)	-0.7357	-0.7357	-0.9814	-1.5484
COEFF1(5)	0.0399	0.0399	0.0399	0.0399
COEFF1(6)	0.0811	0.0811	0.0811	0.0811
COEFF2(1)	0.0159	0.0159	0.0159	0.0159
COEFF2(2)	0.00153	0.00153	0.00153	0.00153
COEFF2(3)	0.0486	0.0486	0.0486	0.0486
COEFF2(4)	-0.8812	-0.8812	-0.4121	-0.6959
COEFF2(5)	0.029	0.029	0.029	0.029
COEFF2(6)	0.0173	0.0173	0.0173	0.0173
HOV_BIAS(1)	NA	2.09	2.09	2.09
HOV_BIAS(2)	NA	1.15	0.263	0.45
HOV_CBDBIAS(1)	NA	2.51	2.51	2.51
HOV_CBDBIAS(2)	NA	1.59	0.583	-0.06

Table 3-8. I-290 Project Mode Choice Coefficients for Home-NW and NH Trips

	Home-Non-Work	Non-Home
COEFF1(1)	0.0114	0.0114
COEFF1(2)	0.00592	0.00592
COEFF1(3)	0.0663	0.0663
COEFF1(4)	-0.4482	-1.1403
COEFF1(5)	0.0589	0.0589
COEFF1(6)	0.061	0.061
COEFF2(1)	0.0159	0.0159
COEFF2(2)	0.00153	0.00153
COEFF2(3)	0.0486	0.0486
COEFF2(4)	-0.5507	-1.6275
COEFF2(5)	0.029	0.029
COEFF2(6)	0.0173	0.0173

3.6 Mode Choice – High Occupancy Vehicle Integration

3.6.1 Non-Work High Occupancy Vehicle Mode Share Estimation

In 2012, the needs of the I-290 model required a re-estimation of the existing CMAP mode choice model to better estimate the auto submodes - single occupant, two persons, or three or more persons per vehicle – for home-work travel. This focus on commuters' behavior was reasonable due to the fact that most home-work travel takes place in the congested peak period and high occupancy highway facilities are particularly intended for commuters' use. Also, non-work trips are often too short to make use of these HOV facilities.

Non-work auto occupancy was currently estimated using observed regional average values, but more detailed estimates were needed since non-work travel is more likely to contribute to congestion. Peak period travel conditions have steadily lengthened and now encroach upon the times of the day when substantial non-work travel occurs. This is particularly the case in the early hours of the evening peak period when both workers and non-workers are returning home.

The enhancement to the CMAP mode choice model estimated home-other and non-home trip auto occupancy. Given the availability of data, it was anticipated that the model would feature independent variables that include the characteristics of the household and trip length.

As part of the mode development, the state of the practice for non-work auto occupancy models was reviewed. A non-work HOV mode share estimation was estimated. Finally the I-290 mode choice model was revised to incorporate a non-work auto occupancy submodel.

3.6.2 Toll and Non-Toll Mode Choice

In 2012 it was determined that the CMAP/I-290 mode choice model contained a set of options for evaluating the effect of tolls on mode choice. These features of the model had never been tested, calibrated or validated. These existing options in the model were evaluated to make them a useful part of the CMAP standard model procedure. Staff assembled the base year networks with current vehicle tolls, developed a set of model calibration traffic counts for toll and non-toll regional facilities, revised the EMME macros to prepare separate paths and skim files for toll and non-toll networks, then ran the current version of the I-290 model on the base year network.

Estimation work was then conducted to evaluate the model run and adjust model calibration coefficients as necessary to best match toll and non-toll traffic count data. The revised mode choice toll component was calibrated and used directly in the I-290 work to capture accurately household income and trip length characteristics which improve results for pricing alternatives such as HOV and HOT.

3.7 Traffic Assignment

The CMAP and I-290 models use the EMME/3 standard traffic assignment which is a user-optimal equilibrium assignment with linear approximation (Frank and Wolfe). It is based on the assumption that each traveler chooses the path (or route) perceived as being the best; if there is a shorter path than the one being used, the traveler will choose it. At the equilibrium, no one can improve their travel time by changing paths. With the standard traffic assignment, up to 12 classes can be assigned simultaneously. For each class there are multiple choices for saving and storing the assignment results. For the I-290 effort the class specific volumes generated from the multi-class assignment on links are saved in link segment extra attributes keyed to the vehicle class**.** Table 3-9 lists the seven vehicle classes for the study.

Table 3-9. Vehicle Classes for Traffic Assignment

Number	Link Mode	Description	Extra Attribute Name from Assignment
1	H	High Occupancy Vehicle (2)	@hov2
2	H	High Occupancy Vehicle (3+)	@hov3
3	S	Single Occupancy Vehicle	@vauto
4	b	"B" Plate truck	@vbplt
5	l	Light Truck	@vlght
6	m	Medium Truck	@vmed
7	h	Heavy Truck	@vhevy

The most recent EMME/3 path-based assignment was utilized with each of the seven vehicle classes cited in Table 3-9 assigned using multi-class procedure by time period. The overall assignment approach allowed integration and analysis of HOV and HOT for 2 or for 3+ persons per vehicle. The path-based assignment also facilitated the saving of assignment results and paths for each time period. These path files allow quick review and analysis of individual assignment runs and are valuable for trouble-shooting model results.

3.8 Computational Enhancements

3.8.1 Model "Batch" Processing

The recalibration and validation steps implemented in the I-290 model conversion required that the structure of the EMME/3 batch file be revisited and revised. The batch program is designed so that a scenario is prepared after which eight time periods summing to a 24-hour day are assigned in turn. A two databank structure was established for the I-290 work:

1. **Simulation Bank** – the EMME/3 databank that is alternative specific and which holds the base network, eight time of day networks, reports from the model runs, and the zonal data.
2. **Archive Bank** - An archive or "hold" databank, also alternative specific, that captures the current times and trips by purpose and mode in matrix form from each of the five full model iterations.

In the production stage is was determined that separate databanks, copied from the final archived bank for each scenario, were valuable for processing the Transportation System Plan (TSP) reporting as well as the transit results after the .

3.8.2 Parallel (Multi-threaded) Standard Traffic Assignment

Revision of the EMME/3 macro approach also allowed a software innovation to be introduced. INRO's EMME/3 assignment called Parallel Standard Traffic Assignment is a multi-threaded implementation of the Standard Traffic Assignment with Fixed Demand that makes use of multiprocessor systems when available. It remains an implementation of the linear approximation algorithm (Frank and Wolfe) equilibrium assignment, hence the same convergence properties as the Standard Traffic Assignment, with the distinction that computing times can be reduced significantly when run on systems with multiple processors. The user is able to select how many threads will be used in the assignment, with each thread corresponding to dedicated use of one processor. This allows users to choose how many processors to dedicate to the parallel traffic assignment and provides the opportunity to leave processors for other concurrent computing needs if desired[xii]. The I-290 model application integrates calls to the multi-threaded EMME/3 module thus enhancing run time and efficiency.

Additional computational enhancements were built during the I-290 process. These included "Hot Starts" streamlining, simultaneous execution of time of day scenario runs, and transit trip assembly and assignment. As the EMME provided updates, staff installed them and integrated the new capabilities of each updated version in the I-290 model.

3.9 Model Post Processing

A library of EMME macro scripts was prepared to serve the model runs with a reporting stream allowing error investigation ("trouble-shooting") and monitoring to take place. The batch processing approach was written so that both base and future years could be run with a minimum of reporting file setup changes. Post processing and reporting of the eight time of day periods and the six vehicle types originally included:

- Calculation of average daily vehicle traffic from the sum of single occupancy vehicles, high occupancy vehicles, and four classes of trucks over the eight time periods.

- Calculation of the daily Vehicle Miles Traveled (VMT) for both auto and truck.
- Calculation of the daily Vehicle Hours Traveled (VHT) for both auto and truck.
- Mode split report that facilitates the summary of trips by purpose by auto mode (SOV, HOV2 and HOV3+) and transit.

The evolution of the I-290 model has required expanded reporting protocol. Chief among the expanded reporting is:

- Person throughput for SOV, HOV and transit (three points in the corridor).
- Expanded speed and congestion reports in peak periods.
- Detailed truck reporting, including congested truck miles and hours.
- Refinement of Access to jobs reporting.
- Enhanced transit reporting by mode, cutpoint and Study Area.

4.0 2010 Validation of the I-290 Model

4.1 Introduction

A review of the I-290 performance with the full set of revised 2010 inputs as well as the model enhancements was conducted. The intent of this section is to validate 2010 I-290 model for its use in 2040 alternatives analysis. The travel model validation topics reviewed were:

1. Regional Level Traffic Validation (Six-County)
2. Peak Period Traffic Validation
3. Volume/Capacity Ratios
4. I-290 Corridor Daily Traffic Validation

4.2 Regional Model Validation

The eight time periods established in the CMAP models are summed to a daily vehicle traffic total on each highway segment of the model. This estimated daily traffic can then be compared to observed traffic data (Average Annual Daily Traffic or AADT). There are eight time periods in the I-290 model, including an AM and PM peak. The peaks can also be compared to observed peak traffic, which is useful particularly in the I-290 corridor.

4.2.1 Observed Data

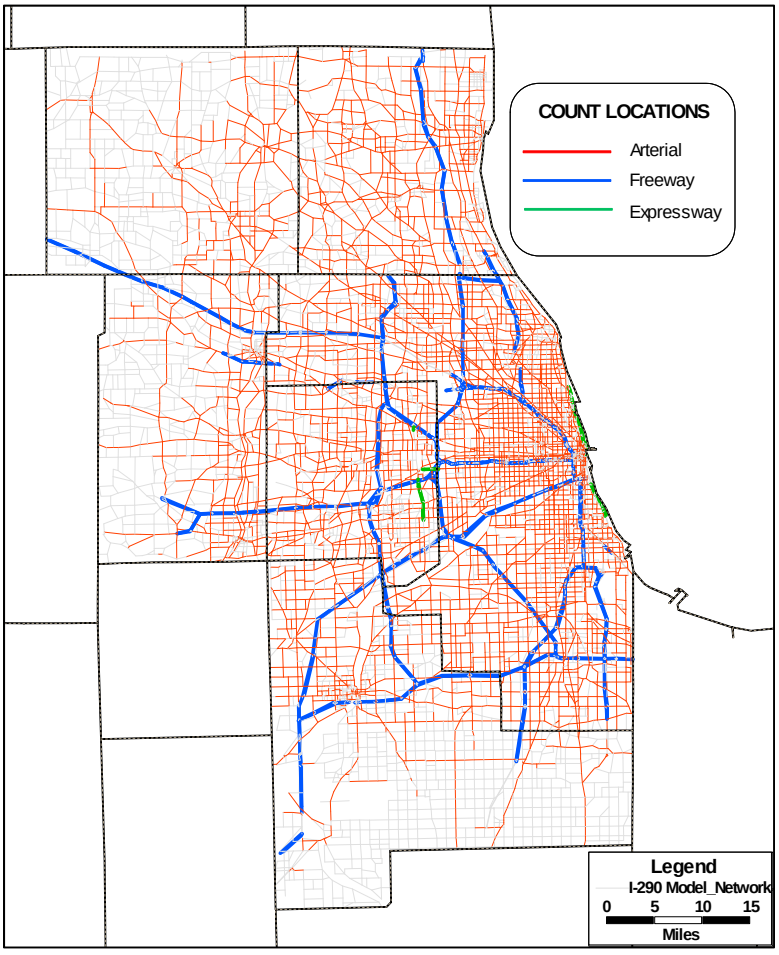
Observed data for the I-290 effort was obtained from CMAP with the ultimate source being the Illinois Department of Transportation[xiii] (IDOT). CMAP staff tabulates, geocodes, and updates the observed traffic data in EMME/3-ready format allowing the analyst to compare the counted links to the model output. Newly tabulated counts were available in 2015 for year 2010. For the I-290 project the count locations within the six county region were used. Over 10,400 link segments are counted in the CMAP model network, 62 percent of all link segments, as shown in Table 4-1. Of the arterial segments, 60 percent are counted. Of the freeway segments, 73 percent are counted. Figure 4-1 shows the locations of the CMAP observed data for the three main classes. Figure 4-2 shows a close-up of the I-290 corridor with count locations.

Table 4-1. Number of Count Locations by Class (Using VDF Function Group)

Link Type	Volume Delay Function	*Count Profile*		
		Counted Links	Total Links	% Counted
Arterial Street	1	8,901	14,732	60%
Freeway	2	732	997	73%
Freeway/expressway ramp from/to arterials	3	595	922	65%
Expressway	4	48	88	55%
Freeway/expressway to freeway/expressway ramp	5	106	147	72%
Link where toll is paid	7	83	109	76%
Total		**10,465**	**16,995**	**62%**

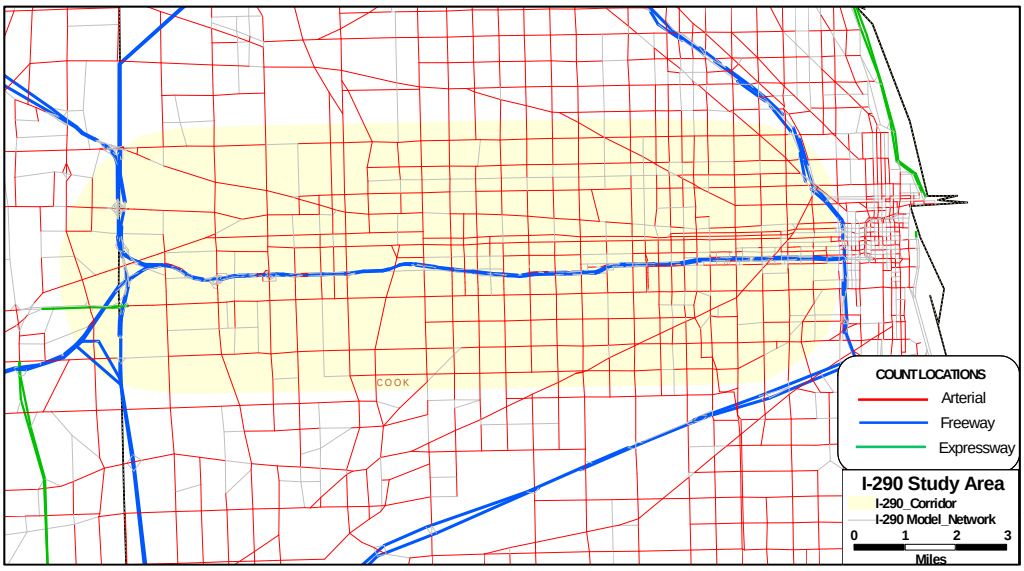
Source: CMAP Highway Network Traffic Counts

Figure 4-1. Location of CMAP Observed Traffic Data



Source: CMAP Highway Network Traffic Counts

Figure 4-2. Location of CMAP Observed Traffic Data (Close-up)



Source: CMAP Highway Network Traffic Counts

4.2.2 Regional Scale Validation Tests

As mentioned above, validation of the travel model traffic to observed conditions is an important part of establishing a base for alternatives testing. Validation has two levels:

- **Regional Validation** which shows that the model is working at reasonable levels throughout the entire metropolitan area and thus forms a stable platform for a study area such as the I-290.

- **Corridor Validation** which shows that the model is working at very close tolerances to the observed data in a study area and can replicate conditions for the daily as well as the peak periods in a study area.

Although absolute criteria for assessing the validity of all model systems cannot be precisely defined, a number of target values have been developed. Guidance on validation targets is provided by the Federal Highway Administration (FHWA)[xiv] as well as by state DOTs. Observed volumes should be checked by facility type both for the percent traffic difference and for the Root Mean Square Error (RMSE). Freeway and interstate segments should be within +/- 7 percent of the observed traffic. Less heavily traveled roadways have less stringent requirements on their fit to observed traffic. Given a reasonable regional validation result, the travel model is deemed a reliable tool for alternatives testing.

The following validation tests were performed on the I-290 Travel Model to test the daily traffic assignment:

- **All Links Observed and Modeled Traffic Volume Comparison** – This test, which compares the observed and the modeled traffic using observed and counted traffic, is presented by volume class.

- **All Links Percent Root Mean Square Error** – This test, which measures the difference between model volumes and observed traffic counts, is where the variability of the traffic counts is most evident. If the model fit were perfect, the percent root mean square error would be equal to zero. A Percent RMSE value of 35-50 is considered within normal limits. This test is also presented by volume class. Typically the higher volume ranges show lower PRMSE.

Table 4-2 presents the counted and modeled traffic stratified by volume class using one-way traffic. There are eleven volume classes; the lowest volume class covers all facilities with fewer than 10,000 AADT. The highest volume class is all facilities with 100,000 AADT or higher. Note that the percent difference between the observed and modeled ranges from -17 percent to 103 percent. This table shows that the smaller volume facilities do not perform particularly well; they show higher model traffic than observed, the result of including counts from numerous minor arterials in the model network. This difference is attributed to the fact that the arterials carry the traffic for many lower classification facilities which are not included in the model network. Note that the volume class with the poorest performance is composed of facilities carrying less than 10,000 ADT and that the ratio improves as the level of traffic measured grows. This differential is common in demand model results and is acceptable as long as the higher level roadways perform close to the observed levels. This table shows that higher volume facilities do generally operate within the travel model at very close to observed levels. This range of observed to estimated is -11 percent to +4 percent on facilities over 50,000 AADT. The Percent Root Mean Square Error shows that the variability of the model results is very small on these road segments. The total difference of all road segments over 10,000 AADT is 0 percent with a Percent RMSE of 35. PRMSE values in the 35-50 range are considered within the normal limits of MPO validation.

Table 4-2. Traffic Validation by Volume Class

Volume Range	AADT Range (one-way)	# of Records	Counted Traffic (AADT)	Modeled Traffic	Difference		Root Mean Square Error	Percent RMSE
					#	%		
1	0-10,000	17,635	69,716,375	141,354,381	71,638,006	103%	5,872	149
2	10,000-20,000	754	9,488,500	13,089,740	3,601,240	38%	10,440	83
3	20,000-30,000	214	5,213,000	4,586,896	(626,104)	-12%	13,697	56
4	30,000-40,000	130	4,453,700	4,353,668	(100,032)	-2%	15,984	47

5	40,000-50,000	105	4,769,350	3,980,848	(788,502)	-17%	19,796	44
6	50,000-60,000	89	4,957,450	4,899,383	(58,067)	-1%	13,677	25
7	60,000-70,000	114	7,447,200	7,193,090	(254,111)	-3%	13,530	21
8	70,000-80,000	103	7,770,150	6,918,280	(851,870)	-11%	14,618	19
9	80,000-90,000	91	7,766,450	7,216,112	(550,338)	-7%	13,762	16
10	90,000-100,000	64	6,026,750	5,705,078	(321,672)	-5%	12,869	14
11	over 100,000	47	5,329,100	5,539,495	210,395	4%	14,266	13
All		**19,347**	**132,939,125**	**204,843,595**	**71,904,470**	**54%**	**6,827**	**99**
Volume Range over 10,000 AADT		**1,711**	**63,221,650**	**63,482,588**	**260,938**	**0%**	**13,100**	**35**

Source: CMAP Highway Network Traffic Counts, Parsons Brinckerhoff, Inc. I-290 Model Run for 2010

In summary, regional model validation is a first step to determining if the travel model is a reasonable tool to use within a focused study area. Table 4-2 is consistent in the overestimation of traffic at the lower volume classes, which is expected. The regional numbers show very good results (PRMSE of 35) in the over 10,000 ADT facilities. This result is acceptable at a regional level, particularly if it can be shown that the model will operate at very close tolerances in the study area, for peak periods.

4.3 Peak Periods Traffic and Percentage of Daily

Since the peak periods are an important part of the traffic model for I-290 work, the AM and PM observed traffic to the model results were compared. Table 4-3 and Table 4-4 show the observed mainline traffic at six locations during the peak periods in the I-290 study corridor. Observed IDOT peak period definitions are as follows:

- Eastbound Traffic - one hour from 7 to 8 am and 4 to 5 pm
- Westbound traffic – one hour from 8 to 9 am and 4 to 5 pm

The I-290 traffic model peak hours were extracted and compared to the observed IDOT data.

Table 4-3. AM and PM Model and Observed Traffic on I-290 (Eastbound)

I-290 Facility		Observed (1 hour)		Modeled (1 hour)	
From	**To**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
Mannheim	25th Avenue	5,340	5,240	6,490	6,530
25th Avenue	17th Avenue	5,430	5,330	6,400	6,315
9th Avenue	IL 171 (1st Avenue)	5,840	5,850	6,265	6,500
IL 171	Des Plaines Ave	6,240	6,510	6,010	6,170
Des Plaines	Harlem	6,100	6,240	5,850	5,715
Austin	Central	7,670	7,110	6,630	6,035
Laramie	Cicero	8,430	7,670	8,095	6,465

Source: IDOT 2010 Traffic Counts, Parsons Brinckerhoff, Inc. I-290 Model Run for 2010

Table 4-4. AM and PM Model and Observed Traffic on I-290 (Westbound)

I-290 Facility		Observed (1 hour)		Modeled (1 hour)	
From	**To**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
Mannheim	25th Avenue	7,130	6,790	6,225	6,360
25th Avenue	17th Avenue	6,980	6,700	6,220	6,445
9th Avenue	IL 171 91st Avenue)	6,570	6,560	6,315	6,405
IL 171	Des Plaines Ave	6,500	6,480	6,140	6,115
Des Plaines	Harlem	5,800	5,890	5,885	5,900
Austin	Central	5,740	6,410	6,205	6,790
Laramie	Cicero	6,100	6,650	6,585	8,235

Source: IDOT 2010 Traffic Counts, Parsons Brinckerhoff, Inc. I-290 Model Run for 2010

Table 4-3 and Table 4-4 show the following:

- Both observed and modeled traffic show very little directionality; both eastbound and westbound traffic flows are generally very close in magnitude in both the AM and PM peak.

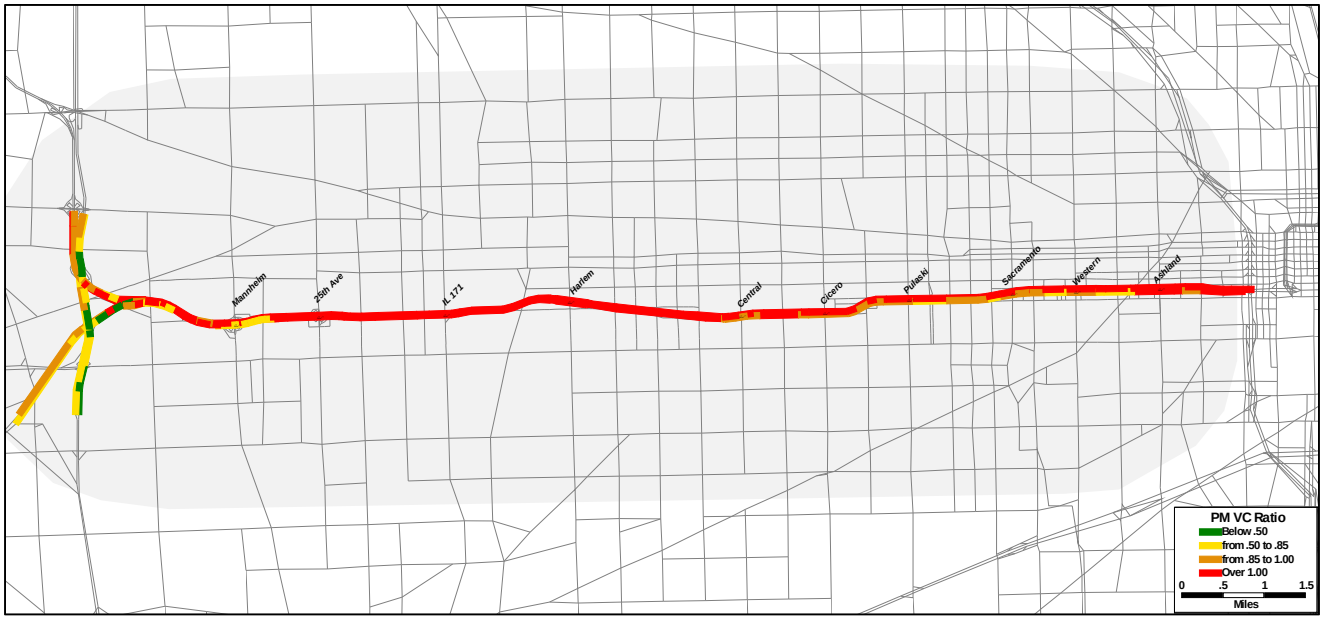
- The volume of traffic produced by the I-290 model is commensurate to observed traffic levels on the I-290 facility for both the one-hour AM and PM peaks.

4.4 Peak Period Volume/Capacity Ratio

The volume to capacity ratio (V/C ratio) is defined as the ratio of traffic demand flow rate to capacity. In the CMAP models it may be calculated for each of the eight time periods and is calculated on each link segment of a traffic model. V/C is a planning tool used in this analysis to provide conceptual level views of congestion for the time periods

provided in the model. Each time period for the 2010 base was reviewed to demonstrate that the I-290 model was able to capture basic directionality and congestion via the V/C ratio. Figure 4-3 shows the V/C ratio in the PM peak for 2010. Note that I-290 shows PM congestion of over 1.00 in both directions.

Figure 4-3. Volume/Capacity Ratio for the PM Peak 2010



Source: Parsons Brinckerhoff, Inc. I-290 Model Run for 2010

4.5 I-290 Corridor

The last topic of validation is the performance of the I-290 daily traffic model in the study corridor. The performance of the model on a daily basis adds understanding of the overall validity of the model. Figure 4-4 is a snapshot of the daily model traffic for the I-290 2010 scenario. The summary attribute is total vehicles in vehicle equivalents. Note that the interstate facilities are heavily traveled, the daily facility directionality is balanced, and the traffic volumes, measured in vehicle equivalents, are in the range of 90,000 to 100,000 in each direction at most points in the I-290 study corridor.

Figure 4-4. 2010 I-290 Daily Traffic Estimate



Source: Parsons Brinckerhoff, Inc. I-290 Model Run for 2010

Table 4-5. I-290 Mainline Traffic Comparison (Observed vs. Modeled)

ID	I-290 Facility		AADT 2012	Model ADT 2010	Difference	
	From	To			#	%
1	W of Mannheim		187,700	208,174	20,474	11%
2	Mannheim	25th Ave	182,800	182,994	194	0%
3	E of 25th Avenue		182,200	182,882	682	0%
4	9th Avenue	IL 171	185,700	185,729	29	0%
5	IL171	Des Plaines	182,800	189,657	6,857	4%
6	Des Plaines	Harlem	167,400	165,331	-2,069	-1%
7	Harlem	Austin	183,200	178,797	-4,403	-2%
8	Austin	Central	183,200	184,920	1,720	1%
9	Laramie	Cicero	204,600	200,446	-4,154	-2%
10	Cicero	Kostner	191,800	188,032	-3,768	-2%
11	Kostner	Independence	200,700	200,446	-254	0%
12	Independence	Homan	209,200	211,754	2,554	1%
13	Homan	Sacramento	210,000	205,575	-4,425	-2%
14	Sacramento	Western	200,500	190,664	-9,836	-5%
15	Western	Damen	208,800	205,937	-2,863	-1%
16	Damen	Ashland	200,500	203,633	3,133	2%
17	Ashland	Racine	185,900	187,111	1,211	1%

	Total	**3,267,000**	**3,272,082**	**5,082**	**0%**

Source of AADT: IDOT Traffic Data, 2012, Parsons Brinckerhoff Model Run for 2010

Table 4-5 tabulates seventeen segments of the I-290 corridor comparing 2012 observed traffic counts to the results by segments in the study corridor from west of Mannheim to Racine. The observed data averages about 200,000 AADT throughout the corridor. Estimated (model ADT) difference values range from -5 percent to +5 percent different from the observed data, with the exception of the segment west of Mannheim. There is an overall 0 percent difference in the sum of the segments comparing estimated to observed.

4.6 Findings

It has been the intent of **Section 4** to present an overview of validation steps for the I-290 Travel Model demonstrating that it provides a reliable base replicating observed conditions at the regional and corridor level.

- The I-290 model enhancements steps which included major changes in trip rates by purpose, percentage of work trips of all trip purposes, trip distribution structure, average trip lengths, auto occupancy changes, and time of day percentages resulted in a model that replicated regional and I-290 corridor traffic. Based on a set of CMAP counts obtained from IDOT for 2012, the I-290 travel model is performing at a reasonable level compared to regional traffic flows. The ratio of observed to modeled traffic on regional interstates and freeways and the Percent Root Mean Square error are within normal limits for MPO validation.

- The AM and PM peak periods in the model produce traffic levels commensurate with the IDOT observed data.

- I-290 mainline traffic for 2010 averages slightly lower (0 percent) in the model than in the observed 2012 IDOT counts. Estimated (model ADT) difference values by segment range from -5 percent to +5 percent different from the observed data, with the exception of the segment west of Mannheim.

In summary, a detailed travel model customized for I-290 was developed, including constructing a detailed network. The use of recent household survey and other data to re-estimate selected parts of the CMAP models resulted in an updated model that was validated to 2010 then applied to the 2040 study year alternatives.

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Appendix B-2

Historic and Forecasted Growth of Population, Households and Employment in the Extended Region of Chicago

No-Build Market-Driven versus Policy-Based Socio-Economic Forecasts (2010-2040) and I-290 Build Forecasts

I-290 Eisenhower Expressway Study
Cook County, Illinois

Prepared for
Illinois Department of Transportation

Prepared By:
ACG: The al Chalabi Group, Ltd.
in association with WSP | Parsons Brinckerhoff

June 2014
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Table of Contents

1.0 Introduction and Overview 1

2.0 Market-Driven Socio-Economic Forecasts - "No-Build" Scenario 11

A. Transportation Network Assumptions 11

B. Population, Households and Employment Forecasts - General Approach 11

C. Population and Employment Forecasts – Defining the Methodology 13

D. Historical Growth of the Region and its Influence on Long-Range Development 14

E. Market-Driven Socio-Economic Forecasts by Township – Calibration and Forecasts 19

F. Market-Driven Socio-Economic Forecasts by Community Area in the City of Chicago 30

G. Statistical Verification of the S-Curve Forecasting Methodology 37

3.0 The CMAP/NIPC Socio-Economic Forecasts: Historic and Comparison with I-290 Market-Driven Forecasts 41

A. Background 41

B. Comparing the I-290 Market-Driven No-Build Forecast with the CMAP Policy-Based Forecast (2010) 42

C. Why Use the Market-Driven Forecasts for the I-290 EIS Study? 47

4.0 The I-290 "Build" Socio-Economic Forecasts 49

A. Overview 49

B. Build Forecast Methodology 49

C. Measuring Accessibility 50

D. Impact of Changes in Accessibility Indexes on Residential Development (Household and Population) 52

E. Impact of Changes in Accessibility Indexes on Employment Distribution 56

F. Socio-Economic Forecast Files as Delivered to Parsons Brinckerhoff Inc., as Input into the Transportation Modeling Process 59

5.0 Epilogue 61

Appendices

Appendix A – Market Driven Socio-Economic Township Forecasts A-1

Appendix B – Travel Time Impedance Estimation B-1

List of Exhibits

Exhibit 1. Change in Accessibility Measures – Build vs. No-Build Proposed Project Based on Change in Highway Travel Times 6
Exhibit 2. Build vs. No-Build I-290 – Impact on Population Growth 2010-2040 Due to Highway Improvements 8
Exhibit 3. Build vs. No-Build I-290 – Impact on Population Growth 2010-2040 Due to Transit Improvements 8
Exhibit 4. Build vs. No-Build I-290 – Impact on Employment Growth 2010-2040 Due to Highway Improvements 9
Exhibit 5. Build vs. No-Build I-290 – Impact on Employment Growth 2010-2040 Due to Transit Improvements 9
Exhibit 6. The Standard Logistics S-Curve 12
Exhibit 7. 1920-1930 Historic Trend: Population Change Per Square Mile by Minor Civil Division 14
Exhibit 8. 1930-1940 Historic Trend: Population Change Per Square Mile by Minor Civil Division 15
Exhibit 9. 1940-1950 Historic Trend: Population Change Per Square Mile by Minor Civil Division 15
Exhibit 10. 1950-1960 Historic Trend: Population Change Per Square Mile by Minor Civil Division 16
Exhibit 11. 1960-1970 Historic Trend: Population Change Per Square Mile by Minor Civil Division 16
Exhibit 12. 1970-1980 Historic Trend: Population Change Per Square Mile by Minor Civil Division 17
Exhibit 13. 1980-1990 Historic Trend: Population Change Per Square Mile by Minor Civil Division 17
Exhibit 14. 1990-2000 Historic Trend: Population Change Per Square Mile by Minor Civil Division 18
Exhibit 15. 2000-2010 Historic Trend: Population Change Per Square Mile by Minor Civil Division 18
Exhibit 16. Sample Townships – East-West Cross Section 19
Exhibit 17. Proviso Township – West Suburban Cook County 21
Exhibit 18. York Township – DuPage County 22
Exhibit 18A. York Township – DuPage County 23
Exhibit 19. Lisle Township – DuPage County 24
Exhibit 20. Naperville Township – DuPage County 25
Exhibit 21. Aurora Township – Kane County 26
Exhibit 22. Sugar Grove Township – Kane County 27
Exhibit 23. Kaneville Township – Kane County 27
Exhibit 24. Take-Off Year of Residential Development by Township 29
Exhibit 25. Population and Housing Trends and Forecasts: 1930-2040 City of Chicago – Central Lakefront Community Areas 33

Exhibit 26. Population and Housing Trends and Forecasts: 1930-2040 City of Chicago – Near West Community Areas 34
Exhibit 27. Population and Housing Trends and Forecasts: 1930-2040 City of Chicago – West Community Areas 35
Exhibit 28. Actual Population vs. S-Curve Predicted: 1920-2010 37
Exhibit 29. Actual Population vs. S-Curve Predicted: 1960-2010 37
Exhibit 30. Actual Household vs. S-Curve Predicted: 1960-2010 38
Exhibit 31. Actual Employment vs. S-Curve Predicted: 1970-2010 39
Exhibit 32. 2010-2040 Market-Driven Forecasts – Average Population Change Per Decade Per Square Mile by Minor Civil Division 42
Exhibit 33. 2010-2040 Policy-Based Forecasts – Average Population Change Per Decade Per Square Mile by Minor Civil Division 43
Exhibit 34. 2040 Population Forecast Comparisons – Market-Driven Minus Policy Based Per Square Mile by Minor Civil Division 43
Exhibit 35. Final Weight – $F_{i,j}$s 50
Exhibit 36. Change in Accessibility Measures – Build vs. No-Build Proposed Project Based on Change in Highway Travel Times 51
Exhibit 37. Build vs. No-Build I-290 – Impact on Population Growth 2010-2040 Due to Highway Improvements 53
Exhibit 38. Build vs. No-Build I-290 – Impact on Population Growth 2010-2040 Due to Transit Improvements 53
Exhibit 39. Build vs. No-Build I-290 – Impact on Employment Growth 2010-2040 Due to Highway Improvements 56
Exhibit 40. Build vs. No-Build I-290 – Impact on Employment Growth 2010-2040 Due to Transit Improvements 57

List of Tables

Table 1. Comparison of 2040 I-290 No Build and Build Forecasts 10
Table 2. Comparison of I-290 and CMAP 2040 Population Forecasts 10
Table 3. Actual Versus S-Curve Predictions 36
Table 4. I-290/Eisenhower Corridor Study – Forecasts for the Region of Chicago Market-Driven Socio-Economic Forecasts 2010-2040 45
Table 5. Population Impacts of the Proposed Project – Comparison of Recommended Build Alternatives – Highway and Transit – with No-Build Alternative 54
Table 6. Employment Impacts of the Proposed Project – Comparison of Recommended Build Alternatives – Highway and Transit – with No-Build Alternative 58
Table 7. Comparison of Study Area CMAP and I-290 No Build and Build Population and Employment Forecasts 60

1.0 Introduction and Overview

The I-290 Study is among several recently-completed or in-progress transportation projects that have used a market-driven socio-economic forecast developed by ACG: The al Chalabi Group, Ltd. ACG's forecast methodology is similar to that which previously had been used by the regional planning agency, the Chicago Metropolitan Agency for Planning (CMAP), and its predecessor, the Northeastern Illinois Planning Commission (NIPC), until the development of the CMAP GO TO 2040 Comprehensive Regional Plan, in 2010. The CMAP GO TO 2040 Plan adopted a strict Policy-Based approach to forecasting.

This report documents the development of the Market-Driven forecasts that represent the I-290 No Build Scenario, which is described in Section 2.0. A comparison of the I-290 Market-Driven approach to the CMAP approach is presented in Section 3.0. This report then presents the I-290 Build forecast development in Section 4.0. An Epilogue is presented in Section 5.0 that describes the I-290 Forecasts in relation to the CMAP forecasts developed as part of the GO 2040 Comprehensive Regional Plan Update that was completed in 2014.

Year 2040 socio-economic forecasts were developed as part of the I-290 Study. Socio-economic forecasts, including population and employment forecasts, are used as input to the I-290 travel forecasting model. The I-290 travel forecasting model uses the socio-economic forecasts to estimate future traffic and transit usage for use in design, environmental, and financial analyses. The year 2040 was selected as the planning horizon for consistency with the region's metropolitan transportation plan. The metropolitan transportation plan is intended to guide public policy with respect to future infrastructure investment for the next 20+ years for the region. The metropolitan transportation plan is intended to identify an overall framework of major capital projects that are tested for air quality conformity and are within an assumed fiscally constrained scenario. The projects identified as part of the region's metropolitan transportation plan process, which include the proposed project, are consistent with plan goals and essentially represent placeholders that are subject to National Environmental Policy Act (NEPA) studies, including a rigorous analysis of alternatives. The metropolitan transportation plan does not, however, satisfy all of the NEPA planning requirements for implementing an infrastructure project.

As required by NEPA, a major infrastructure project such as I-290 is required at a project level of detail, to undergo:

- An analysis of a "No Build" alternative to define the transportation need. For the I-290 study, the "No Build" is defined as no major improvements in the Study Area; outside of the Study Area, the fiscally constrained major capital improvements contained in the GO TO 2040 Plan are assumed to be in place.
- An analysis of a range of reasonable Build alternatives. As documented in the ongoing I-290 study, a broad range of multimodal (highway/transit mode combinations) alternatives are being evaluated.

- A detailed assessment of the social, economic, and environmental impacts of a proposed action or project. An environmental impact statement (EIS) is being prepared for the proposed project.
- Consideration of environmental sequencing: avoidance, minimization and mitigation.
- Stakeholder involvement: coordination and consultation on every aspect of the NEPA process, including the identification of project needs, evaluation methodologies, and alternatives development and evaluation.

NEPA requires preparation of an EIS for major federal actions that may significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project is developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. IDOT and FHWA are preparing an EIS for the I-290 Study.

An EIS requires a greater level of travel forecasting model detail than for a long range transportation plan, because of the need for environmental impact evaluation, as well as engineering design and financial analysis, including toll revenue forecasting. The socio-economic forecasts are the main input to the travel forecasting model, and should therefore reflect current available land use and socio-economic conditions, historic trends for the Study Area, and pending development and redevelopment proposals, particularly those that will exceed regulatory limits on density or other factors.[1] The I-290 socio-economic forecasts, which are market driven, are consistent with these requirements.

The No Build Scenario excludes all major capital projects in the Study Area to determine No Build conditions. The No Build Alternative serves as a benchmark against which the transportation needs are defined and the Build Alternatives are compared. To analyze the No Build Alternative, as well as the Build Alternatives for the proposed project, corresponding 2040 socio-economic forecasts are required.

Section II presents the Market-Driven No Build socio-economic forecasts developed for the proposed project. The ACG Market-Driven forecasts (i.e. No Build) were prepared in 2011 through 2013 in close collaboration with CMAP. Over this period, ACG: The al Chalabi Group, Ltd. conferred with CMAP staff in its development of a Market-Driven socio-economic forecast. Because it was intended for use in multiple projects, forecasts were prepared for the extended (21-County, three-state) Chicago Metropolitan Area. This Market-Driven forecast accepts and incorporates the 2040 total population (and corresponding household and employment) forecasts for the CMAP region; but, it differs in the distribution of those forecasts. The collaboration with CMAP staff was intended to establish the ground rules for developing an

[1] Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA, Federal Highway Administration, March 2010.

alternative, but complementary, forecast for the seven-county CMAP portion of the region. These ground rules, as set by CMAP staff[2], are:

- Articulate alternative assumptions.
- Show the math.
- Produce standard outputs (required for CMAP regional travel models).

This report describes those steps, as initially employed by ACG/Parsons Brinckerhoff, Inc., in the No Build scenario for the Project Corridor, whose direct impact area includes portions of the CMAP planning region. As the CMAP transportation demand model covers 21 counties in Illinois, Indiana and Wisconsin; and as these forecasts were intended for use in multiple projects, the ACG Market-Driven forecasts were generated for the entire 21-Counties CMAP modeling area. The CMAP population forecast was accepted as a control total.

The Market-Driven socio-economic forecasts, by subzone, for the I-290 No Build Alternative scenario, as well as various build alternatives scenarios, were generated by ACG: The al Chalabi Group, Ltd., in accordance with the provisions of a subcontract with Parsons Brinckerhoff, Inc., dated July 20, 2011. The ACG subzone forecasts were based on ACG-generated Market-Driven (trends) township forecasts. The distribution of the township forecasts to subzones considered, among other factors, the distribution of the NIPC/CMAP 2030 forecasts developed under the agency's quasi Market-Driven (trends) methodology; forecasts developed for Kankakee County; forecasts prepared for Northwest Indiana counties, and forecasts prepared for the Rockford metropolitan area.

The Market-Driven forecasts were also based on 2010 Census data, 90 years of historic population and employment data for the region, current and previous regional socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts. The I-290 market-based forecasts take into account the recognizable and well-documented pattern of growth of an urban area outward from a central core, incorporating existing older towns and creating new centers at nodes of high accessibility.

As prescribed by NEPA, the I-290 market-driven No Build socio-economic forecast takes into account the transportation improvements that are committed (included in the region's Transportation Improvement Program). The No Build socio-economic forecasts also excludes all major capital projects within the Study Area (no I-290 capacity improvements or CTA Blue Line Extension), while taking into account the fiscally constrained major capital projects outside of the Study Area.

The I-290 No Build socio-economic forecasts were used in development of the project's Purpose and Need. This forecast, which is "alternatives neutral" was also used for the evaluation and

[2] "CMAP Forecast Principles for data users and forecast developers", Chicago Metropolitan Agency for Planning, April 2011.

screening of preliminary alternatives in Round 1 Single Mode Alternatives Evaluation and Round 2 Combination Mode Alternatives Evaluation described in Sections 2.3 and 2.4 of the DEIS. Rounds 1 and 2 included 30 alternatives, which made individual forecasting for each alternative impractical.

Section 3.0 describes the differences between the CMAP Policy-Based forecasting approach and the I-290 Market-Driven approach, and why the Market-Driven approach was selected for use in the I-290 Study. CMAP's approach for the GO TO 2040 Plan was to integrate land use and transportation policy that resulted in a "policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations)."[3] Policy-based forecasts are designed to re-direct growth to achieve the desired outcome. The scenario-driven, policy-based socio-economic forecasts reflect the plan's desired outcome (i.e. the Preferred Scenario) and assume that the recommended policies will be in place by 2040 in order to achieve these. The Preferred Scenario promotes infill and reinvestment as the primary policy drivers and integrates the socioeconomic and land use assumptions with a fiscally constrained set of transportation improvements intended to support regional planning goals.

As background, the method used by CMAP to develop the 2040 population and employment forecasts was a radical departure from previous forecasting practices in the region. Prior to the GO TO 2040 Plan, the socio-economic forecasting practice in northeastern Illinois was based on municipal and county consultation, historic trends, local land use policies, local development proposals, available land for development, and regional and county level control totals, in a "market-based" approach. This prior socio-economic and land use methodology and forecast was adopted as the planning baseline for the region and used for major project development and for the long range transportation plan.

Due to the following considerations, the CMAP GO TO 2040 Plan socio-economic forecasts were not used for the NEPA process for the I-290 Study:

- While CMAP's socio-economic forecasts represent its "preferred regional scenario" for development, the agency recognizes that the implementation of its vision relies on a multitude of decisions made at different levels of local, state and federal government. CMAP does not have authority to implement local land use plans. The authority over local land use resides with local government. Local zoning ordinances often do not allow the type of high density redevelopment proposed in the CMAP GO TO 2040 Plan, so that the redevelopment in these fully-developed areas is not likely, given current local policies and prevailing market conditions.
- At the time the proposed project was initiating its socio-economic forecast development, 2010 Census results had just been released. However, CMAP chose not to update its GO TO 2040 socio-economic forecasts when the 2010 Census results became available, instead

[3] CMAP GO TO 2040 Comprehensive Regional Plan, October 2010, page 26.

basing its forecasts on 2009 estimates of the 2010 results.[4] Significantly, the actual 2010 Census showed a substantially lower population (nearly 200,000 persons) in the City of Chicago than the 2009 estimate used by CMAP. CMAP updated their socio-economic forecasts in 2014 to reflect the 2010 Census results as part of the GO TO 2040 Plan Update.

- The CMAP 2040 policy-based socio-economic forecasts were completed prior to identifying the fiscally constrained major capital transportation projects. Following the adoption of its GO TO 2040 Plan, which contained its recommended fiscally constrained major capital transportation projects, including the proposed project, CMAP opted not to revise its socio-economic forecasts. The implied assumption was that the policy-based forecasts, which reflected the desired development, would be the same regardless of which major transportation projects were included in the plan. Although the CMAP 2040 Preferred Scenario represents a Build scenario, it is not necessarily reflective of the effects of all individual major capital transportation projects.
- CMAP also prepared a "Reference Scenario" as a baseline during the early stages of the development of the GO TO 2040 Plan. Because the policy direction of GO TO 2040 had not yet been established, the Reference Scenario assumed continuation of current socio-economic and land use trends and no additional transportation improvements by 2040. The Reference Scenario, which is essentially a "no plan" scenario, does not reflect a No Build scenario, as it does not assume any major capital projects outside of the Study Area for the entire planning period.
- Recognizing that all of the intended policy-based results may not materialize, CMAP anticipated and supported the need for major project alternative socioeconomic forecasts as outlined in CMAP's Forecasting Principles.[5] CMAP staff concurred with the methodology utilized for developing the I-290 forecasts.[6]

In summary, IDOT concluded that a strict policy-based forecast, such as CMAP's 2040 socio-economic forecast, was not appropriate for evaluating specific transportation facilities, because it is aspirational in nature, does not directly address population and employment differences between No Build and Build scenarios, and relies on assumptions of redevelopment in mature areas. IDOT determined that a refined market-based forecast, similar to the type of forecasts historically prepared by CMAP, was required in order to provide the most appropriate traffic forecasts for use in the design, environmental analysis, and potential toll revenue forecasting for transportation improvements for the Study Area. In addition, with the potential for tolling options for the project, any potential toll and revenue evaluations needed to finance a project will require investment-grade forecasts. Lenders and bonding agencies are typically reluctant to assume that goal-based, policy-driven recommendations will be entirely effective in the face of

[4] CMAP itself explains that "[t]he 2010 estimates used as the base for the 2040 forecast were internally-derived and not based on 2010 Census data, which were not available during the GO TO 2040 process." https://www.cmap.illinois.gov/data/demographics/population-forecast.

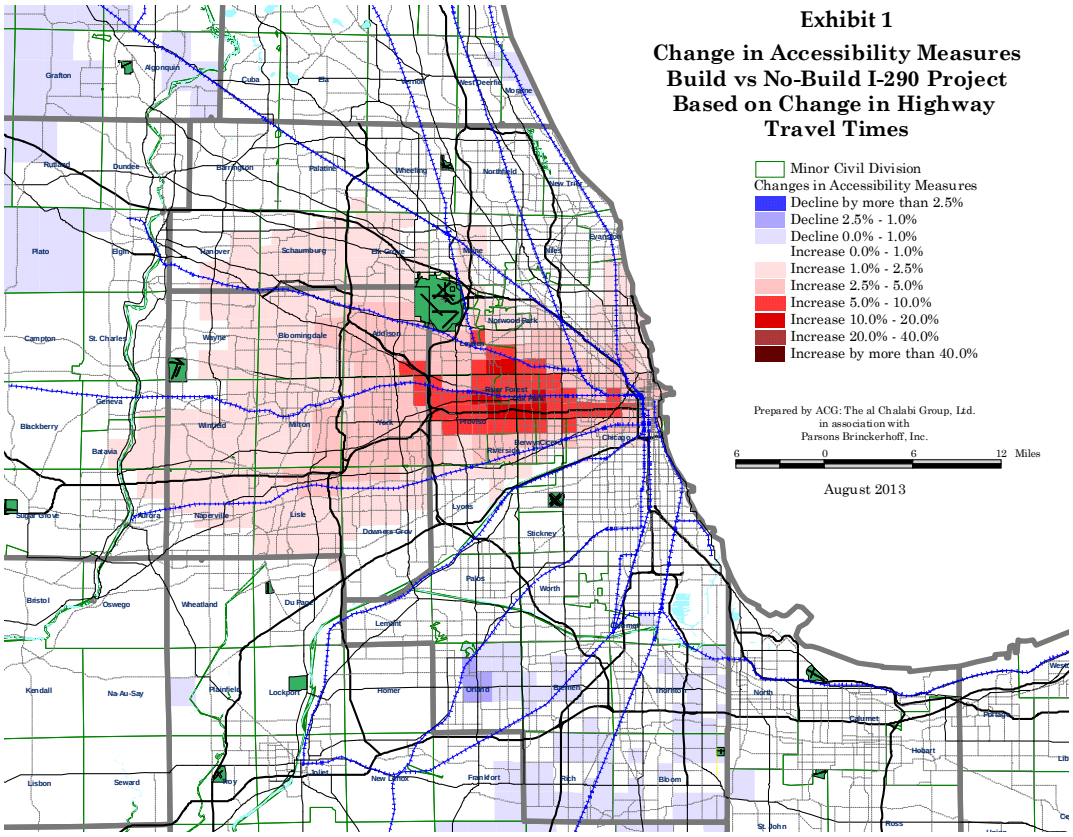
[5] "CMAP Forecast Principles for data users and forecast developers", Chicago Metropolitan Agency for Planning, April 2011 at http://www.cmap.illinois.gov/documents/10180/13313/CMAP-Forecast-Principles_10-16-12_REV.pdf/0dcb43a9-819a-4e03-80b5-ca79f3550a88.

[6] December 1, 2011 e-mail from CMAP to ACG.

laissez-faire market economics. The Illinois Tollway has developed a similar market-based socio-economic forecast approach for use in their toll revenue studies.

Section IV describes the development of the I-290 Build Scenario, which was used in the Round 3 DEIS Alternatives evaluation (described in Section 2.5 of the DEIS). The Build Alternatives for the I-290 DEIS are combinations of highway and transit improvements, including managed lanes, the CTA Blue Line Extension (or similar high capacity transit facility), and other transit, roadway, and non-motorized improvements.

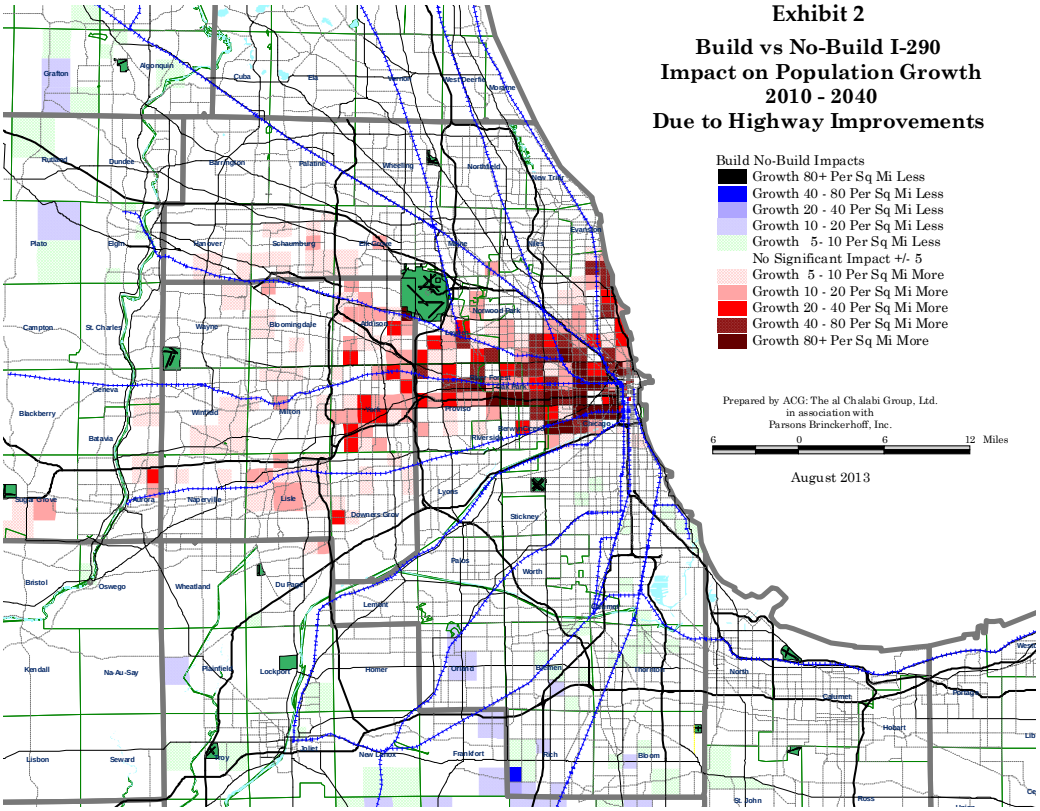
The introduction of Build Alternative transportation improvements in the Study Area results in changes in regional accessibility, which directly effects population, household and employment forecasts. The improvement of access to developable or redevelopable sites increases the development potential of those sites, attracting development (residential, commercial/ industrial, institutional) that may have occurred elsewhere in the region. Exhibit 1 graphically depicts the improved highway travel times resulting in the Build Alternative versus the No Build Alternative. As seen in this graphic, there are highway travel time improvements in the City of Chicago, suburban Cook County, and DuPage County resulting from the Build Alternative.

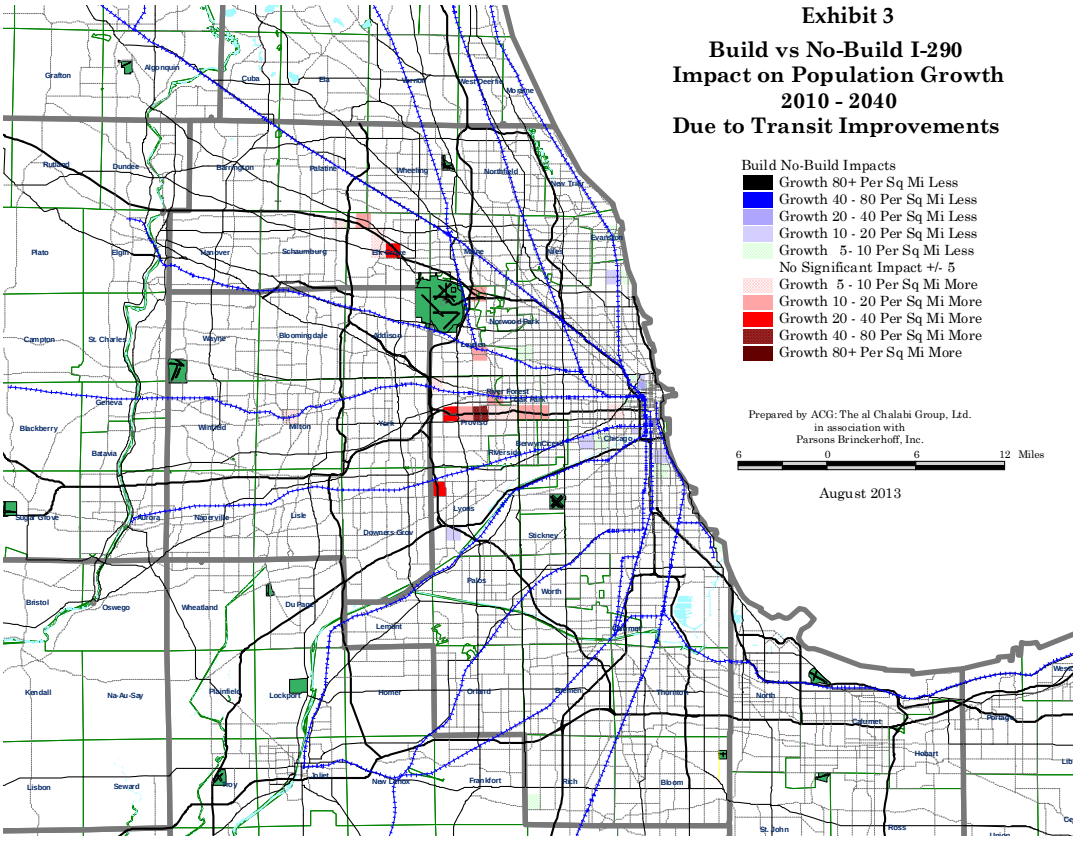


Because the I-290 Build scenario includes both highway and transit improvements, it was determined that composite accessibility effects should be used to measure changes in

accessibility for the Build scenario. The percent change in accessibility was applied to changes in household and employment forecasts (2010-2040) to generate the impact of the Build transportation improvement. It should be noted that the sum total of positive impacts (more growth) is set to equal the sum total of negative impacts (lesser growth). The implication of this assumption is that total overall regional growth (within the transportation modeling region) is unchanged – i.e. transportation improvements result in the redistribution of socio-economic activities rather than generating additional regional growth. This assumption has been imposed, by IDOT and Federal agencies, on Build/No Build analyses to discourage the generation of exaggerated benefits for any given project. It is true that some major transportation projects do result in an increase in the accessibility of the region, as a whole; such projects may imply additional growth for the region. However, the Build/No Build analysis guidelines do not allow for changing the regional growth totals. The Build/No Build analysis is intended to measure only the redistribution impacts of the project.

Exhibits 2 and 3 show the impact of the Highway Component of the I-290 Build Alternative on the redistribution of 2010-2040 population and employment growth, whiles Exhibits 4 and 5 show the impact of the Transit Component of the I-290 Build Alternatives. These figures show that the Highway Component of the I-290 Build Scenario has a greater impact on population and employment growth than the Transit Component of the Build Scenario due to the greater improvement in accessibility from the highway improvements.


Exhibit 2
Build vs No-Build I-290
Impact on Population Growth
2010 - 2040
Due to Highway Improvements
Build No-Build Impacts
Growth 80+ Per Sq Mi Less
Growth 40 - 80 Per Sq Mi Less
Growth 20 - 40 Per Sq Mi Less
Growth 10 - 20 Per Sq Mi Less
Growth 5- 10 Per Sq Mi Less
No Significant Impact +/- 5
Growth 5 - 10 Per Sq Mi More
Growth 10 - 20 Per Sq Mi More
Growth 20 - 40 Per Sq Mi More
Growth 40 - 80 Per Sq Mi More
Growth 80+ Per Sq Mi More
Prepared by ACG: The al Chalabi Group, Ltd.
in association with
Parsons Brinckerhoff, Inc.
6 0 6 12 Miles
August 2013


Exhibit 3
Build vs No-Build I-290
Impact on Population Growth
2010 - 2040
Due to Transit Improvements
Build No-Build Impacts
Growth 80+ Per Sq Mi Less
Growth 40 - 80 Per Sq Mi Less
Growth 20 - 40 Per Sq Mi Less
Growth 10 - 20 Per Sq Mi Less
Growth 5- 10 Per Sq Mi Less
No Significant Impact +/- 5
Growth 5 - 10 Per Sq Mi More
Growth 10 - 20 Per Sq Mi More
Growth 20 - 40 Per Sq Mi More
Growth 40 - 80 Per Sq Mi More
Growth 80+ Per Sq Mi More
Prepared by ACG: The al Chalabi Group, Ltd.
in association with
Parsons Brinckerhoff, Inc.
6 0 6 12 Miles
August 2013

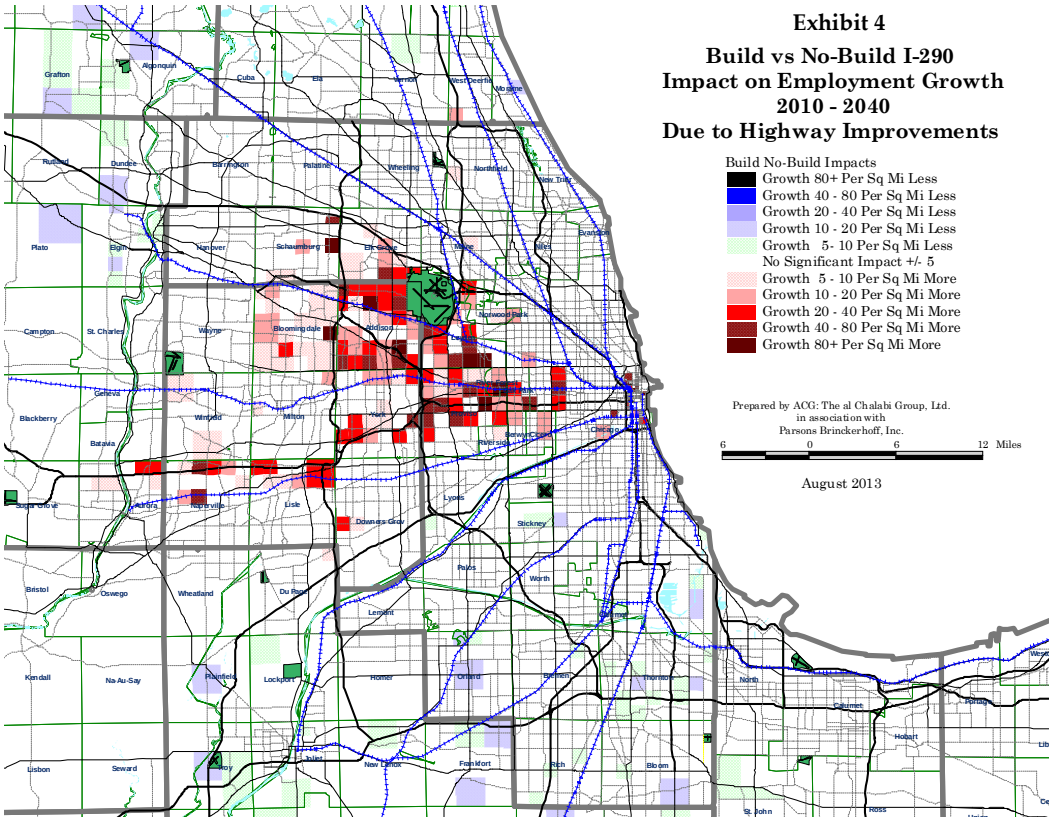


Exhibit 4

Build vs No-Build I-290
Impact on Employment Growth
2010 - 2040
Due to Highway Improvements

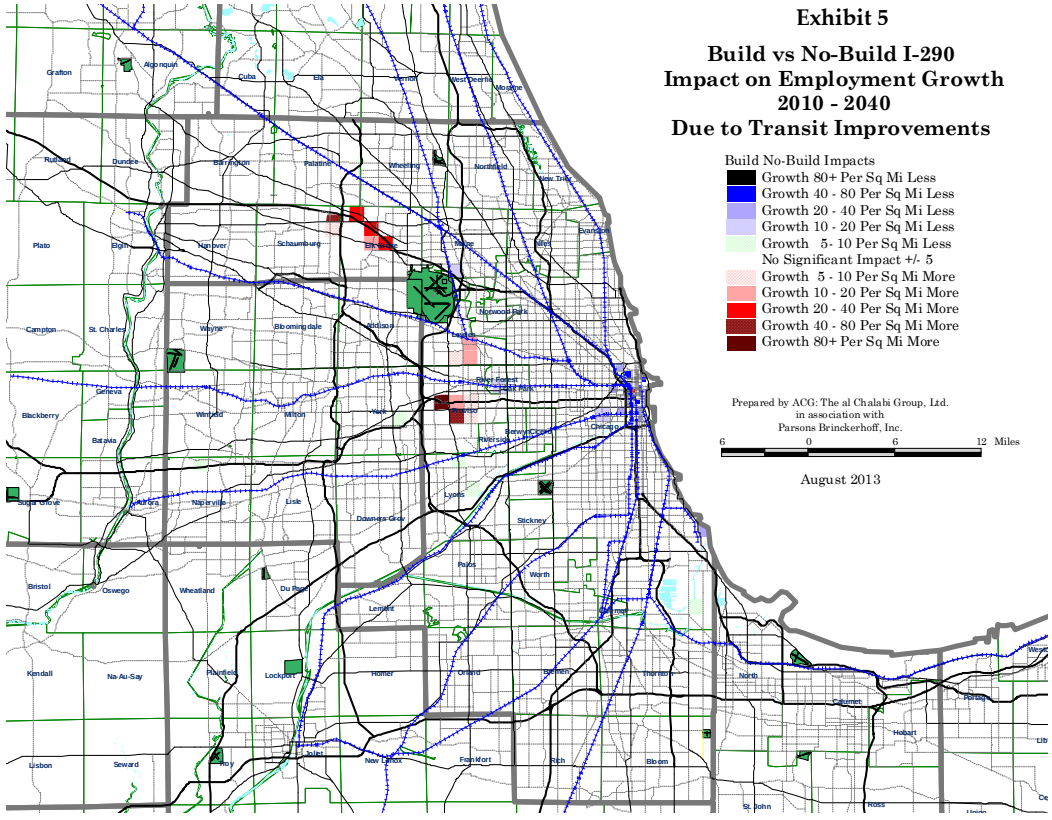


Exhibit 5

Build vs No-Build I-290
Impact on Employment Growth
2010 - 2040
Due to Transit Improvements

A comparison of the resulting Study Area 2040 population and employment forecasts is shown in Table 1. As seen in this table, the Study Area population and employment forecasts for the No Build versus Build Scenario show less than one percent change. This is due to the existing built-out urban conditions in the Study Area and that the I-290 Study reflects improvements to an existing facility that already provides accessibility to the Study Area.

Table 1. Comparison of 2040 I-290 Study No Build and Build Forecasts

Forecast	2040 No Build	2040 Build	Change
Population	649,215	651,912	0.4%
Employment	309,334	310,967	0.5%

Given the less than one percent difference in population and employment between the No Build and Build Scenarios, it was determined that a single Build Scenario could be used for the four DEIS Build Alternatives. The four DEIS Build Alternatives have nearly identical physical transportation improvements, with the primary difference among alternatives being operational – how the fourth lane in each direction is managed and if there is tolling. The HOV 2+ Alternative was used to develop the highway and transit travel times for use in determining the composite accessibility for the 2040 Build Scenario, because it represents a middle ground or operation control in terms of lane management.

Section 5.0 reflects the updated CMAP 2040 socio-economic forecasts developed for the GO TO 2040 Plan Update (2014). The updated CMAP forecasts are closer, but still higher, than the I-290 forecasts for the City of Chicago (+1.8%), Suburban Cook County (+4.8%), and DuPage County (+8), which are the main travel markets for the I-290 Corridor.

A comparison of the Study Area 2040 population and employment forecasts was performed, as shown in Table 2. As seen in this table, the Study Area population forecasts for CMAP and the I-290 EIS are within one percent of each other.

Table 2. Comparison of 2040 Study Area Socio-Economic Forecasts

Forecast	2040 Population	2040 Employment
CMAP Updated Forecast	645,950	256,590*
I-290 No Build Forecast	649,215	309,334**
I-290 Build Forecast	651,912	310,967**

* IDES employment definition ** BEA employment definition

2.0 Market-Driven Socio-Economic Forecasts - "No-Build" Scenario

A. Transportation Network Assumptions

The 2040 Market-Driven No Build baseline socio-economic forecasts reflect 2040 conditions assuming no I-290 Eisenhower Expressway improvements (no additional lanes on I-290) and no high capacity transit extension to the west of the CTA Blue Line Forest Park Branch (no Blue Line extension) within the Study Area. The 2040 No Build baseline socio-economic forecasts do assume the implementation of fiscally constrained major capital transportation projects included in the metropolitan transportation plan for the region outside of the Study Area, and the Transportation Improvement Program for the region.

Since the adoption of the metropolitan transportation plan in 2010 by the MPO Policy Committee, the Jane Byrne Interchange (formerly the Circle Interchange) and the Illiana Corridor were amended into the metropolitan transportation plan in 2013. The metropolitan transportation plan was updated and adopted by the MPO Policy Committee in 2014 and included these two major capital projects. The I-290 socio-economic forecasts were based on the metropolitan transportation plan (2010) and did not account for the two projects. The Jane Byrne Interchange project is improving the existing interchange by adding capacity to existing ramp connections, with no substantive access changes. Given the small change in population and employment for the Study Area in the 2040 Build condition versus the No Build for the proposed project, which also maintains existing access, but provides a substantial increase in mainline capacity, the ramp capacity improvements at the Jane Byrne Interchange would have a negligible effect on population and employment since the project is of a smaller scale with regards to increased capacity. The Illiana Corridor is approximately 40 miles south of the I-290 Corridor and serves an entirely different travel market, including long distance inter-state truck trips. The regional population and employment changes may be greater for the Illiana Corridor, as it is a proposed new toll road, but the effects on accessibility will typically diminish as you move away from the facility. With the I-290 Corridor 40 miles away from the Illiana Corridor, changes in population and employment with respect to the proposed project would be relatively minor.

B. Population, Households and Employment Forecasts - General Approach

Population, households, and employment are the three most-important variables used in the socio-economic forecasts for transportation planning. To understand the growth dynamics of these three variables, it was necessary to review the development history of the region and to identify the factors that caused its spatial growth and development. National and regional economic factors: transportation networks (rail, port, expressway and airport), infrastructure

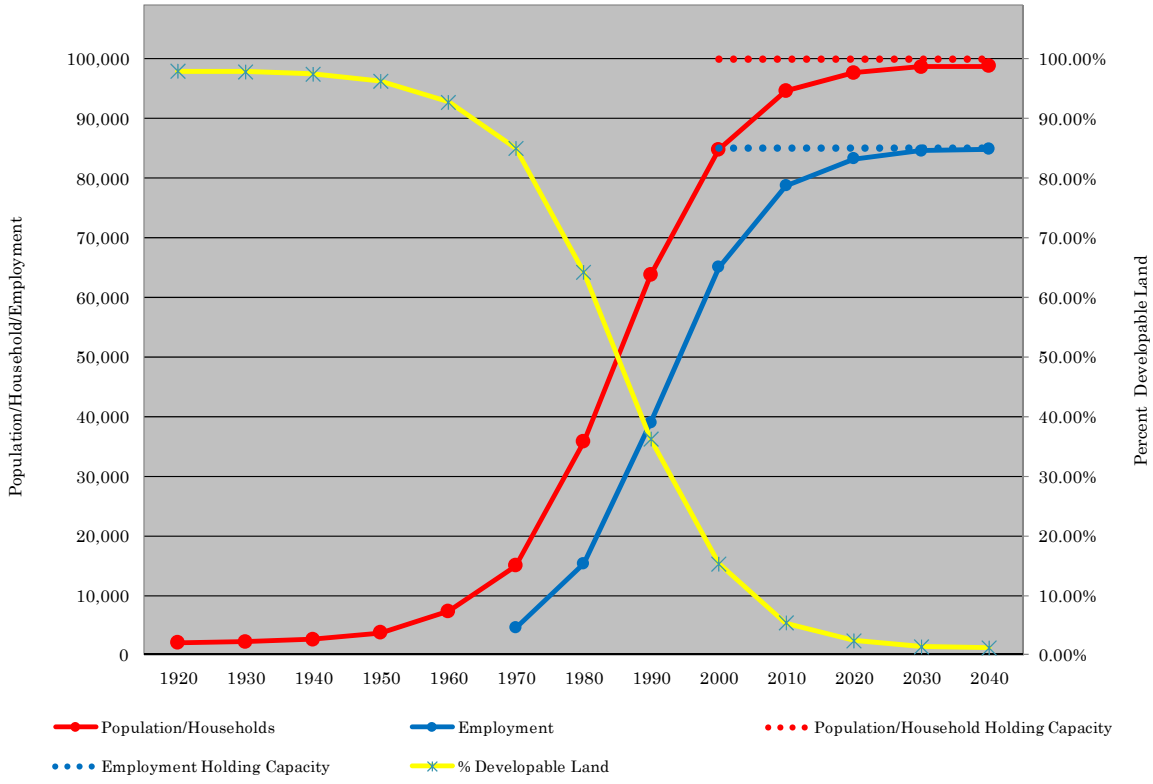
development, and land availability were identified, early, as being critical. Forecasts by CMAP, supplemented by Woods & Poole Economics, were accepted as regional control totals. Local land use plans and regional land use policies were analyzed to establish the township holding capacities for population, households, and jobs. The township was the major planning unit; its totals aggregated to the County; and its details examined at the quarter-square mile level.

From these preliminary analyses, a Standard S-Curve (or logistics curve) was used to describe historic growth, take-off development, and maturity at the township level; an S-Curve describing land availability and holding capacities describes its inverse. The theoretical basis of the Market-Driven forecasts is as follows:

- Township population, household and employment growth progress through several phases:
  - Initial farming base
  - Take-off phase
  - Growth period
  - Maturity/stability
  - Opportunities for redevelopment
- Development follows a logistics function shaped by:
  - Location
  - Time/technology
  - Density/plan/zoning
  - Available land

A representation of this function – a Standard Logistics S-Curve – is shown in Exhibit 6, below. It should be noted, that the use of the S-Curve to explain population and/or household growth and forecasts, within physically-defined boundaries, dates back to the mid-nineteenth century. This formulation has gained popular acceptance, recently, among planners. However, before accepting and applying it to generate Market-Driven forecasts, it had to be tested against long-term trends, at the township level, in Northeastern Illinois – for which historic demographic, economic and land use data are available.

Exhibit 6
The Standard Logistics S-Curve



C. Population and Employment Forecasts – Defining the Methodology

The process of metropolitan area development and suburbanization are fairly well-known and understood. The growth of an urban area – outward from a central core, incorporating existing older towns, and creating new centers at nodes of high accessibility – follows a generally-recognizable and well-documented pattern.

This process and its general pattern are tempered by four major factors:

- Technology at the time growth is occurring – in terms of transportation, manufacturing and construction.
- The underlying economy of the nation and region, plus impacts of a global economy.
- Societal preferences for, and ability to afford, densities and amenities in both residential and commercial developments.
- The siting and construction of major growth magnets – airports, universities, research facilities, corporate headquarters/campuses, regional commercial/office/medical centers, logistics centers.

There are additional demographic trends which are major factors in prompting density changes. These include:

- Family or household size
- Household income levels
- Jobs per household
- Ethnic characteristics and immigrant levels

The process and the first three factors, above, are addressed directly in this study. The fourth is addressed, indirectly, at the township level, and through past immigrant (international and domestic) trends at the county/sub-county levels. All four factors affect density levels utilizing or passing through existing structures, as well as creating demand for new.

Whatever the rate of change or density of development, growth within a county, a township, or a smaller unit ultimately reaches a point at which it can no longer continue unimpeded. The ACG research estimates that this is the point at which: available, vacant land, at the county level, has fallen to approximately three-to-five percent; and land, at the individual township level, has declined to one-to-three percent.

D. Historical Growth of the Region and its Influence on Long-Range Development

As previously stated, a region's growth follows generally-recognizable patterns. Documenting the Greater Chicago Region's historic growth, therefore, was a crucial element in this analysis. Exhibits 7 through 15 show the population change, by township, for each decade, starting in 1920 and ending in 2010. The outward growth of the region; the influence of transportation facilities; and the phases of growth relative to regional job centers and economic conditions can be clearly identified.

It should be noted, that Exhibit 15 reflects the final results of the 2010 Census. Prior to this report, the U.S. Bureau of the Census had been releasing annual population estimates, by township, since the prior decennial Census. The actual 2010 Census population differed from the 2009 estimate, including:

- Substantial decrease in the City of Chicago, where growth was anticipated and expected during the last few years of the decade;
- Higher growth in the region's fringe; and
- Lower growth in the maturing townships, except for those receiving immigrant groups.

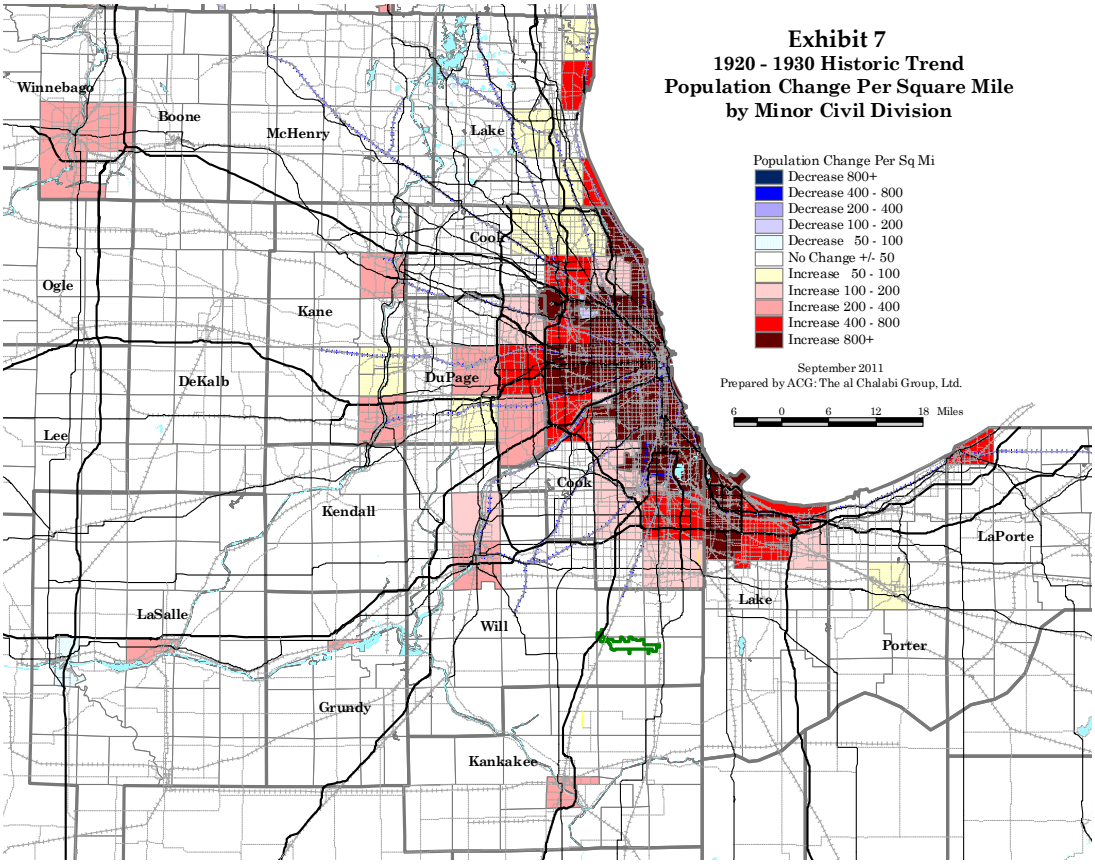


Exhibit 7
1920 - 1930 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

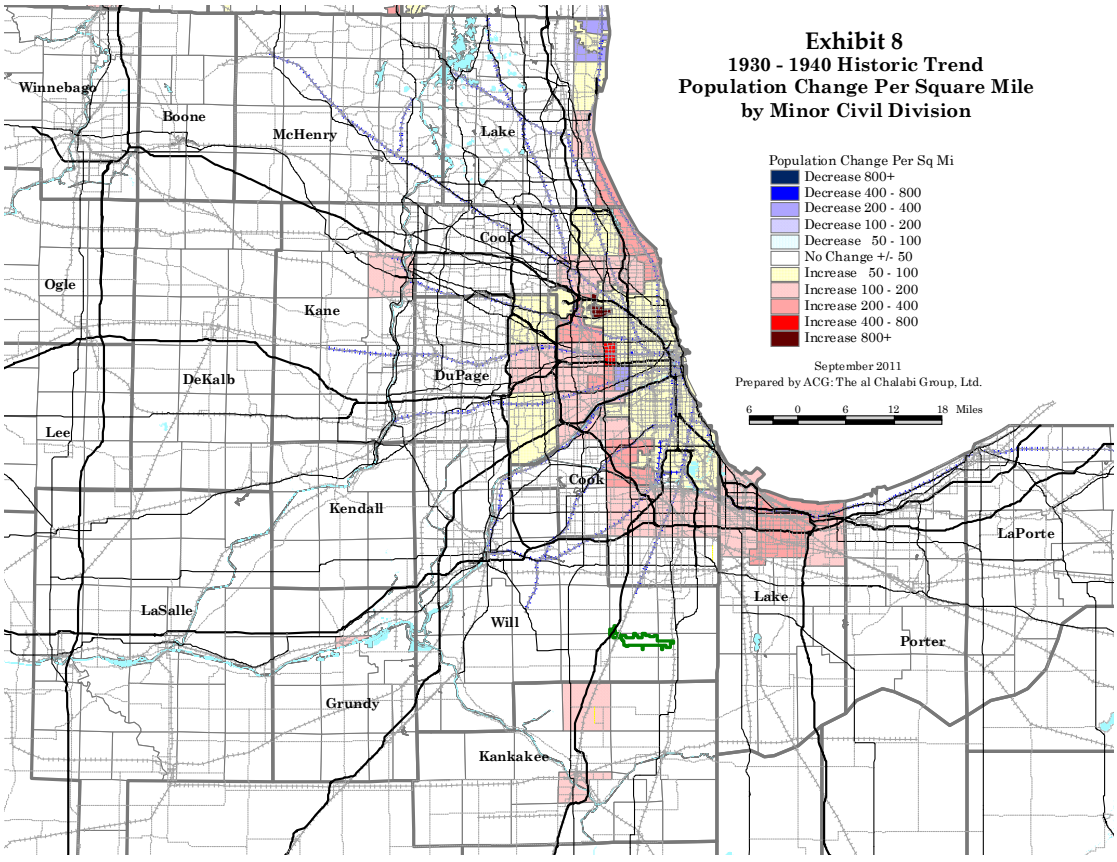


Exhibit 8
1930 - 1940 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

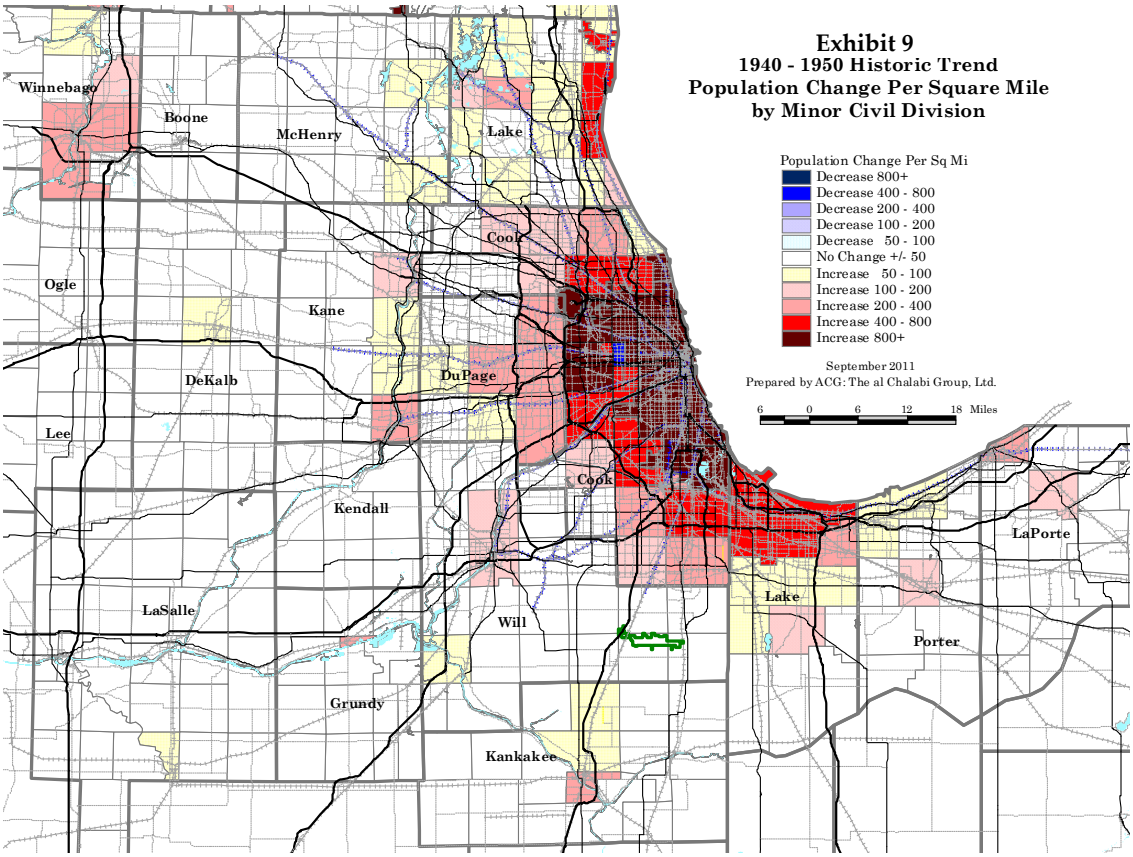


Exhibit 9
1940 - 1950 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

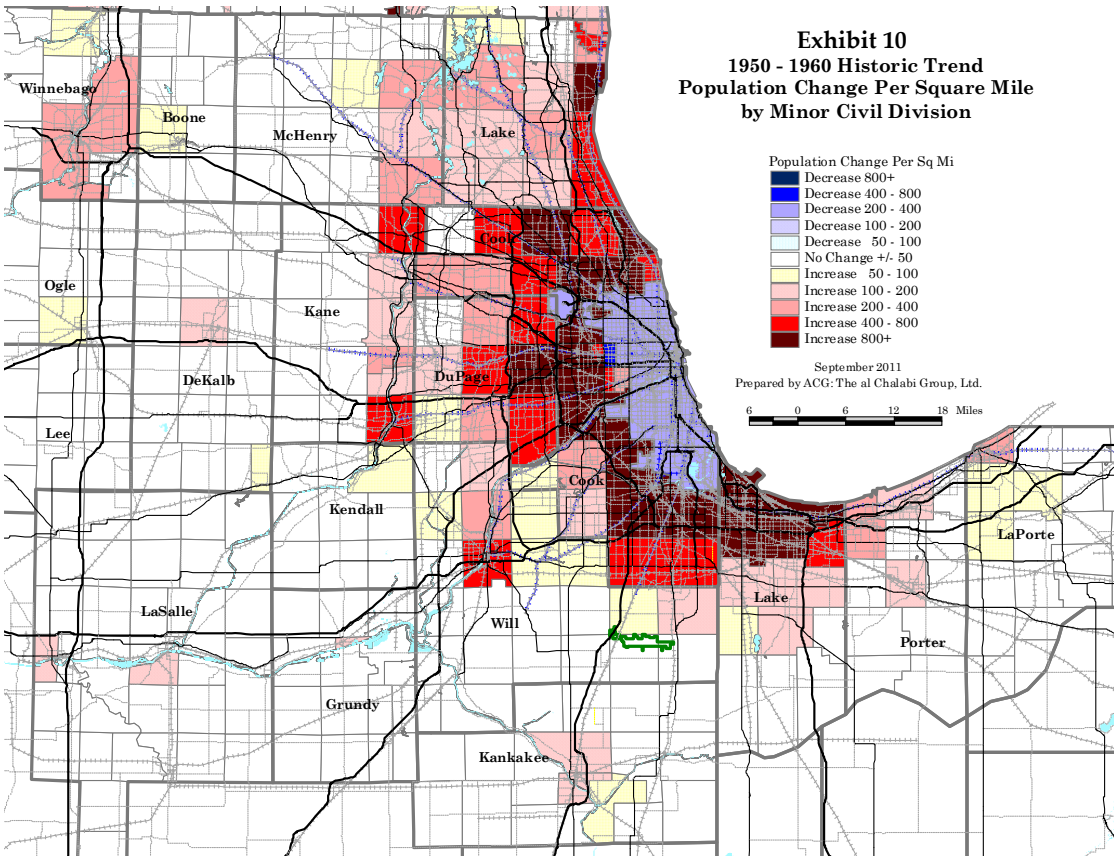


Exhibit 10
1950 - 1960 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

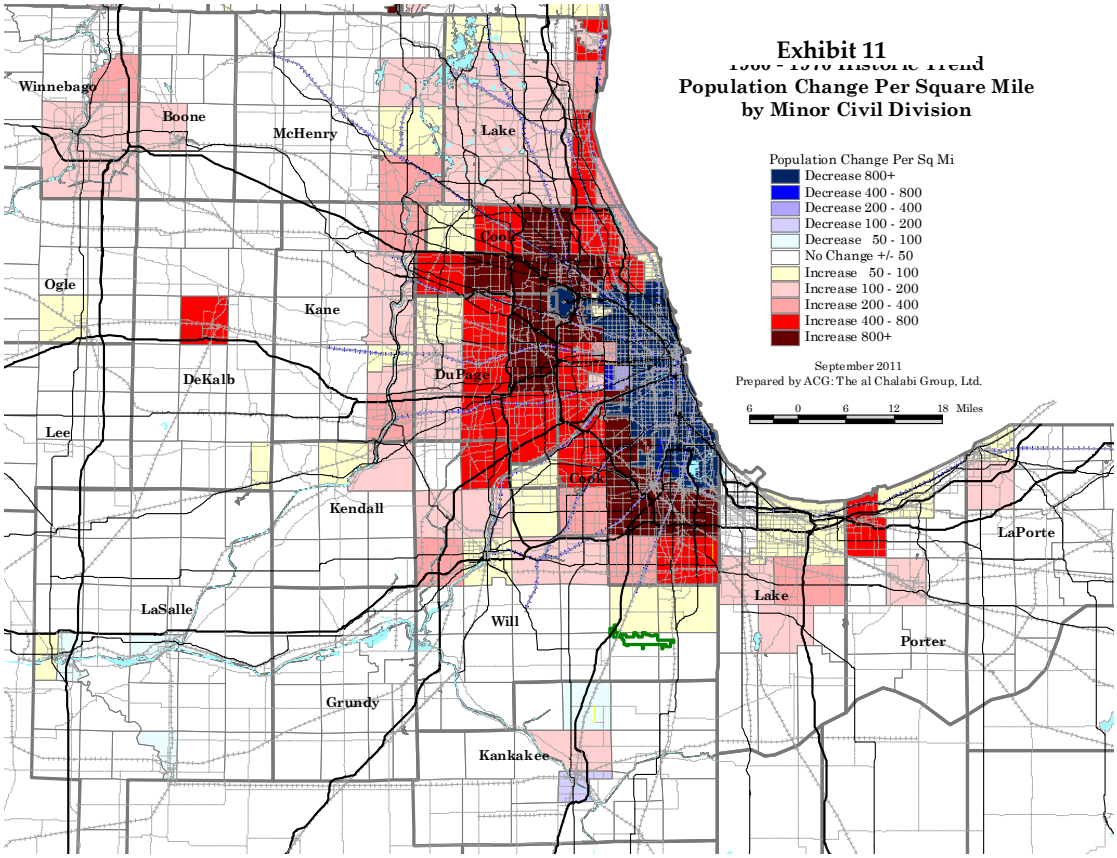


Exhibit 11
1960 - 1970 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

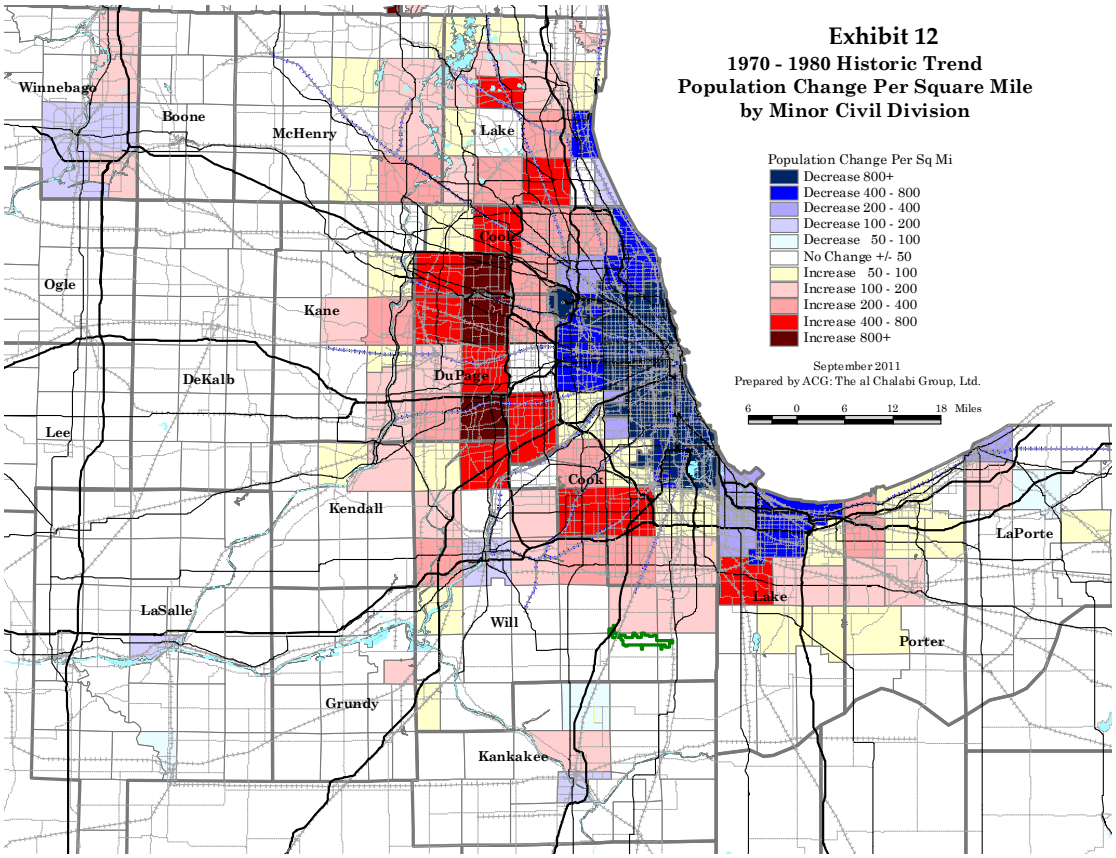


Exhibit 12
1970 - 1980 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

Exhibit 7

Exhibit 13
Population Change Per Square Mile
by Minor Civil Division

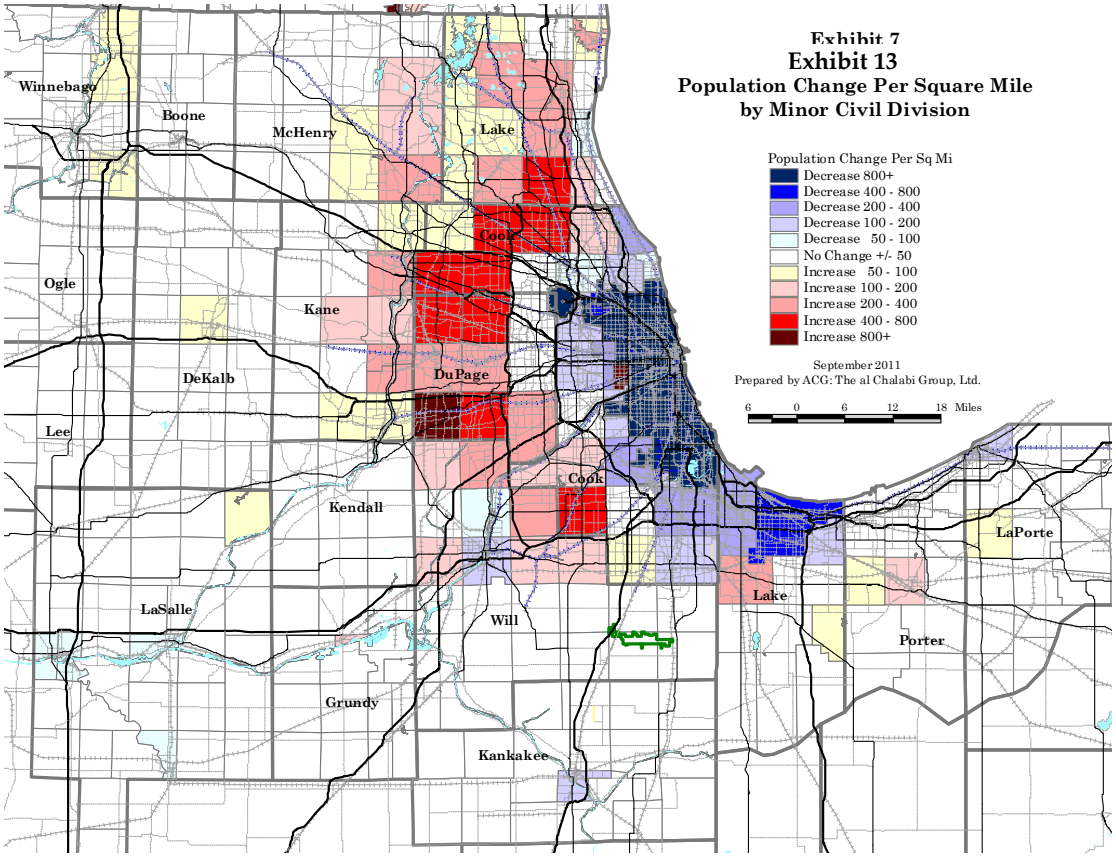
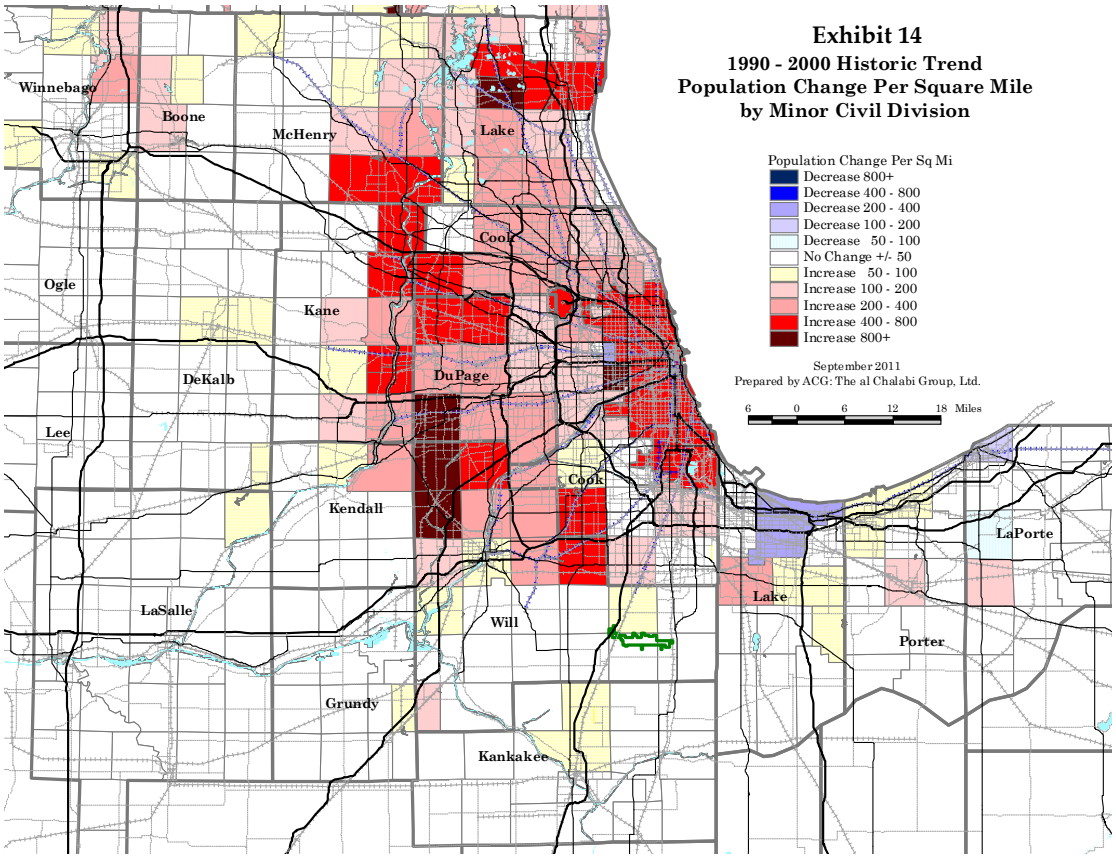
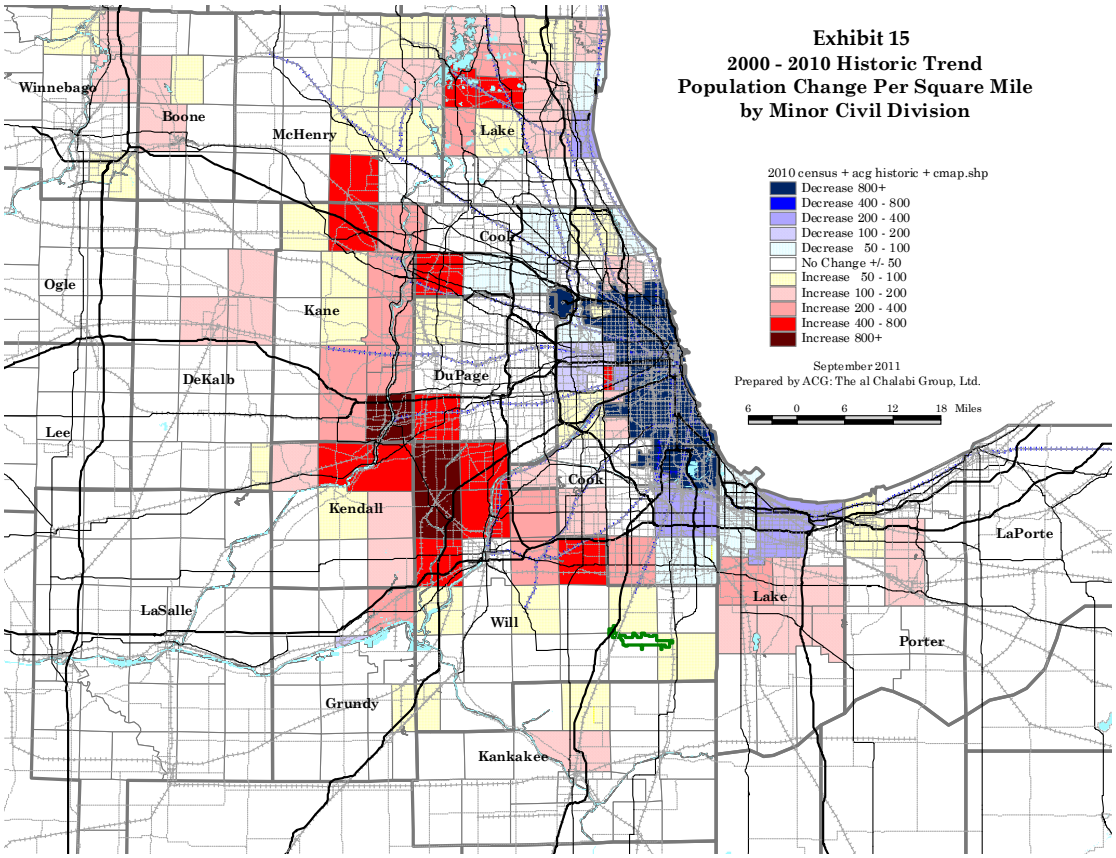


Exhibit 14
1990 - 2000 Historic Trend
Population Change Per Square Mile
by Minor Civil Division

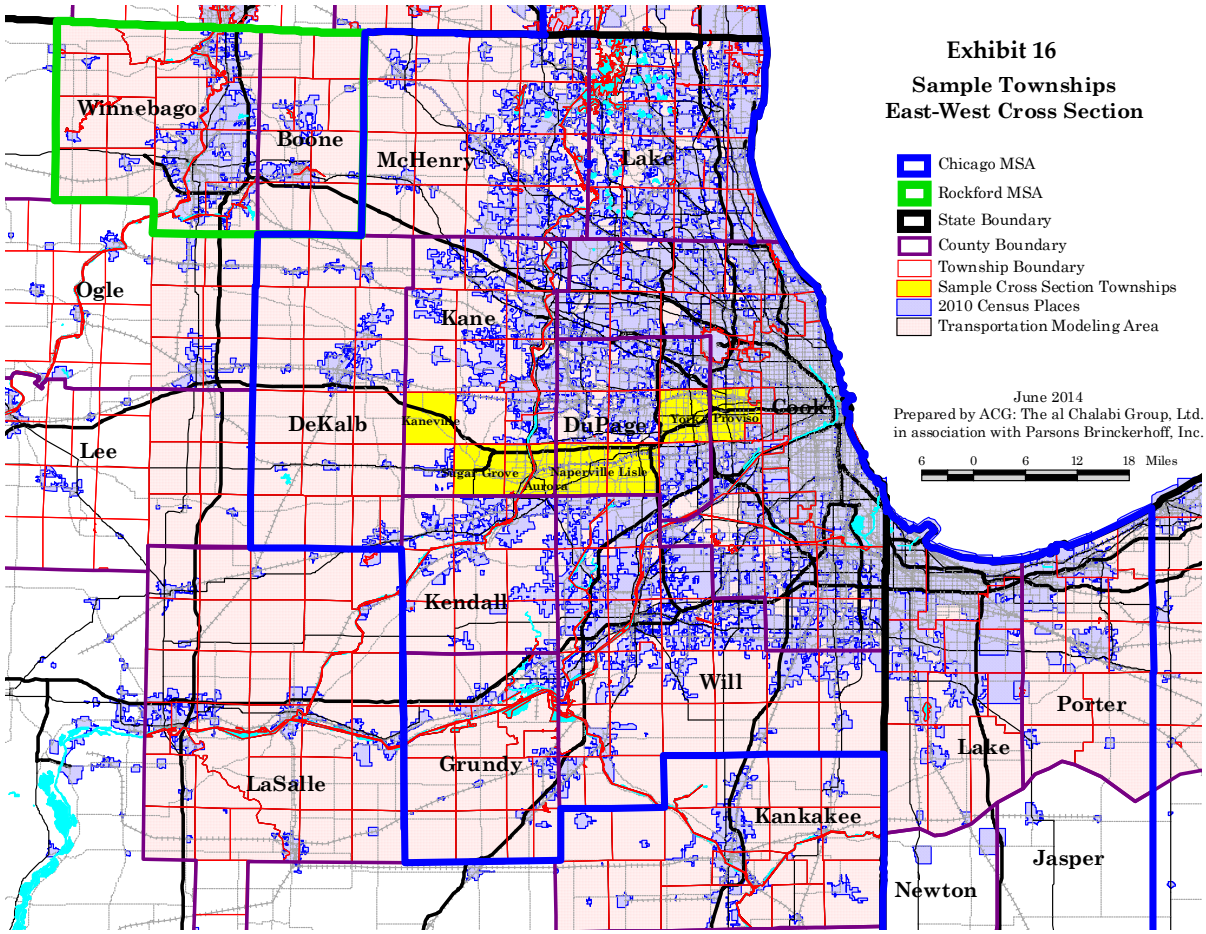




E. Market-Driven Socio-Economic Forecasts by Township – Calibration and Forecasts

The maps in the preceding section, documenting the population change by township per decade, represent one method for visualizing the outward growth of the region, the cessation of growth once land is fully developed, and the impact of local and national economic trends (cycles) on development.

A second method is to present the population, households, and/or employment trends, forecasts and S-Curve graphs for a cross-section set of townships extending from the edges of the City of Chicago outward. Seven sample townships along the Region's east-west central highway axis (Eisenhower Expressway (I-290) and Ronald Reagan Memorial Tollway) represent a typical cross-section and time-line of the Region's growth. These townships are Proviso, in Cook County; York, Lisle and Naperville, in DuPage County; and Aurora, Sugar Grove and Kaneville, in Kane County. Exhibit 16 shows the locations of these townships within the Chicago Region. Each of these townships represents a different development take-off and maturity year, generally (one exception) at a later date proceeding from east to west. Slightly different graphs, showing similar data for Community Area Groupings within the City of Chicago, along the Project Corridor, also are presented in the next section of this section.



Exhibits 17 through 23 (shown within their township descriptions) show the population, households and available land trends (through 2010) and the Market-Driven forecasts (post-2010) for the above-referenced townships. Also shown on these graphs, are the population and household (same as occupied housing units) holding capacities. Two sets of trends and three sets of forecasts are shown. The solid lines (red for population and blue for households) represent the mathematically-generated S-Curve hypothetical trends and forecasts. The dashed (also red and blue) lines represent actual past trends (through 2010) and the 2010-2040 Market-Driven forecasts generated for the I-290 Study. The large solid dots (brown for population and dark blue for households) represent the CMAP data (2010) and its two forecasts for 2030 and 2040. The S-Curve equation and its input data are:

Forecasted Household/Population/Employment =
Holding Capacity/(1+EXP(–alpha*(Year–Year0))).
Where:
alpha = (LN(1/Value1–1) – (LN(1/Value 2–1))/(T2–T1)
Year0 = (LN(1/Value1–1)/alpha+T1)
and
T1 = take-off year (at which point acceleration is pronounced) (e.g. 1948)
T2 = approaching maturity year (e.g. 2005)
Value 1 = % of peak household/population/employment at take-off year

Value 2 = % of peak household/population/employment at approaching maturity

The black lines, in these graphs, represent the S-Curve hypothetical land available for development, measured as percent of total township land, as shown on the right axis. The yellow lines represent the actual, through 2010, and the I-290 EIS (Market-Driven) forecasts beyond 2010; both are measured as percent of total land. The source of land available for development are from the Chicago Regional Plan Association (1956), and NIPC/CMAP land use survey (through 2005 with ACG extrapolation to 2010). The 2010 CMAP land use inventory was not completed until after the I-290 EIS forecasts were finalized, so was not included in this socio-economic forecast analysis.

Exhibit 17 shows the trends and forecasts for Proviso Township. Proviso Township is the first, nearly full-sized township (full-sized is 36 square miles) west of Chicago. The take-off year for residential development and population growth occurred in approximately 1920. Employment take-off occurred later that decade. By 1970, less than 10 percent of total land was available for development, an indication of approaching maturity. By 1980, only three percent of total land was available for development; this is an indication of full development beyond which redevelopment becomes the norm. It should be noted that, at the township level and applying Market-Driven assumptions, redevelopment seldom results in increased population or household densities. The household S-Curve replicates the historic trends very well; whereas, the population S-Curve underestimates the population during the period of the mid-1950's through the 1970's. This was a period of high birth rates (birth of the baby boomers) resulting in the large average household size. The better performance of the S-Curve equations in predicting household trends is the reason for shifting from using S-Curves to predict population to one of predicting households and deriving population from households.

Exhibit 17: Proviso Township - West Suburban Cook County

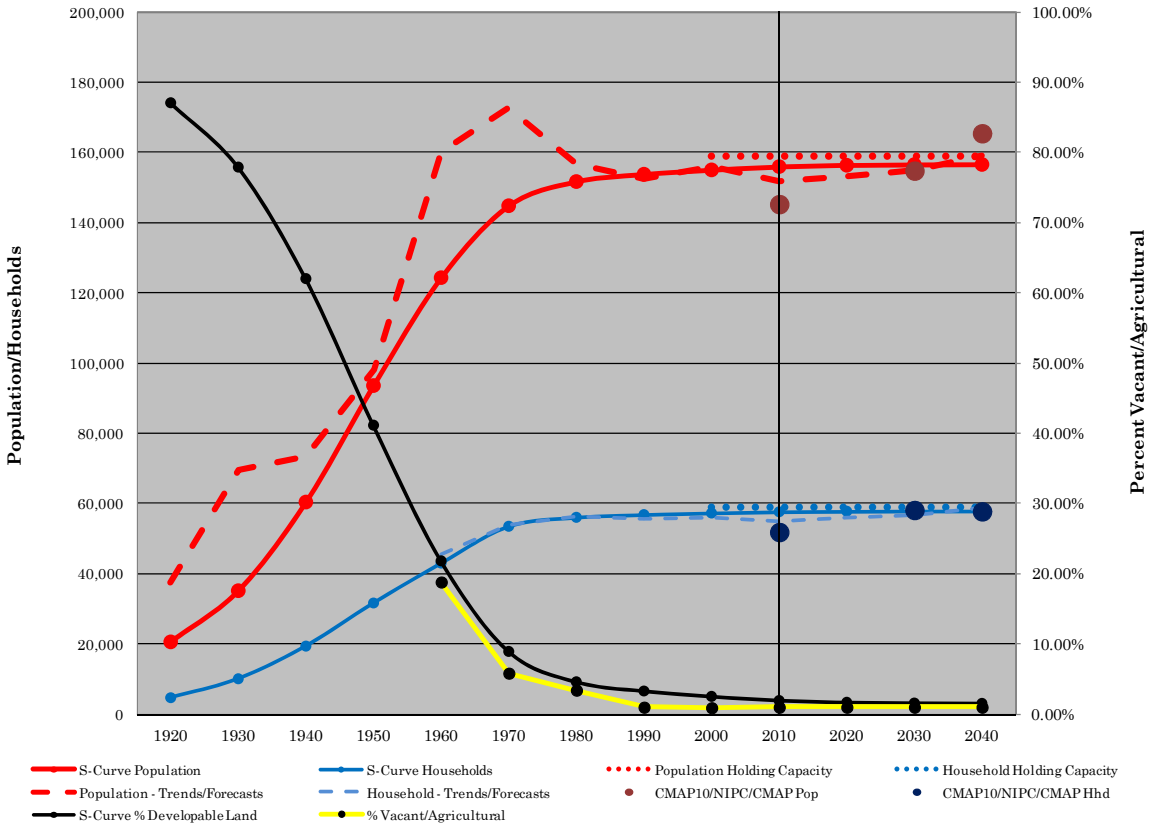
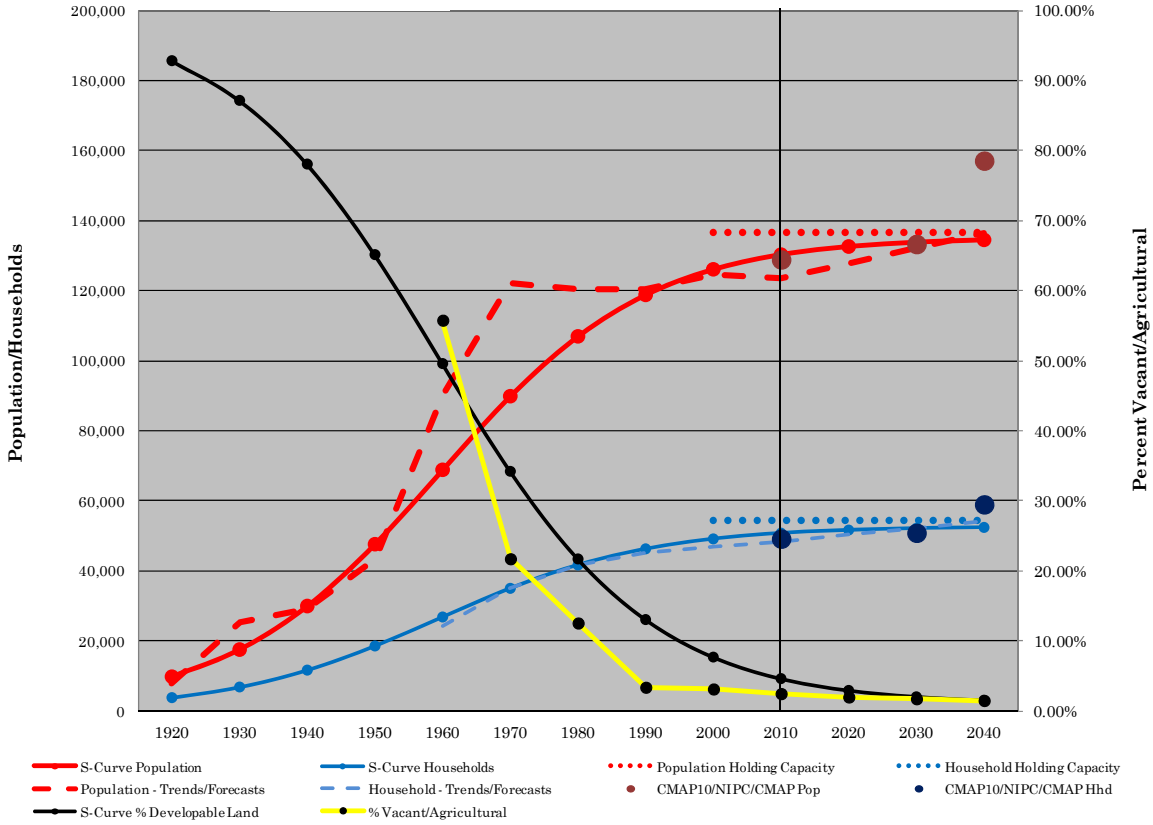


Exhibit 18 shows the population and household trends for York Township, DuPage County[7]. The intersection of the Tri-State Tollway (I-294) and the Ronald Reagan Memorial Tollway (I-88) occur on the eastern edges of this township. This intersection, which was part of the initial Illinois Tollway system put into service in 1959, caused York Township to become one of the most-important regional centers within the Chicago MSA. The northern section of I-355 (Veteran Memorial Tollway), opened in 1989, is located along the western edges of the township, further enhancing its accessibility. York Township started its population and residential development take-off in the mid-1930's and approached its residential maturity by the mid-to-late-1980's. York Township's historic household and population trends and their relationship to the S-Curve equations are similar to those observed for Proviso Township. The household predictions are uniformly accurate; whereas, the population S-Curve underestimates the population during the high birth rates and consequent large household size experienced in the 1950's and 1960's.

Exhibit 18: York Township - DuPage County



The York Township take-off for employment (Exhibit 18A) occurred in the 1960's, shortly after completion of the initial Illinois Tollway system. The township employment began approaching

[7] For the sake of clarity and readability, employment trends were shown on separate graphs; an example (York Township) is shown as Exhibit 13A.

its employment maturity by 2000. The recent Great Recession caused many of York Township's employers to reduce their number of employees. Most of the employment in York Township is office or retail-based and is assumed to return to pre-recession level and expand to occupy available holding capacity by 2040. It is worth noting that York Township, due to its excellent accessibility to the rest of the Chicago MSA, has more jobs and a larger employment holding capacity than population and household holding capacities. York Township's population and household growth patterns anticipated those of its employment growth. Once again, the population/household patterns reflect the baby boom experience of the 1950's and 1960's.

Exhibit 18A: York Township - DuPage County

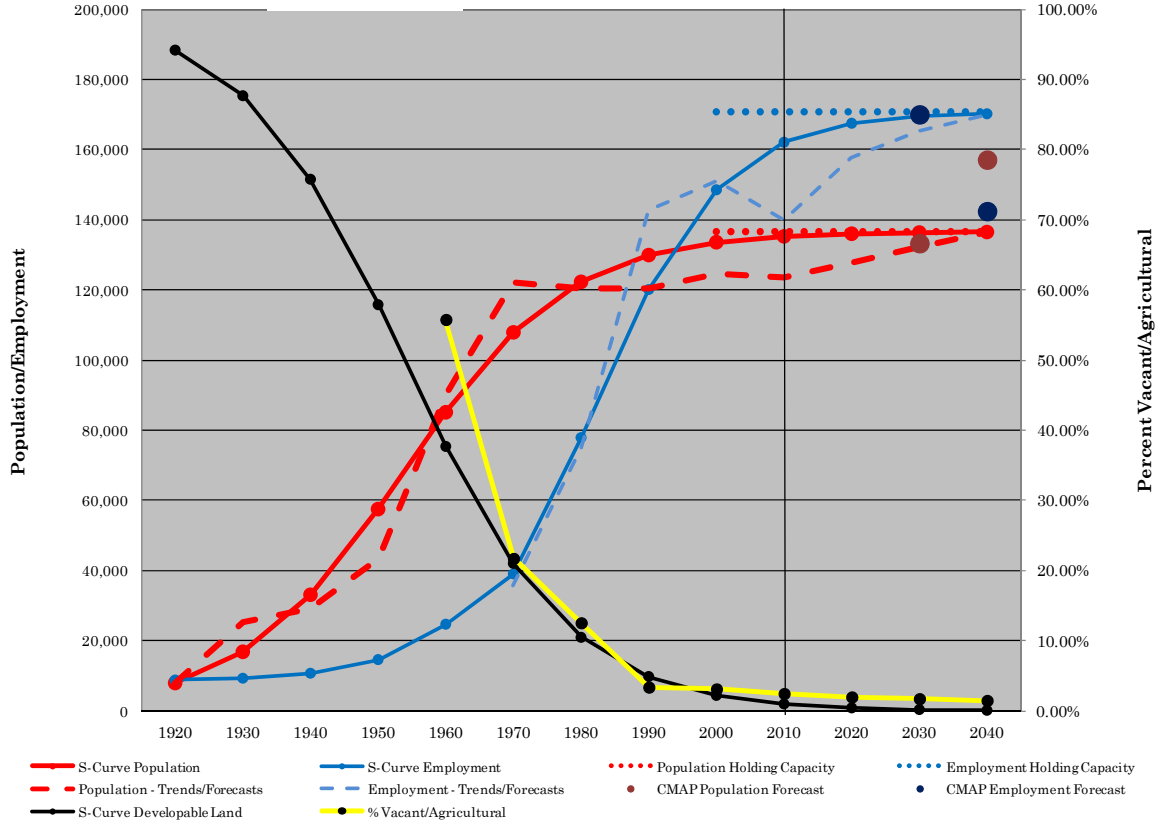


Exhibit 19 shows the population and household trends and forecasts for Lisle Township, DuPage County. The residential take-off for this township occurred in the early 1960's and approached maturity by the mid-2000's. Again, the household S-Curve is a better predictor than the population S-Curve. The difference is not as stark as those observed in York and Proviso Townships because most of the growth of this township occurred shortly after the birth of the Baby Boomers.

Exhibit 19: Lisle Township - DuPage County

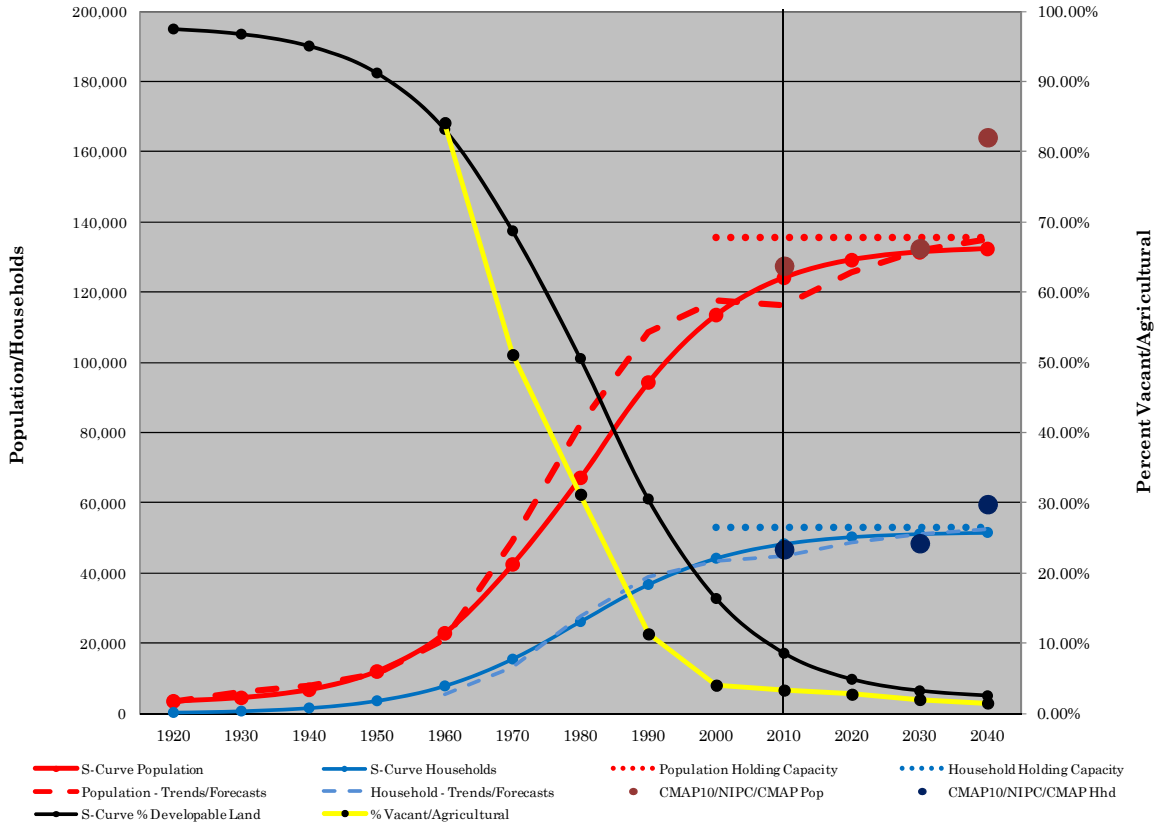


Exhibit 20 shows the trends and forecasts for Naperville Township. The residential and population take-off occurred during the early-1980's – almost two decades after Lisle. Maturity is forecasted to be approached by the mid-2010's. Both the household and population S-Curves are good predictors of past growth as most of this township growth had occurred after the large average household size associated with the Baby Boomers.

Exhibit 20: Naperville Township - DuPage County

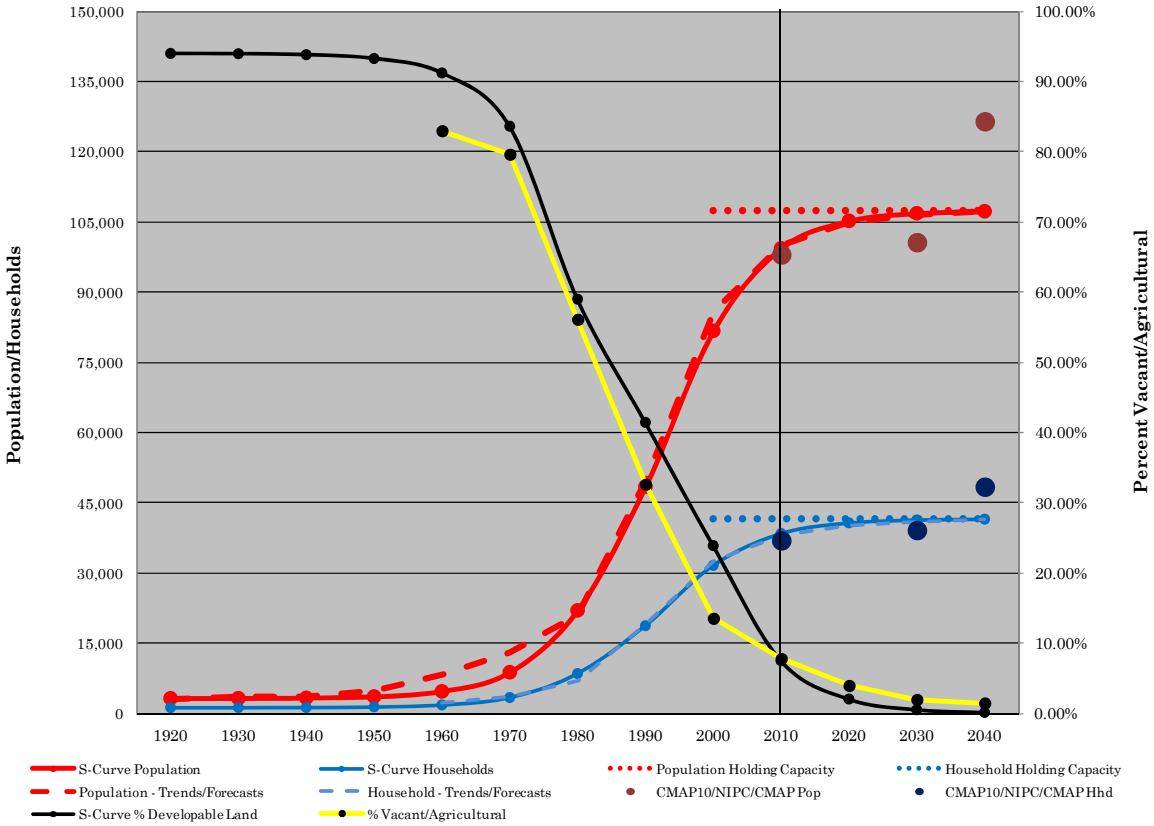


Exhibit 21 presents the growth trends and forecasts for Aurora Township. This township is one of four unique townships within the CMAP Region. Each of these four townships include one of four satellite cities (Aurora, Elgin, Joliet, and Waukegan). Each of these satellite cities was a pre-railroad city, established in the first half of the 19th Century and located approximately 45 miles from Chicago, which was established at approximately the same time. These satellite towns grew and developed as industrial centers, independent of Chicago. Each of these towns reached a mature, stable population and employment by the 1960's, at which time they remained separated from Chicago by large tracts of agricultural land and operating farms. In the 1990's, the suburban edges of a developing Chicago reached them. Since they still contained agricultural and vacant land, development was relatively reasonable; and these townships started growing again. Aurora Township's growth is shown as a double S-Curve. The mathematical equation is slightly more complex; but the hypothetical curves are presented for population and household growth. However, the hypothetical prediction of the percent of land available for development, which is the inverse of the sum of the population and employment S-Curves, is not shown as a double curve.

Exhibit 21: Aurora Township - Kane County

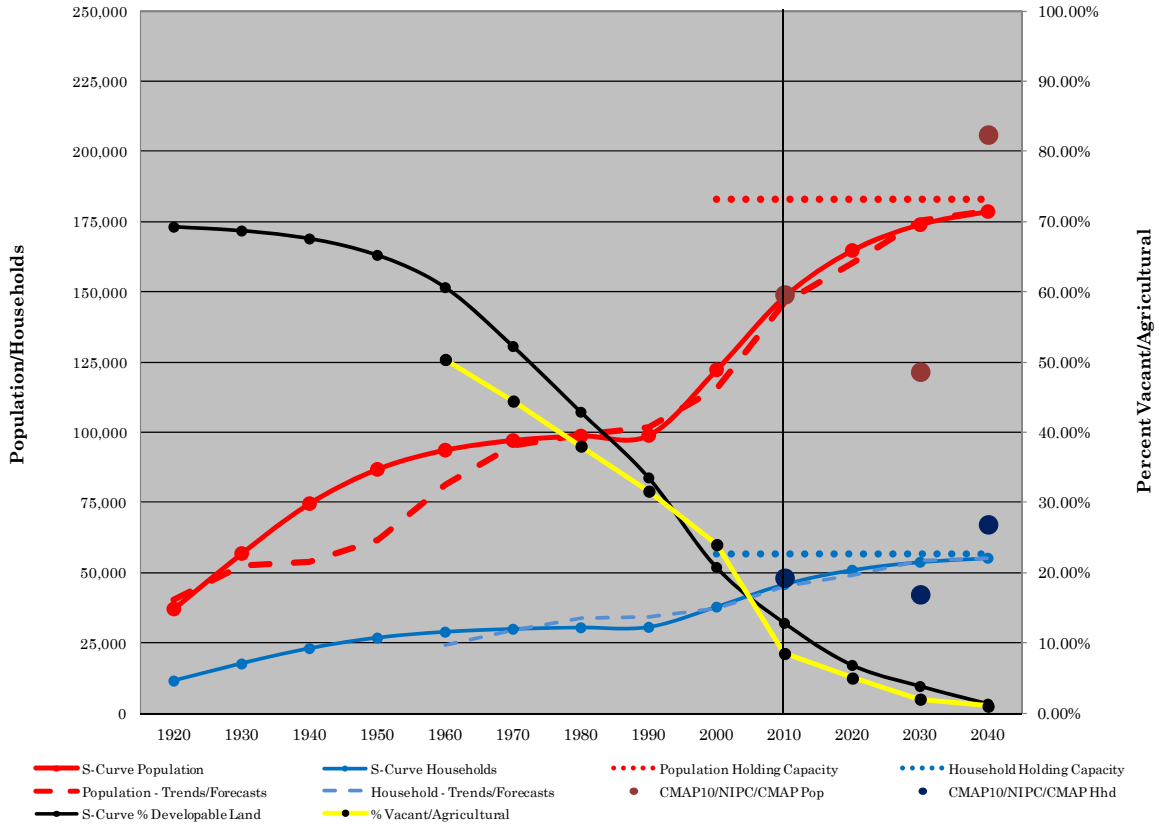


Exhibit 22 shows the growth trends and forecasts for Sugar Grove Township. Development take-off started in the mid-2000's and is forecasted to approach maturity by 2050. As the townships in DuPage reach full development, and developable land is no longer available there, urban growth will push outward. Sugar Grove Township is one of those outward townships that, currently, is starting to experience growth. Growth during the coming decade will be slower than predicted by the hypothetical S-curve because its early years will reflect the impact of the recent recession, and its slower-than-historical return to normalcy.

Exhibit 23 shows Kaneville Township; this township is the west-most township along the I-88 corridor within the CMAP Region. Development take-off is forecasted to start by the mid-2030's and tentatively is assumed to reach maturity by 2070. The township west of Kaneville is Pierce Township, in DeKalb County; this township is forecast to remain an agricultural township throughout the entire forecast period, 2010-2040. The population of Pierce Township declined from 638 in 1920 to 454 in 2010 and is forecasted to remain at approximately 450 through 2040.

Exhibit 22: Sugar Grove Township - Kane County

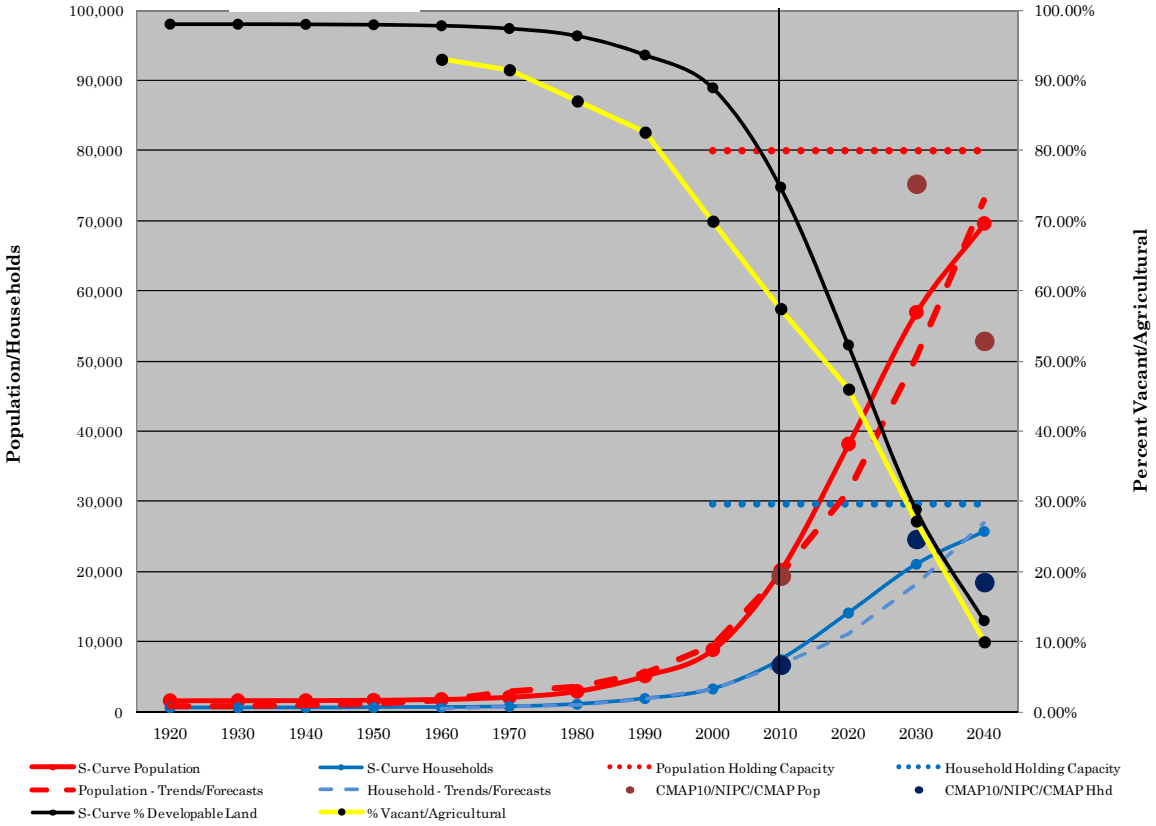
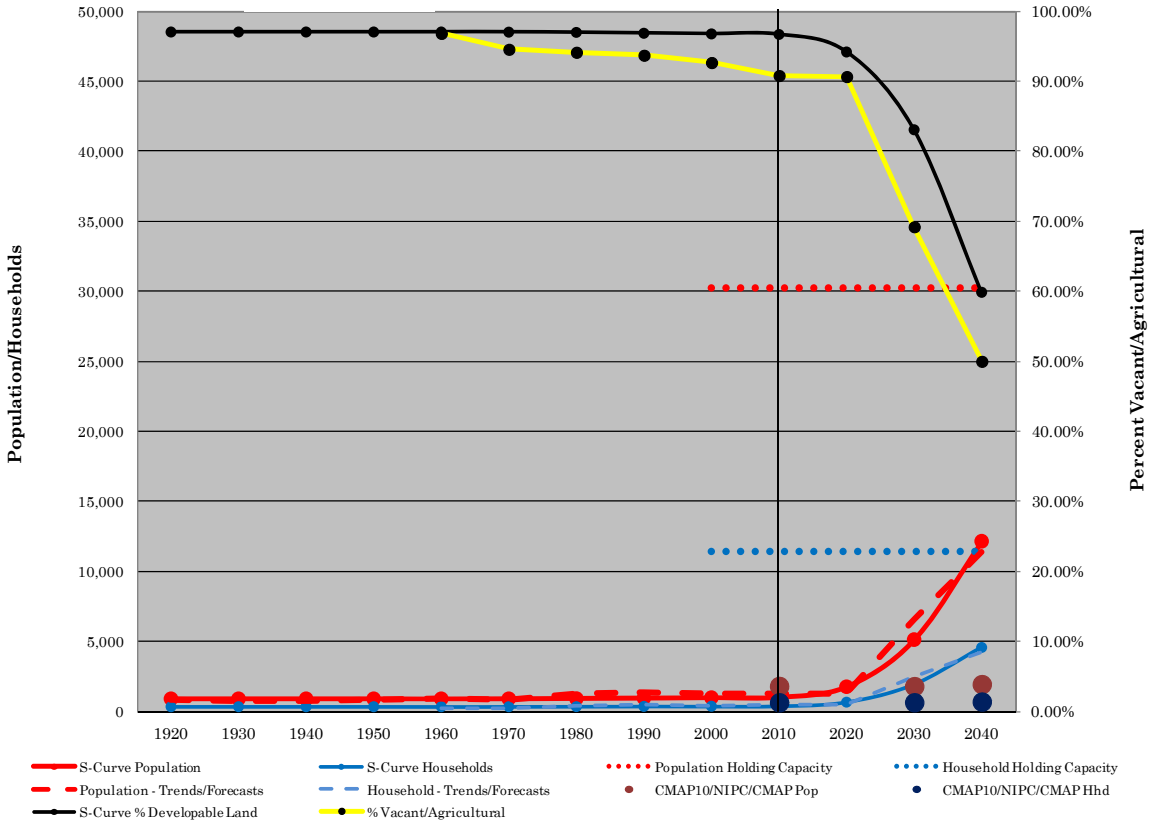


Exhibit 23: Kaneville Township - Kane County

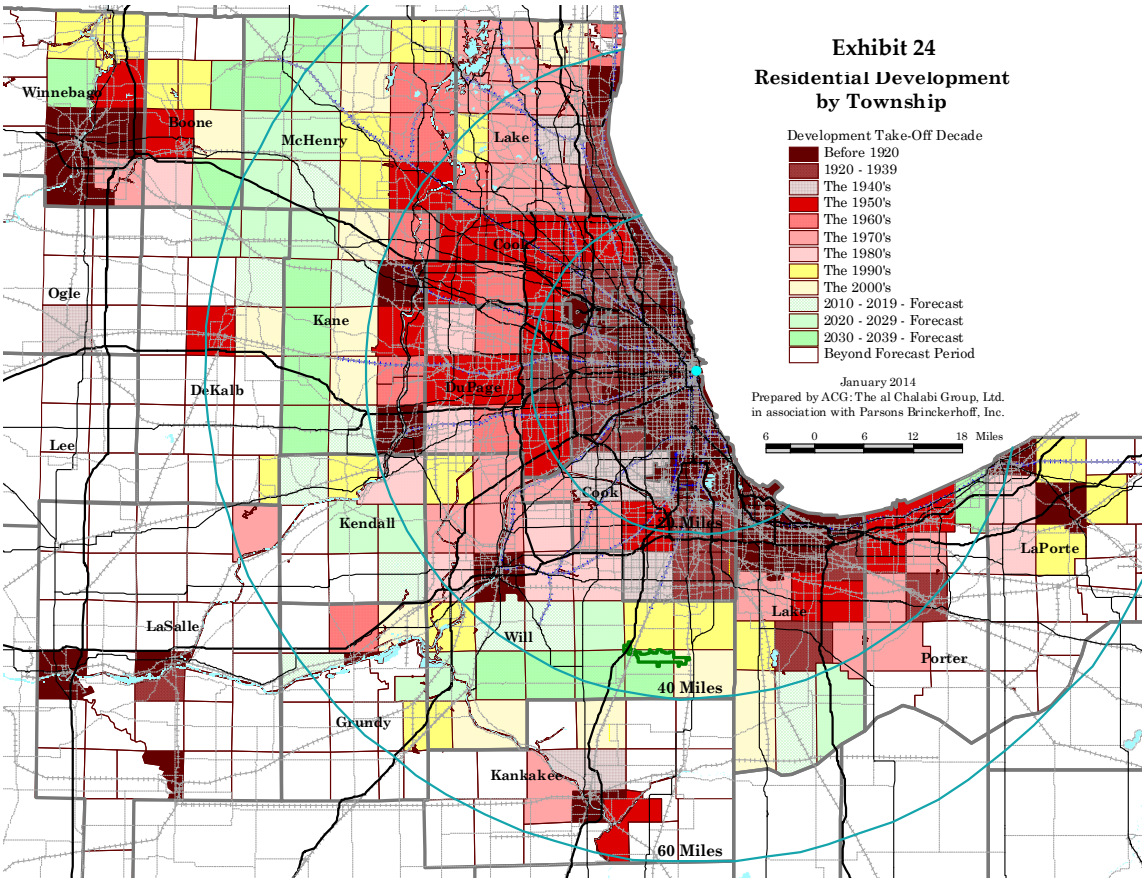


Graphs similar to those presented here, have been prepared for each of the 118 townships (several of the 124 political townships were combined to better approximate the 36-square mile surveyor townships) in the CMAP Region and the 168 townships, in Illinois and Indiana, that are within the CMAP transportation modeling area, but outside CMAP. The 168 external townships lack land use data. However, most of these are agricultural townships and are forecasted to remain so throughout the forecast period. For the few external townships where land use data are needed to calculate holding capacities, web-available satellite photographs were used to approximate land use data. For all townships, the population and employment forecasts, as generated by ACG, are influenced by available local, county and regional plans and forecasts; tempered by the S-Curve graphs; and constrained by the regional population forecasts initially generated by CMAP and accepted for the I-290 EIS.

Exhibit 24 shows the Take-Off Year of Residential Development for each Township, as implied by the S-Curve equation data for the previously-illustrated townships and each of the 300-plus townships in the Greater Chicago Region. It illustrates and verifies the historic expansion and maturation of the region; whose development was located:

- First, along the Lake Michigan shore; in the region's satellite cities (Waukegan, Elgin, Aurora and Joliet), and in further-out, independent cities (Rockford, Ottawa, Kankakee and Michigan City).
- Second, along early interurban commuter rail and historic highways (e.g. U.S. 30 and US 41).
- Third, along major expressways constructed in the 1950s and 1960s and in post-WWII suburban areas.
- Fourth, reflecting the impact of O'Hare International Airport, in pulling development from its historic concentric focus, as it competes with the Central Area of Chicago as the region's dominant economic focus.
- Fifth, the expanding edges of the region.
- Sixth, growth of satellite cities toward the expanding urban edge.

This map clearly shows: the constraints imposed, in the 1930's and 1940's, of Post-Depression economics and World War II (there was no significant growth in the 1930's); the exuberance of post-WWII (1950's) expressway building and low-rate mortgages; the economic impact of Central Chicago, the attraction of the lakefront, and the impact of their access to one another on the region's early development; the economic attraction (in the 1960's, 1970's and 1980's) of O'Hare as national and international businesses grew and required access to clients and as professionals required access to the airport; and the continual search for affordable housing, amenities, and good schools close to job opportunities.



F. Market-Driven Socio-Economic Forecasts by Community Area in the City of Chicago

The City of Chicago is classified as a single township, a township that reached full development by the early 1930's. The population of the City peaked, in 1950, at 3.621 million and, with one exception (in 2000), declined each subsequent decade, reaching a low of 2.695 million in 2010. The occupied household units remained relatively stable; it fluctuated in a narrow band of 1.080 million, in 1950; peaking at 1.155 million, in 1960; declining, thereafter, to a low of 1.025 million, in 1990; and rising to 1.046 million, in 2010. Whereas, between 1950 and 2010, the City of Chicago's population experienced a decline of 25.6 percent, its households decreased by only 3.1 percent over the same period.

The above-cited gross changes in the City of Chicago have camouflaged many serious changes that occurred in the City's communities and sub-areas. Almost all of the changes were the product of redevelopment; as vacant land, available for development, stayed at approximately five percent through the period, 1960-2010. Given these facts, it became evident that it was necessary to subdivide this single township into sub-areas and prepare individual population, household and employment forecasts for each. Furthermore, the use of the S-Curve for replicating past trends and generating future forecasts proved unreasonable, as all sub-areas

within the City of Chicago are fully-matured communities. Accordingly, a more detailed approach, cognizant of the development history and potential of each community, was necessary. This led to the analysis of community areas.

The City of Chicago is composed of 76 Community Areas (77, if the Old Uptown is divided into New Uptown #03 and Edgewater #77). The structure of these Community Areas dates back to the 1930's; and there is a wealth of historic data on the social, geographic, demographic and economic characteristics of each. These 76 Community Areas are aggregated into 12 Community Area Groups (CAG), which are relatively homogenous, by location, physical layout, structures, socio-economics, land use and history. Three of these CAG straddle the I-290 Corridor within the City of Chicago. These three CAG's are (from the Lake westward):

- Central Lakefront composed of Community Areas: 8-Near North Side, 32-The Loop, and 33-Near South Side.
- Near West composed of Community Areas: 24-West Town, 28-Near West Side, and 31-Lower West Side.
- West composed of Community Areas: 23-Humboldt Park, 25-Austin, 26-West Garfield Park, 27-East Garfield Park, 29-North Lawndale, and 30-South Lawndale.

Two approaches were used in forecasting population, households and employment for the City of Chicago. The first, was generated for the City as one township. This 2040 forecast, with a population of 3,000,000, was reported in the 2012 forecasts incorporated into the initial I-290 "No-Build" forecasts. These initial forecasts were further refined through the preparation of forecasts for each of the twelve Community Area Groupings. These refined forecasts are detailed in the report, Comparison of Historic Data and ACG/CMAP Forecasts to 2040 of Population and Housing for the City of Chicago and its Community Areas, prepared for the Illinois Department of Transportation, by ACG: The al Chalabi Group, Ltd, in association with Parsons Brinckerhoff, Inc., in February 2013.

The above forecasts reflect a continuation of the trends of the past few decades, interrupted by the recent Great Recession, which affected both the job and housing markets. Chicago, currently, is resuming these long-term trends, which have resulted in a gradual and unremitting improvement of housing stock and a spreading gentrification of neighborhoods from the Central Area and the Lakefront, outward. Additional trends include:

1. **Combining/Enlarging Housing Units –** This growing phenomenon is flourishing in both single-family neighborhoods and in high-rise condominiums. There has been an on-going trend to combine units in major condominium towers, as homeowners/buyers seek to modernize and enlarge their residences. For example, the Hancock Center and high-rises along the north lakefront show percentage reductions in units (through combination) and residents that closely parallel the city's decline in population over a similar period of time (1990-2010).

   There is a similar trend to replace older, smaller, single-family housing with much larger units, often on several city lots. These units, often referred to as McMansions, line many of the tonier streets of Lincoln Park and Lakeview. Large single-family residences – previously

converted into apartments – have been renovated and returned to single-family use. There also has been major adaptive reuse of industrial and office buildings into lofts and residences, often conferring considerable square footage to individual units.

2. **Abandonment and Demolition –** Over the past twenty years, there has been significant demolition of high-rise public housing, with little replacement. Families often were relocated to nearby suburbs, with the assistance of housing vouchers. In some of the better-served areas, privately-funded market or 80/20 development has occurred – all at a significantly lower density. While vacant land still remains, access is often compromised by elevated rail or highway structures. The result is both reduced housing units and lower density.

3. **Impacts of the Recession on Housing –** Adding to the former abandonment and demolitions, described above, is the very substantial abandonment and foreclosure brought about by the recent Great Recession. Chicago was, and still is, hard hit by this economic challenge, with a foreclosure rate estimated at approximately 3.3 percent of housing units, more than double that of the national average, as of late 2012. At the same time, the foreclosure rate in the State of Illinois was the highest in the U.S.

4. **Available Vacant Land –** In addition to the above-cited vacant land, there are major parcels of land (former U.S. Steel, central railroad land, Chicago River banks, the former Michael Reese Hospital, former Taylor Homes, etc.) which have been or are currently undergoing planning. Most plans show gradual development over the next 20 to 30 years. Development of these parcels has been taken into consideration in this forecast. The result is a slightly larger number of housing units, in 2040, than those forecast by CMAP.

5. **Infill Development –** As a result of older urban renewal programs and the civil disruptions of the 1960's and 1970's, many neighborhoods were confronted with gaps created by demolitions, fires, or abandonments. The treatment of these infill spaces has been very different. In the lakefront communities – Lincoln Park, Lakeview, South Loop, Hyde Park, Near North – and communities radiating outward from the Loop – Near West, Logan Square, Ukrainian Village, etc. – the infill spaces have been filled with new structures. In the still-struggling areas of Lawndale and the South and Far Central communities, they have not. But, infill has simply replaced units that were once there; while at a greater value, they remain at their former or lower densities. It should be noted that infill occurs only when the general area is served or upgraded by a major economic asset, such as a medical center, university campus, regional retail, or access to the Chicago Central Area.

6. **Second-Home Development –** A fairly recent phenomenon is the development of second homes in the City of Chicago – for suburbanites who want a small pied-à-terre in the City to enjoy its lively cultural and entertainment offerings; and for those who enjoy residences in two or more regions across the country or beyond. In some Central Area high rises, second homes now represent five percent or more of the units. Second homes for global citizens have not developed in Chicago at levels comparable to those in London, Paris, New York

and Miami. However, such development is possible, in the near future, given the marketing and emergence of Chicago as a "Global City".

7. **In-Migration, Out-Migration and Household Size –** Immigrants to the United States have, traditionally, been attracted to its large cities. As such, Chicago has accommodated a full range of immigrants. In most instances – as it is currently – this has meant larger-than-average family size, gradually transitioning into that of the average of the surrounding urban area. The current influx of immigrants to Chicago is Hispanic. The impact of their location into the neighborhoods of the North Central, North and South Central and Midway areas, has resulted in higher densities. These densities are the result of both larger family size and smaller housing units. As this population is assimilated, it is assumed that both family size and housing choice will approach those of the general population. The housing stock in these areas is – for the most part – single-family bungalows on small lots and low-rise apartments.

   A recent immigration trend is to skip over the central city, in a major urban area, in favor of a mature suburb, for an initial settlement. This pattern currently is apparent in the Chicago Metro Area. Furthermore, the immigrant group is more likely to leave the urban core for the suburbs fairly quickly, if these urban neighborhoods gentrify, become more expensive, and attract smaller households.

8. **Expansion of Institutions –** As the Chicago economy has undergone major structural changes, its universities, institutions and hospital/medical facilities have been major beneficiaries. And, with change, has come significant development, primarily of a high-density campus nature. The City's prime hospitals – Northwestern, University of Chicago, Rush, University of Illinois, Stroger, etc. – have expanded into their surrounding residential areas; and they are expected to continue expanding. The University of Chicago, with its medical facilities, has always been a key player in the development/redevelopment of Hyde Park, from the time of its earliest urban renewal programs. The University of Illinois Chicago was the direct result of urban renewal on the Near West Side; and, while its expansion has greatly changed its neighborhood, in some instances, it has reinforced historic preservation. Loyola and DePaul Universities are expanding their campuses on the edges of Lincoln Park and Edgewater. These are vibrant developments that benefit the surrounding areas with a wide array of jobs and local improvements; and their expansions are expected to be publicly assisted or encouraged.

To illustrate the impacts of these trends, the forecast for the three Community Area (CA) Grouping straddling the Project Corridor are presented and discussed below:

Exhibit 25 shows the population and housing trends and forecasts for the Central Lakefront Community Areas. This grouping is composed of three CA's: Loop, Near North Side and Near South Side. Considerable housing construction has occurred in this area during the last two decades. The Great Recession occurred before many major projects were completed, resulting in a vacant housing overhang. Most of this overhang has been absorbed; however relatively high

vacancy rates will continue due to the prevalence of second homes. Second homes are classified as vacant by the U.S. Bureau of the Census. Construction has resumed, but as condominium units will continue to combine to form larger units, the increase in housing units is forecasted to be less than the units constructed. Finally, average household size has already declined to almost 1.6 and is not forecasted to decline below that level.

Exhibit 25: Population and Housing Trends and Forecasts: 1930-2040
City of Chicago – Central Lakefront Community Areas

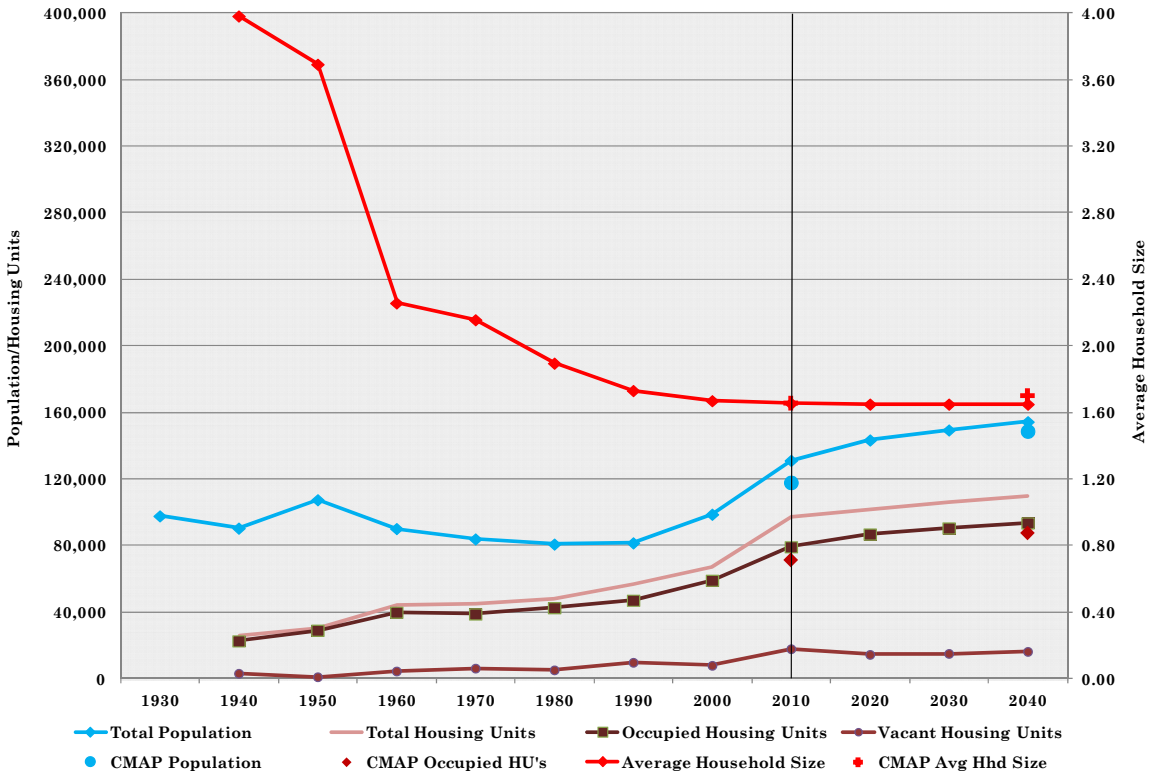
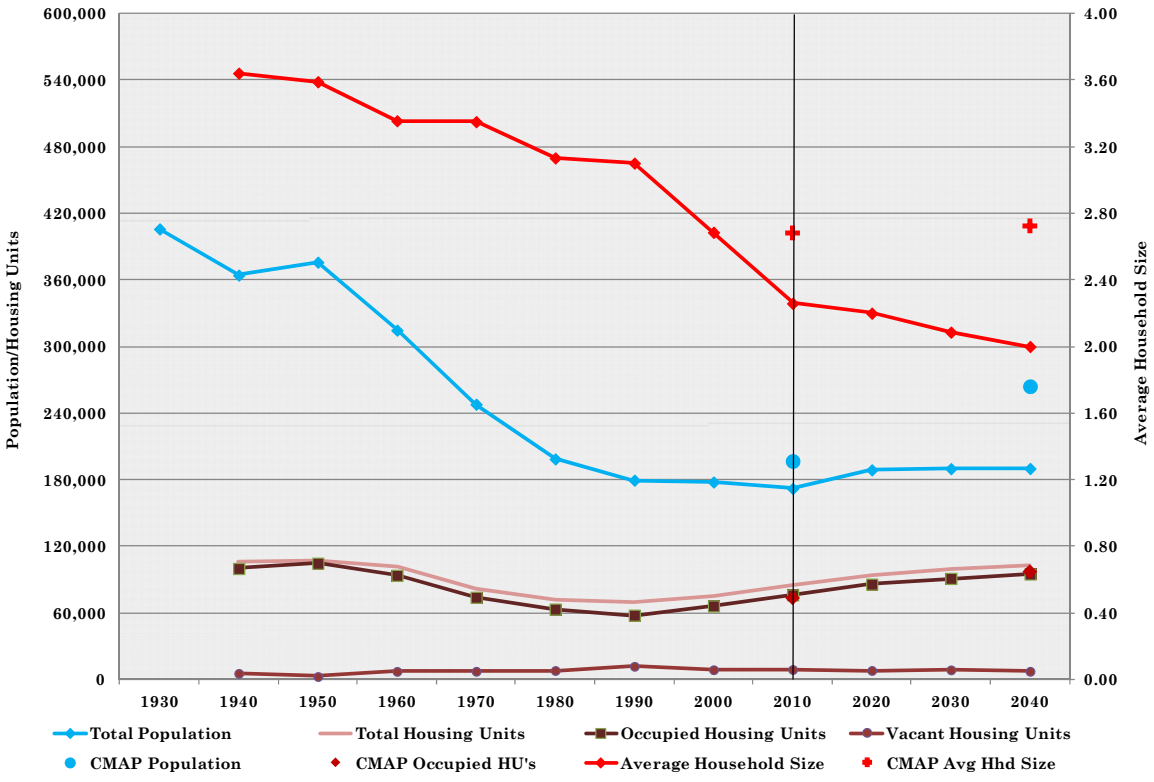


Exhibit 26 shows the past trends and forecasts for the Near West Community Area Group. This area is bounded by the Chicago River (east), California (West), North Avenue (North) and I-55 (South). The Near West benefits from the spillover development from the Central Area, which produced Presidential Towers. This area is also home to the University of Illinois Chicago, the Rush/County Medical Center and the Chicago Stadium. The older communities in this area are being revitalized, including Pilsen, with its arts and restaurants, as well as Ukrainian Village and Noble Square.

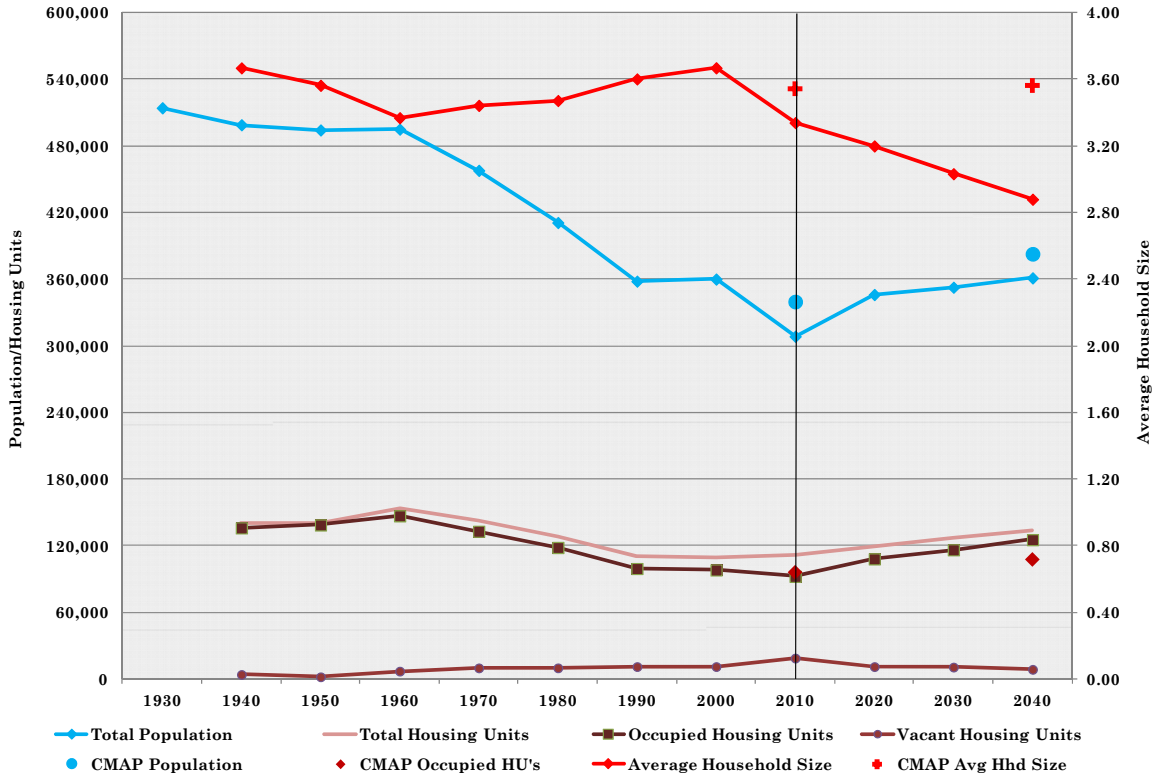
Exhibit 26: Population and Housing Trends and Forecasts: 1930-2040
City of Chicago – Near West Community Areas



Both population and average household size in these communities have been declining for decades. But, occupied housing units (i.e. households) are currently more than they were in 1970. The ACG Market-Driven forecasts to 2040 show total population increasing from 172,082 to 190,077. This is much lower than the CMAP Policy-Based forecast of 264,215, which was based, in part, on a much higher average household size and a 2010 population estimate which was nearly 25,000 higher than the Census. CMAP forecasts of Average Household Size are shown as red crosses on Exhibits 20 through 22. Household forecasts for 2040, however, are almost the same – 95,038 by ACG and 97,005 by CMAP.

Exhibit 27 shows the trends and forecasts for the West Community Areas Grouping. This area is located at the Western edge of the City of Chicago between Irving Park and the I-55. Much of this general area has been affected by highly-charged factors of racial change; the over-arching impact of the 1968 riots; and the loss of major industries – Sunbeam, Sears, Zenith, Brach, etc. There have been several attempts at revitalization: Shaw Development at Homer Square and retail revitalization at Little Village (South Lawndale). However, the needs of this greater area continue to be substantial, particularly housing and jobs.

Exhibit 27: Population and Housing Trends and Forecasts: 1930-2040
City of Chicago – West Community Areas



Total population for this West CAG has been declining since 1930. This is in spite of the fact that household size has remained approximately the same through 2000; it has started to decline post-2000. The population decline is due to the very substantial loss of housing units. Population has declined from 514,326 in 1930 to 308,605 in 2010; total housing units declined from 153,967, in 1960, to 111,202 in 2010. The ACG 2040 forecast for households is slightly higher than the CMAP forecast. However, the CMAP population forecast is higher due to CMAP's assumption that the 2040 average household size will stay approximately the same as that of 2000 (3.60). ACG's assumption is that the average household size will continue to decline (post-2000) reaching 2.80 by 2040.

Appendix A is a table presenting, by suburban township and City of Chicago Community Area Grouping (CAG), the 2010 base year data and 2040 Market-Driven total population, households, and total employment. These Market-Driven forecasts represent the I-290 No-Build Scenario. The socio-economic variables, required as input into the transportation demand model (I-290 No-Build Scenario) were derived from these township and CAG control totals.

G. Statistical Verification of the S-Curve Forecasting Methodology

As noted earlier, graphs similar to those presented as Exhibits 12-18 (preceding section) were prepared for each of 118 suburban townships (or combined townships). These graphs offer a visual verification of the strong correlation between the S-Curve equations and historical data. To quantify the statistical relationship between the S-Curve predictions and actual observed data, ACG plotted these two sets against each other. The actual Census population for each of the 118 townships for each decade was plotted against S-Curve predictions for that township and year. As the period 1920-2010 implied ten Censuses, there are 1,180 population observations to compare. The statistical observations for households were 708, as they cover the shorter period 1960-2010 (six-Censuses). The observations for employment are 545, as they cover the period 1970-2010 and do not include townships in Kendall County, as comparable employment data are not available for years prior to 2000. All the above numbers of observations are large enough to enable robust statistical analysis.

Table 3 presents the R-squared for the correlations between actual and S-Curve predictions for population, household and employment. The R-squared for all three variables are extremely good, as they approach 1.0, which indicates a perfect fit of the data. The R-squared are consistently high for the longer (1920-2010) period, as they are for the shorter (1960-2010, 1970-2010). It is the household statistic, however, that fares best, albeit slightly; at 0.991 (1960-2010) and 0.992 (1970-2010); these are almost perfect correlations between forecast and actual growth. As noted earlier, land availability controls housing construction and, therefore, households. As hypothesized earlier, it is logical to expect better predictions of households than population, using the S-Curve methodology.

Table 3. Actual Versus S-Curve Predictions

Factor	Period	Observations	R^2
Population	1920-2010	1,180	0.975
Population	1960-2010	708	0.977
Households	1960-2010	708	0.991
Employment	1970-2010	545	0.971
Population	1970-2010	545	0.979
Households	1970-2010	545	0.992

Exhibits 28 and 29 show the plots of actual population versus S-Curve-predicted population for the period 1920-2010 and 1960-2010, respectively. The 28 significant outliers in the latter graph were reviewed. Of these, the S-Curve under-estimated the population of 17, 14 of which were mature, or nearing-maturity, townships in 1960 or 1970. The high birth rates, followed by large average household size, caused these 14 observations to be underestimated. Of the 11 outliers where the S-Curve over-estimated the population, five were Berwyn and Cicero, in 1970, 1980 and 1990. During this period, these two mature townships included many older householders; but had not yet gone through a generational shift. The generational shift for these two townships occurred in the following decade or two and their actual populations approached S-

Curve-predicted. Another five over-estimated outliers are mature townships in 2010 which are on the verge of generational shift.

Exhibit 28: Actual Population vs. S-Curve Predicted: 1920-2010

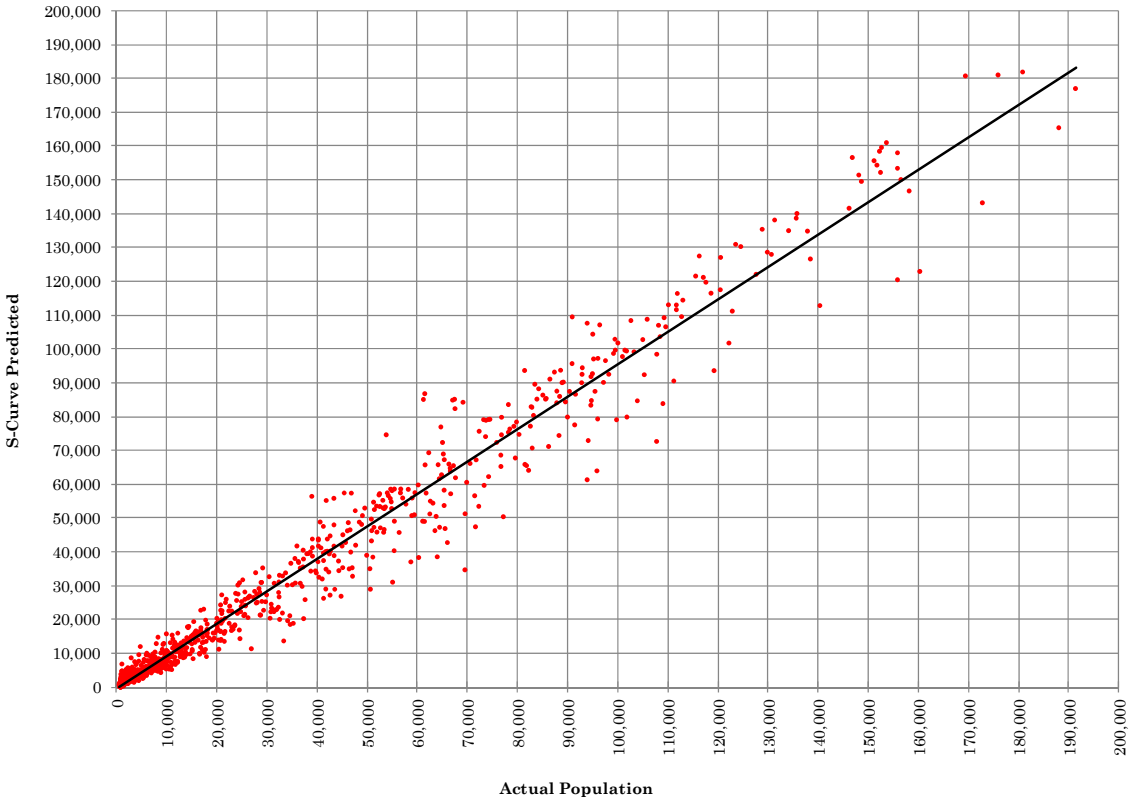


Exhibit 29: Actual Population vs. S-Curve Predicted: 1960-2010

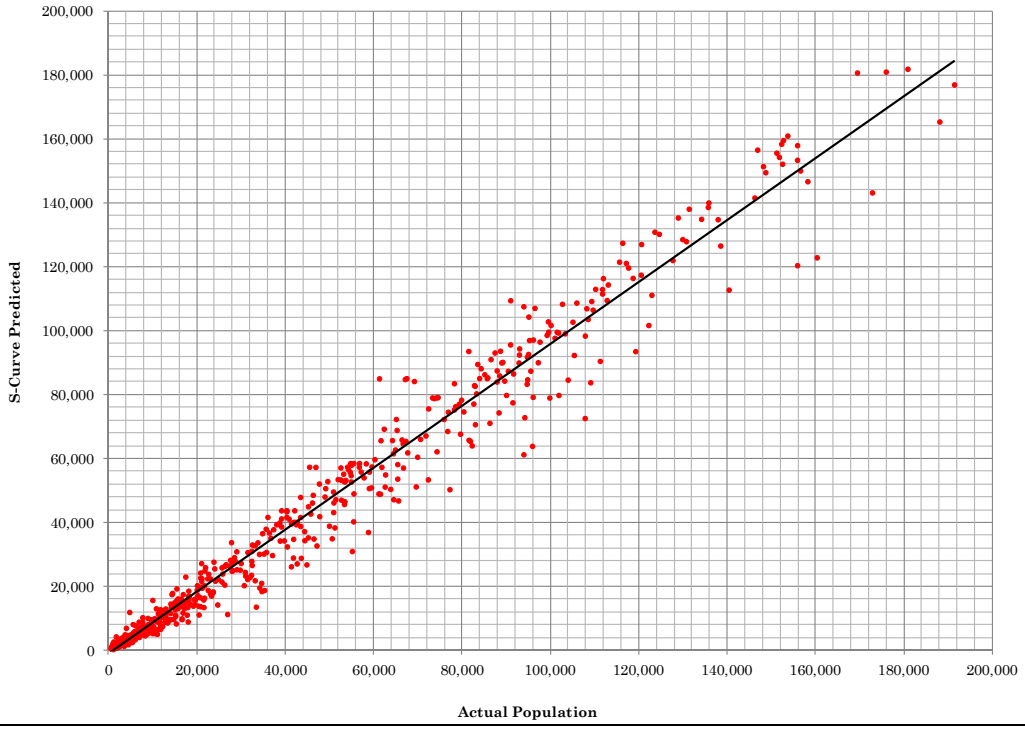


Exhibit 30 shows the plot for actual households versus S-Curve-predicted households for 1960-2010. The graph contains virtually no significant outliers and these few outliers are random. It is for this reason, that ACG considers households to be the most-reliable and accurate forecast factor for regional growth – at township or similar size geographic units using the S-Curve methodology.

Exhibit 30: Actual Households vs. S-Curve Predicted: 1960-2010

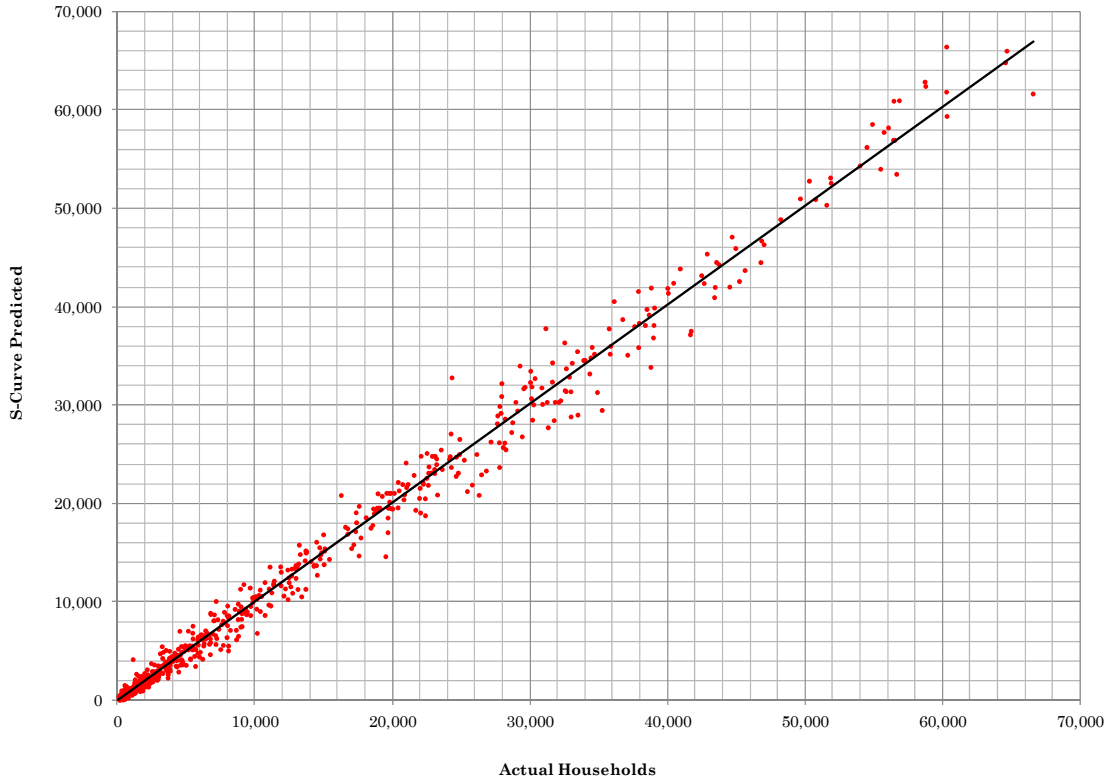
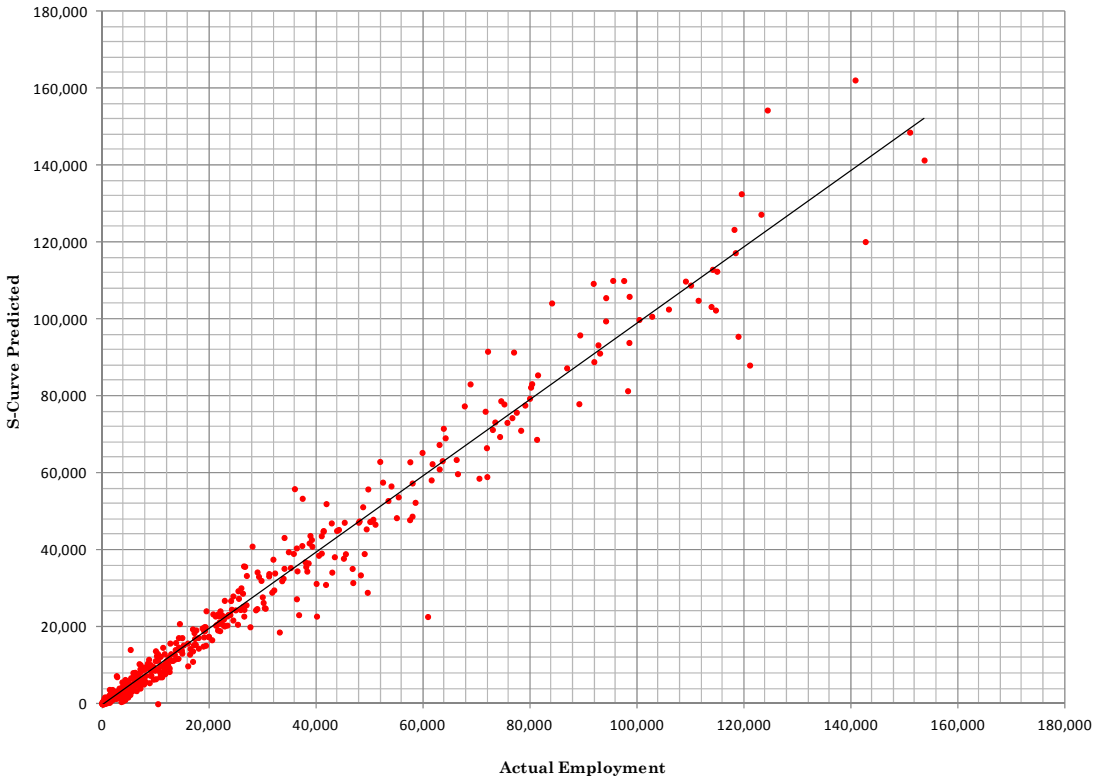


Exhibit 31 shows the graph for actual employment versus S-Curve-predicted employment for 1970-2010. Its R-squared, of 0.971, is the lowest, among the variables tested, but is still robust. Most of the outliers, above the predicted line, are mature townships with high employment (e.g. 2010 York, 2010 Elk Grove, 2010 Aurora) which suffered significant employment losses due to the Great recession. Most of the outliers, below the prediction line, are townships during their very fast growth periods (e.g. 1980 Elk Grove, 1990 Schaumburg).

Exhibit 31: Actual Employment vs. S-Curve Predicted: 1970-2010



3.0 The CMAP/NIPC Socio-Economic Forecasts: Historic and Comparison with I-290 Market-Driven Forecasts

A. Background

The Chicago Metropolitan Agency for Planning (CMAP) and its predecessor agency, Northeastern Illinois Planning Commission (NIPC) have been generating socio-economic forecasts as input into transportation planning since the mid-1960's. The methodology for generating these socio-economic forecasts evolved, reflecting improvements in the state of the profession, changes in federal regulations, and Federal court decisions relating to EIS studies.

Starting in the mid 1990's and extending to 2010, the NIPC and CMAP socio-economic forecasts included the following characteristics:

- Incorporated commonly-accepted planning principles – e.g. encouraging residential infill and adaptive reuse of sound structures; encouraging high-density development near high-accessibility transportation nodes and transit stations; avoiding development in environmentally-sensitive areas; providing and/or protecting adequate spaces for public facilities (schools, parks, local streets, etc.)
- Recognized and reflected the market forces that influence and shape urban development in the Chicago Region.
- Developed planning objectives in cooperation with local and county planners and officials, ensuring adherence to local regulations and ordinances.
- Included two sets of socio-economic forecasts: one, reflecting a "No-Plan" scenario; and, a second, developed following the adoption of the Regional Transportation Plan (RTP) and referred to as the "Plan" or "Plan-Build" scenario.

The last comprehensive socio-economic forecasts, developed in accordance with the above principles, was that generated by NIPC for the 2030 RTP following the release of the 2000 Census results. That set of socio-economic forecasts was updated in 2006 and used by CMAP for the update of its 2030 RTP. Those forecasts remained the official CMAP forecasts until the GO TO 2040: Comprehensive Regional Plan, published late in 2010.

The CMAP 2040 socio-economic forecast represented a major departure from prior CMAP/NIPC forecasting methodology. It is a "wholesale shift to scenario-based evaluation and its intentional reliance on forecasts that reflect implementation of preferred regional planning strategies. The current official CMAP forecasts are for the year 2040 and reflect the expected outcome of the preferred regional scenario adopted by the CMAP Board."[8]

Recognizing that all intended Policy-Based results may not materialize, CMAP opted not to adopt its forecasts as the official forecasts to be used for infrastructure planning studies. The

[8] "CMAP Forecast Principles", Internal Memorandum, April 2011.

CMAP staff noted that such planning studies would be permitted to develop their own forecasts, provided that such forecasts use reasonable methodologies and acknowledge their differences from the CMAP forecasts. The CMAP principles for generating the alternative forecasts were discussed in Section 1.0.

The differences between the NIPC/CMAP 2030 and the CMAP 2040 forecasts are, themselves, the result of two different approaches to forecasting. The first includes market-driven forecast principles and also reflecting local plans and preferences; whereas, the second represents a policy-based forecast channeling development within the policies prescribed in the GO TO 2040: Comprehensive Regional Plan.

CMAP initially generated a "Reference Scenario" forecast for 2040; it assumed current trends for the socio-economic forecasts and no transportation project, a "No-Plan" scenario. The CMAP 2040 Policy-Based forecasts were developed as part of the "Preferred Scenario" development, which was completed prior to identifying the major transportation project or finalizing the Transportation Plan. Following the adoption of its GO TO 2040 Plan, CMAP opted not to revise its forecasts. The implied assumption was that the Policy-Based forecasts, which reflected the desired development, would be the same regardless of which major transportation projects were adopted and/or implemented.

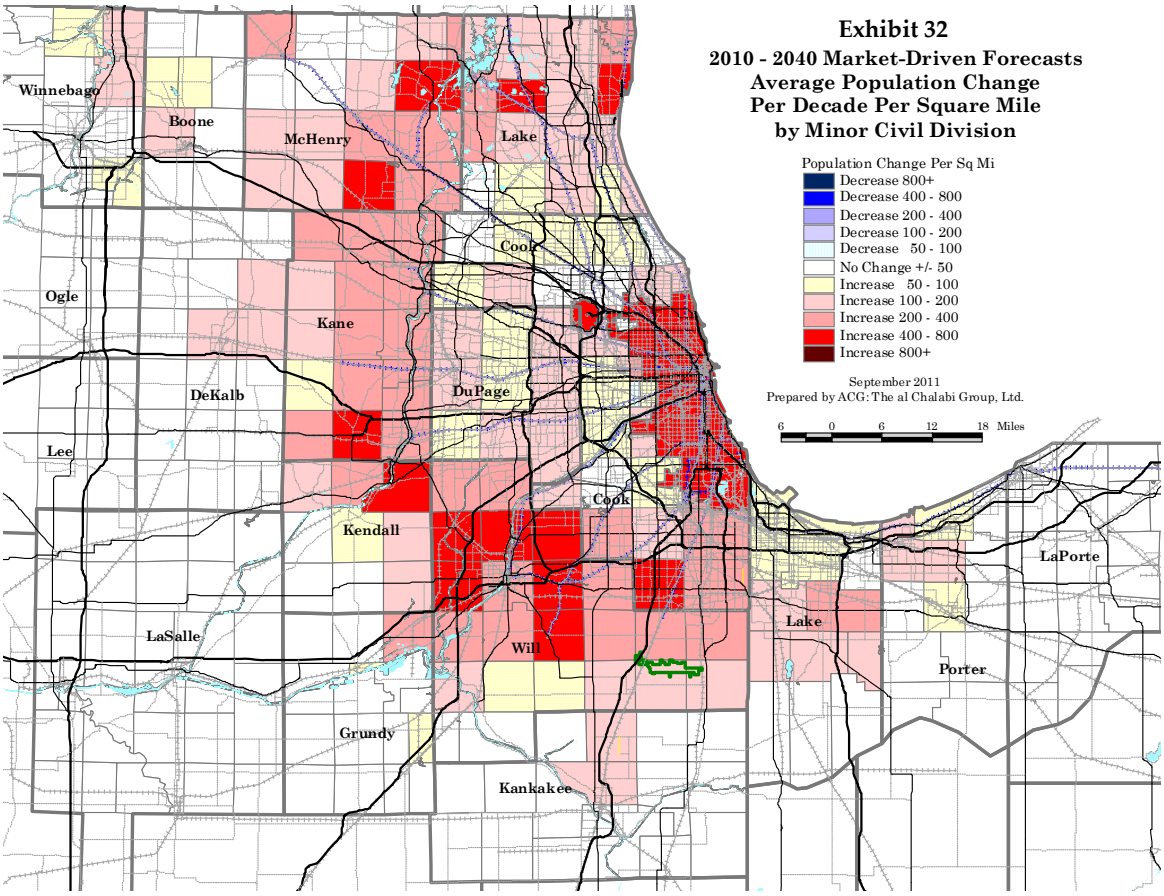
As is stated in the Introduction, the 2040 Forecast, prepared by the PB/ACG team for the I-290 No Build Scenario, are more closely related to extrapolations of the NIPC/CMAP 2030 forecast than to the CMAP 2040 forecasts, as both (NIPC and ACG) share the same market approach to forecasting and consider local zoning and prevailing densities as the basis for estimating the holding capacities of townships.

B. Comparing the I-290 Market-Driven No-Build Forecast with the CMAP Policy-Based Forecast (2010)

Exhibit 32 shows the total population change between 2010 and 2040 of the Market-Driven forecast for the I-290 Study. The data is presented as change per decade per square mile, by township, to provide a more-consistent basis for comparison with prior exhibits. The general picture is of a central city (Chicago) remaining vibrant and growing; a south portion of the region growing to levels previously experienced in the north and west sections of the metropolitan area; substantial growth, creating higher densities, at the region's edges; and an inner suburban area with moderate growth.

Exhibit 33 shows the CMAP Policy-Based forecast distribution of population for 2010-2040. Under this scenario, the City of Chicago and the North Shore lakefront provide a major part of the region's growth. These areas and close-in counties (DuPage, North Cook) are allocated growth which would appear to require substantial increases in density. For this density increase to materialize would require considerable replacement of existing stock, since many areas already are developed to mature levels. The City of Chicago grows to 3,303,768 by 2040. This

increase, of 608,170 persons, is nearly double the increase of the Market-Driven forecast. There are major population increases in the close-in townships of Will, McHenry, Kane and Kendall counties; but, growth beyond these areas is limited or contained. Exhibit 34 shows the difference in forecasts of the two population forecast alternatives.



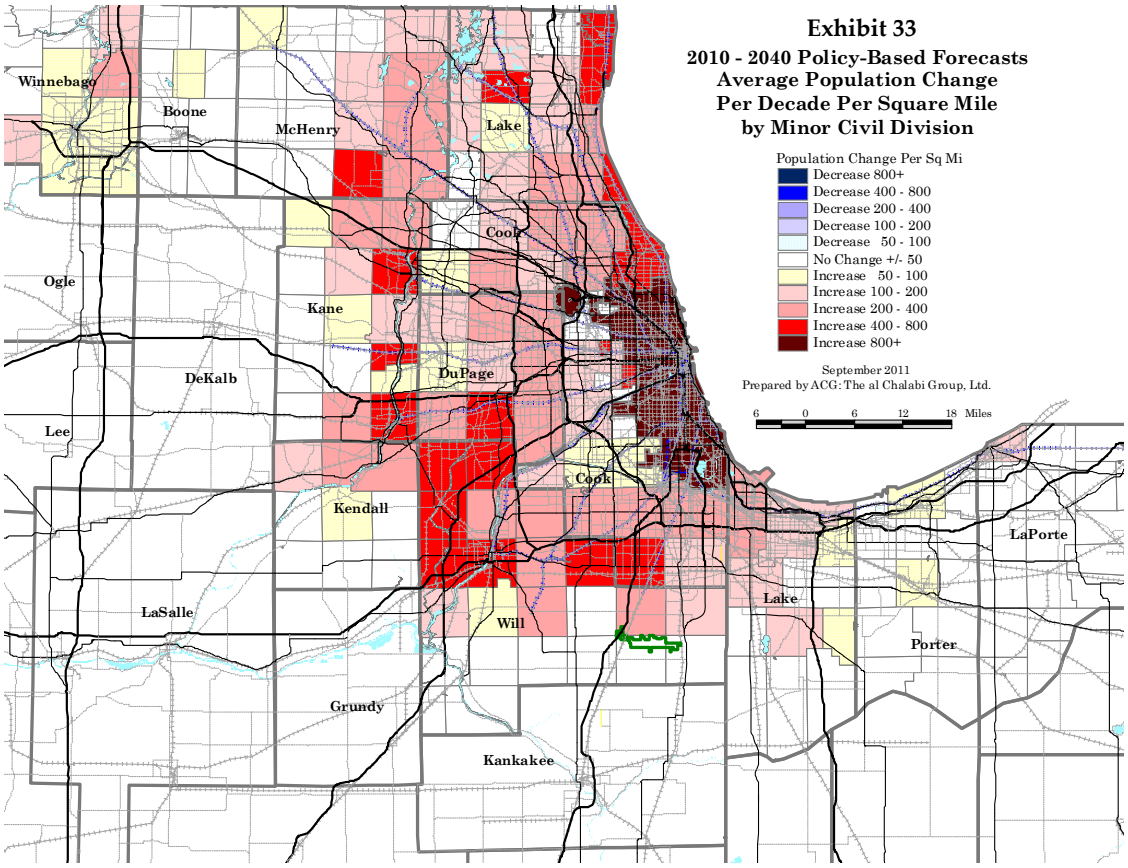


Exhibit 33
2010 - 2040 Policy-Based Forecasts
Average Population Change
Per Decade Per Square Mile
by Minor Civil Division

Population Change Per Sq Mi
- Decrease 800+
- Decrease 400 - 800
- Decrease 200 - 400
- Decrease 100 - 200
- Decrease 50 - 100
- No Change +/- 50
- Increase 50 - 100
- Increase 100 - 200
- Increase 200 - 400
- Increase 400 - 800
- Increase 800+

September 2011
Prepared by ACG: The al Chalabi Group, Ltd.

6 0 6 12 18 Miles

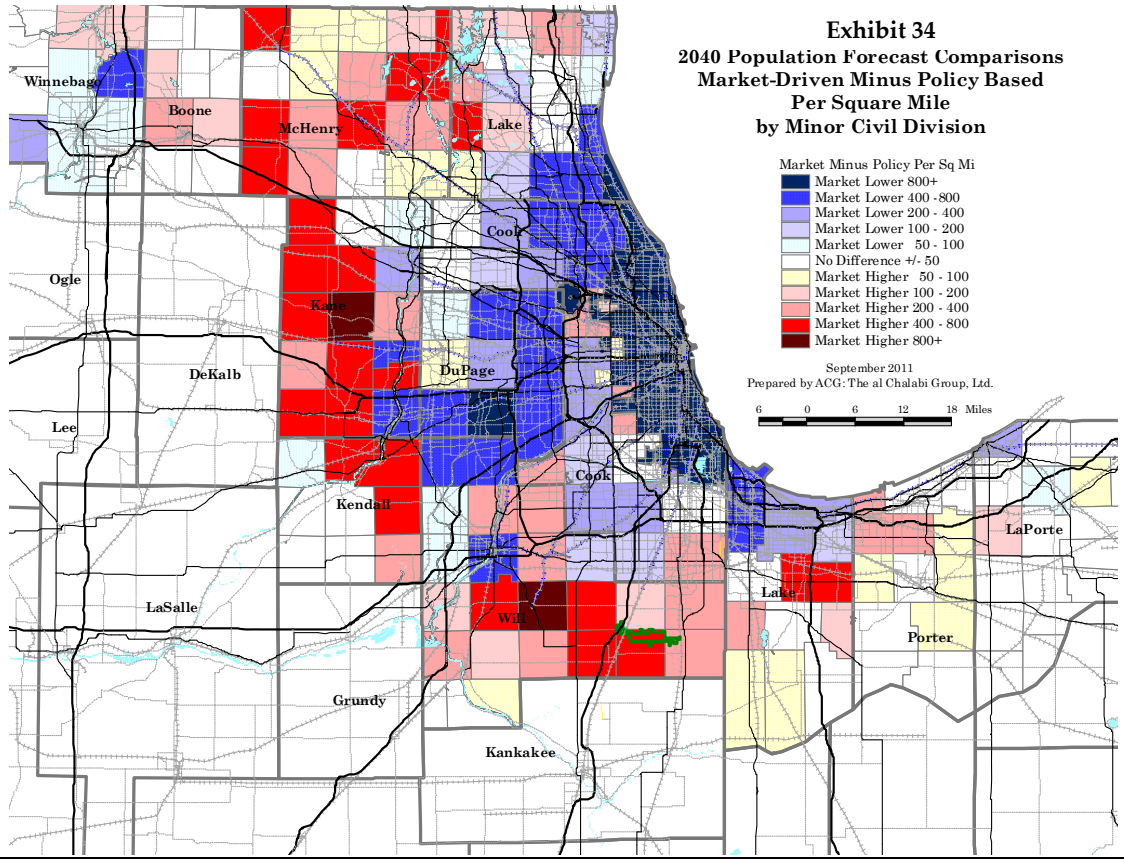


Exhibit 34
2040 Population Forecast Comparisons
Market-Driven Minus Policy Based
Per Square Mile
by Minor Civil Division

Market Minus Policy Per Sq Mi
- Market Lower 800+
- Market Lower 400 -800
- Market Lower 200 - 400
- Market Lower 100 - 200
- Market Lower 50 - 100
- No Difference +/- 50
- Market Higher 50 - 100
- Market Higher 100 - 200
- Market Higher 200 - 400
- Market Higher 400 - 800
- Market Higher 800+

September 2011
Prepared by ACG: The al Chalabi Group, Ltd.

6 0 6 12 18 Miles

Table 4 compares these two forecasts for population and employment for 18 counties and the four Cook sub-county areas in the Illinois/Indiana parts of the extended Chicago region.

The most significant reason for the differences in township population forecasts, between the I-290 Market-Driven (I-290 No Build) and the CMAP Policy-Based forecasts, relates to the above-referenced differing density assumptions for the fully-developed inner suburbs. Most of the housing stock in these inner suburbs, designated for redevelopment by CMAP, is in excellent condition and has high market value. Furthermore, local zoning ordinances, in most of these areas, do not allow for such high-density redevelopment. Accordingly, substantial redevelopment of these fully-developed inner suburbs is not likely, given current local policies and prevailing market conditions.

However, there are other reasons for the differences between the above two population forecasts. The CMAP forecasts were completed prior to the release of the 2010 Census. The initial 2010 population estimates, by CMAP, for many of these fully-developed townships were higher than those shown in the 2010 Census. Once the Census results were released, CMAP lowered its 2010 base year data, but not its 2040 forecasts. Furthermore, the 2010 Census results revealed smaller households than initially assumed by CMAP. Within the City of Chicago, both forecasts (I-290 Market-Driven and CMAP Policy-Based) have similar household forecasts for 2040, but population forecasts which are significantly different; the difference is due mainly to differing household size. CMAP's average household sizes are closer to 2000 data than the 2010 Census.

Table 4.
I-290/Eisenhower Corridor Study
Forecasts for the Region of Chicago
Market-Driven Socio-Economic Forecasts 2010 - 2040

	Final Market -Driven Population Forecasts					Final Market-Driven Employment Forecasts (BEA)					CMAP/NIRPC/RMAP Population Forecasts		CMAP/NIRPC/RMAP Employment Forecasts		I-290 Minus Local Population	
	2000	2010	2020	2030	2040	2000	2010	2020	2030	2040	2030	2040	2030	2040	2030	2040
County Summary: CMAP Region																
City of Chicago	2,896,014	2,695,934	2,900,000	2,950,000	3,000,996	1,748,373	1,607,821	1,630,000	1,650,000	1,717,925	3,261,464	3,303,768	1,779,852	1,537,982	(311,464)	(302,772)
Suburban Cook - North	1,047,250	1,062,687	1,087,039	1,112,134	1,124,872	834,534	824,815	874,052	901,486	921,377	1,106,516	1,257,047	839,391	793,552	5,618	(132,175)
Suburban Cook - South	789,353	793,996	865,798	934,175	973,991	344,617	334,761	388,187	437,335	468,070	936,353	985,682	369,853	352,447	(2,178)	(11,691)
Suburban Cook - West	644,124	642,682	651,635	661,564	674,671	394,079	358,294	393,271	418,509	430,406	648,459	692,700	350,757	303,653	13,105	(18,029)
Cook County	5,376,741	5,195,299	5,504,472	5,657,873	5,774,530	3,321,603	3,125,691	3,285,510	3,407,330	3,537,778	5,952,792	6,239,197	3,339,853	2,987,634	(294,919)	(464,667)
DuPage County	904,159	917,084	963,362	998,729	1,022,204	696,726	689,725	773,722	824,359	851,739	1,003,704	1,160,364	830,293	770,940	(4,975)	(138,160)
Kane County	404,119	515,650	632,678	796,695	953,519	239,975	257,348	351,782	433,261	509,619	718,464	804,249	352,207	368,496	78,231	149,270
Kendall County	54,544	114,760	168,607	224,269	262,439	n/a	29,806	50,038	74,460	94,492	n/a	207,780	n/a	73,189	n/a	54,659
Lake County	644,356	703,882	793,486	881,852	941,616	415,337	428,851	508,143	586,502	638,086	841,860	970,959	463,509	470,937	39,992	(29,343)
McHenry County	260,077	309,000	381,303	566,698	692,183	110,734	134,820	173,528	261,706	321,513	457,593	527,649	168,575	187,829	109,105	164,534
Will County	502,266	677,936	868,986	1,146,722	1,366,677	184,449	252,316	376,427	536,548	672,954	1,076,447	1,217,879	415,550	481,883	70,275	148,798
Total: Seven-County CMAP Region	**8,146,262**	**8,433,611**	**9,312,894**	**10,272,838**	**11,013,168**	**n/a**	**4,918,557**	**5,519,150**	**6,124,166**	**6,626,181**	**n/a**	**11,128,077**	**n/a**	**5,340,908**	**(2,291)**	**(114,909)**
County Summary: NIRPC Region																
Lake County (IN)	484,564	496,005	537,419	584,068	625,000	242,849	229,563	255,486	283,500	309,598	504,808	625,019	n/a	282,844	79,260	(19)
LaPorte County	110,140	111,474	114,827	119,026	123,229	n/a	54,402	58,878	63,354	67,830	n/a	123,229	n/a	68,106	n/a	0
Porter County	146,798	164,343	185,303	203,933	222,563	70,218	71,768	83,634	95,500	107,060	164,582	190,768	n/a	82,131	39,351	31,795
Total: Three-County NIRPC Region	**741,502**	**771,822**	**837,549**	**907,027**	**970,792**	**n/a**	**355,733**	**397,998**	**442,354**	**484,488**	**n/a**	**939,016**	**n/a**	**433,081**	**118,611**	**31,776**
Summary: Other Illinois Counties																
Boone	41,786	54,165	64,877	75,676	86,973	-	19,849	23,658	27,493	31,499	-	68,516	-	27,319	-	18,457
DeKalb	88,969	105,160	122,413	139,201	155,000	-	52,772	58,837	64,898	70,963	-	-	-	-	-	-
Grundy	37,535	50,063	61,265	72,463	83,665	-	21,873	26,907	31,941	36,975	-	-	-	-	-	-
Kankakee	103,833	113,449	125,632	137,817	150,000	-	55,231	61,820	68,411	75,000	-	-	-	-	-	-
LaSalle	111,509	113,924	118,178	121,928	125,686	58,303	52,676	56,658	60,643	64,414	-	-	-	-	-	-
Lee	34,590	36,031	35,274	36,411	37,548	17,958	15,381	17,932	19,091	20,150	-	-	-	-	-	-
Ogle	51,032	53,497	58,839	63,025	67,214	25,385	22,404	25,944	29,481	31,795	-	-	-	-	-	-
Winnebago	278,418	295,266	315,259	335,654	356,250	-	155,293	168,449	181,600	194,756	-	380,506	-	187,654	-	(24,256)

* Dated March 15, 2010 and used for the I-290 transportation modeling of the I-290 "No-Build" Scenario.

There are two reasons for the differences between the I-290 Market-Driven and CMAP Policy-Based employment forecasts. The first and more-important reason relates to the definitions and sources of employment data. The primary source for the CMAP/NIPC employment data is the Illinois Department of Employment Security (IDES). The IDES employment data has been historically used by CMAP/NIPC because of the detailed place of work information. CMAP/NIPC compiled its employment data by geo-coding the IDES addresses to quarter-sections and aggregating the employment data to townships and municipalities. Corrections were also made for corporate headquarters reporting. The IDES data does not include employment not covered by unemployment insurance.

The source of the I-290 Market-Driven employment data and forecasts is the Bureau of Economic Analysis (BEA), of the U.S. Department of Commerce, which publishes employment data, by county. The BEA employment data is the most-complete measure of all full-time and part-time jobs by place of work. Unlike the IDES employment data, it includes all proprietors, agricultural workers, household workers and miscellaneous workers (including those paid in cash). The BEA employment is almost identical to that produced by the National Income and Product Accounts (i.e. data used in Input/Output models); and in the Woods & Poole Economics forecasts used by many regions and states, including Illinois. BEA employment data are available, by County, for a period dating back to 1969. Recently, several commercial resources have started making this data available by township; and ACG has obtained such data for 1990, 2000 and 2010. ACG checked this data against official BEA data, by county, and undertook minor adjustments to ensure compatibility with county data. BEA employment estimates, by township, were generated by ACG using NIPC IDES data and BEA county control totals. Differences between IDES and BEA employment is increasing as both the number of self-employed and the cash economy continue to increase. Since the employment estimates are used as input to the travel forecasting model to estimate work trips, the BEA's more comprehensive employment estimate provides a more representative starting point for travel forecasting.

The second reason for the differences in employment forecasts (I-290 vs. CMAP) is due to differences in market trends vs. CMAP policies. Market trends allow for townships with high concentrations of jobs to continue to grow provided expansion space is available and locational advantages are still present. One of the CMAP policy goals is to balance jobs with nearby residences (workers). Accordingly, job growth in high job townships (e.g. York Township) is discouraged and reduced from historic trends even if vacant space is available.

C. Why Use the Market-Driven Forecasts for the I-290 EIS Study?

The Federal Highway Administration (FHWA) has issued guidelines on the application of travel and land use forecasting for NEPA/EIS studies[9]. Among the FHWA requirements:

[9] Interior Guidance on the Application of Travel and Land Use Forecasting in NEPA", Federal Highway Administration, March 2010.

- Recent available data should be used – not using 2010 Census data would jeopardize the validity of the EIS forecasts, which was not included in the CMAP GO TO 2040 forecasts (2010).
- "Understanding existing conditions and trends." The Market-Driven forecasts and their S-Curve Model reflect, almost exactly, the growth of the Region during the past 90 years (documented by ten decennial Censuses). The Policy-Based forecasts represent a new methodology that does not cite or explain past trends; furthermore, its intention is to change past trends.
- Inventory land with development potential: This step identifies undeveloped and underdeveloped open land and, in combination with environmental restrictions and zoning regulations, quantifies land available to absorb growth. The Market-Driven forecasts use this principle to determine the household, population and employment holding capacities of each township. The Policy-Based forecasts are not constrained by such factors.
- Assign population and employment to specific locations: This step uses land availability, the cost of development, and the attractiveness of various areas to estimate the amount and type of growth that will occur in each zone. Again the Market-Driven forecasts and their S-Curve models reflect this FHWA requirement.

The CMAP staff recognized, initially, the special requirements of FHWA for NEPA/EIS studies. This recognition was one of the reasons why the CMAP staff allowed (and even encouraged) the development of alternative forecasts for project-specific studies. The CMAP staff established guidelines for preparing these alternative forecasts. The I-290 Team adhered to these CMAP guidelines in developing the Market-Driven socio-economic forecasts.

Also, the CMAP GO TO 2040 forecasts scenarios did not include a No Build scenario consistent with NEPA requirements for use in project level analysis. CMAP had developed a "Reference Scenario" as a baseline to evaluate over 100 proposed major capital improvements. Because the policy direction of the GO TO 2040 Plan had not yet been established, the Reference Scenario assumed no action, based on the continuation of current socioeconomic and land use trends and no additional transportation infrastructure in 2040. Thus, no major capital projects were assumed and the socio-economic forecasts were based on a straight extrapolation of previous 2030 forecasts. This CMAP Reference Scenario essentially represents a no plan scenario.

4.0 The I-290 Build Socio-Economic Forecasts

A. Overview

The general methodology employed in the Build/No-Build analysis recognizes the important interrelationships between transportation systems and urban development (i.e., accessibility influences locational decisions which, in turn, influence accessibility). In selecting a location for an activity (e.g. industrial plant, office building, residence) the decision-maker considers the accessibility of the various potential sites to concentrations of various activities (e.g. labor force, job concentrations, schools, recreational activities). This fact is general knowledge to every market analyst, real estate broker and developer; and is used in conducting their day-to-day business. It also is understood that improving the access of developable or redevelopable sites increases the development potential of those sites, attracting development (residential, commercial/industrial, institutional) that may have occurred elsewhere in the region.

The general method employed, in this analysis, compares the existing accessibility with that provided by the proposed improvements. The I-290 Phase 1 Study uses as its baseline (2010-2040) forecasts, the Market-Driven No Build forecasts prepared by ACG and whose methodology and results were described, previously, in Section 2.0 of this report.

The Market-Driven No Build baseline forecasts reflect 2040 conditions assuming no I-290 Eisenhower Expressway improvements (no additional lanes on I-290) and no Blue Line Forest Park Branch transit extension. The No Build baseline forecasts, however, do assume the implementation of other major capital transportation projects included in the approved, financially-constrained, metropolitan transportation plan for the region (outside of the Study Area), and the Transportation Improvement Program for the region.

B. Build Forecast Methodology

There are many factors influencing the distribution of households, population and employment within a metropolitan region. Among these factors are:

- Availability and cost of developable land.
- Quality of education.
- Availability and quality of other urban services, e.g. water, sewers, public safety, open space.
- Quality of the landscape, e.g.: terrain, tree coverage, scenery and waterfront.
- Accessibility considerations, especially between jobs and labor.

The introduction of new transportation facilities and/or services changes the accessibility of an area and directly impacts population, household and employment forecasts. The I-290 analysis retains the accessibility measures and methodology for determining them that were used, previously, in the studies cited in the Overview. This methodology compares the changes in

highway travel times, only. This methodology is used for generating the socio-economic forecasts for the first of the I-290 Build Scenarios – the highway improvement only.

Because the second of the I-290 Build Scenarios includes both highway and transit (Blue Line) extension, it was determined that Composite Accessibility impacts must be used to measure changes in accessibility and developmental impacts for this scenario. To ensure that the results of this composite forecast are reasonable, they are compared with those of the Highway-Only Accessibility analysis, which technique has been accepted in prior EIS analyses, and which may be construed as the state of the profession. Two composite measures of accessibility were prepared, evaluated and compared to the Highway travel time measures; these two measures are "General Cost" and Travel Time Equivalent". The latter measure (travel time equivalent) was selected for the combined highway/transit improvement as its highway component better-approximated the travel time impact of the highway-only improvements.

The percent change in accessibility is applied to changes in household and employment forecasts (2010-2040) to generate the impact of the transportation improvement. It should be noted, that the sum total of positive impacts (more growth) is set to equal the sum total of negative impacts (lesser growth). The implication of this assumption is that the total regional growth (within the transportation modeled region) is unchanged – i.e. transportation improvements cause redistribution of socio-economic activities rather than generating additional regional growth. This assumption has been imposed, by IDOT and Federal agencies, on Build/No Build analyses to discourage the generation of exaggerated benefits for any given project. It is true that some major transportation projects do cause an increase in the accessibility of the region, as a whole; such projects may imply additional growth for the region. However, the Build/No Build analysis guidelines do not allow for changing the regional growth totals. The Build/No Build analysis is intended to measure only the redistribution impacts of the project.

C. Measuring Accessibility

Each Transportation Analysis Zone (TAZ) has an accessibility index which measures the travel impedances between that TAZ and other TAZ's within a region. The introduction of a new transportation facility changes this accessibility. TAZ's which improve their accessibility to jobs or labor force become more attractive for residential or industrial/commercial developments, respectively. The reverse also is true. The first operational issue is to generate indexes for measuring accessibility to jobs and labor force. These generated indexes:

- have a theoretical basis
- can be calibrated using historical data
- can be forecasted using acceptable models

In selecting jobs, workers put more emphasis (weight) on jobs closer to their residences than on jobs farther away. The varying weights are the functions of the inter-zonal impedances in a

gravity-type trip distribution model. The method for calibrating this function is described in Appendix B – Travel Time Impedance Estimation.

Exhibit 35, below, shows these weights, $F_{i,j}$s, as functions of travel time. The sum product of these weights and the travel times from a given origination zone to all destinations generates an accessibility index for the origination zone for a specified transportation network. The percent change in the accessibility index for a zone, given two alternative transportation methods, provides the basis for calculating the household or employment forecast differential of these two alternatives. This method for measuring changes in accessibility is used for the highway-only improvement.

Exhibit 35: Final Weight – $F_{i,j}$s

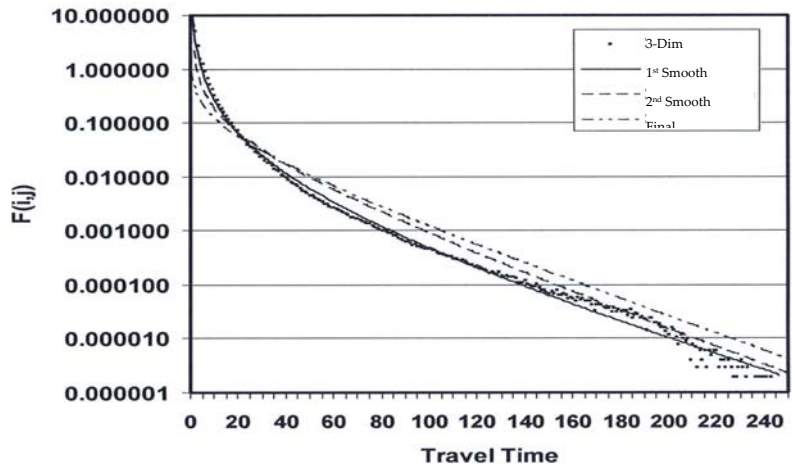
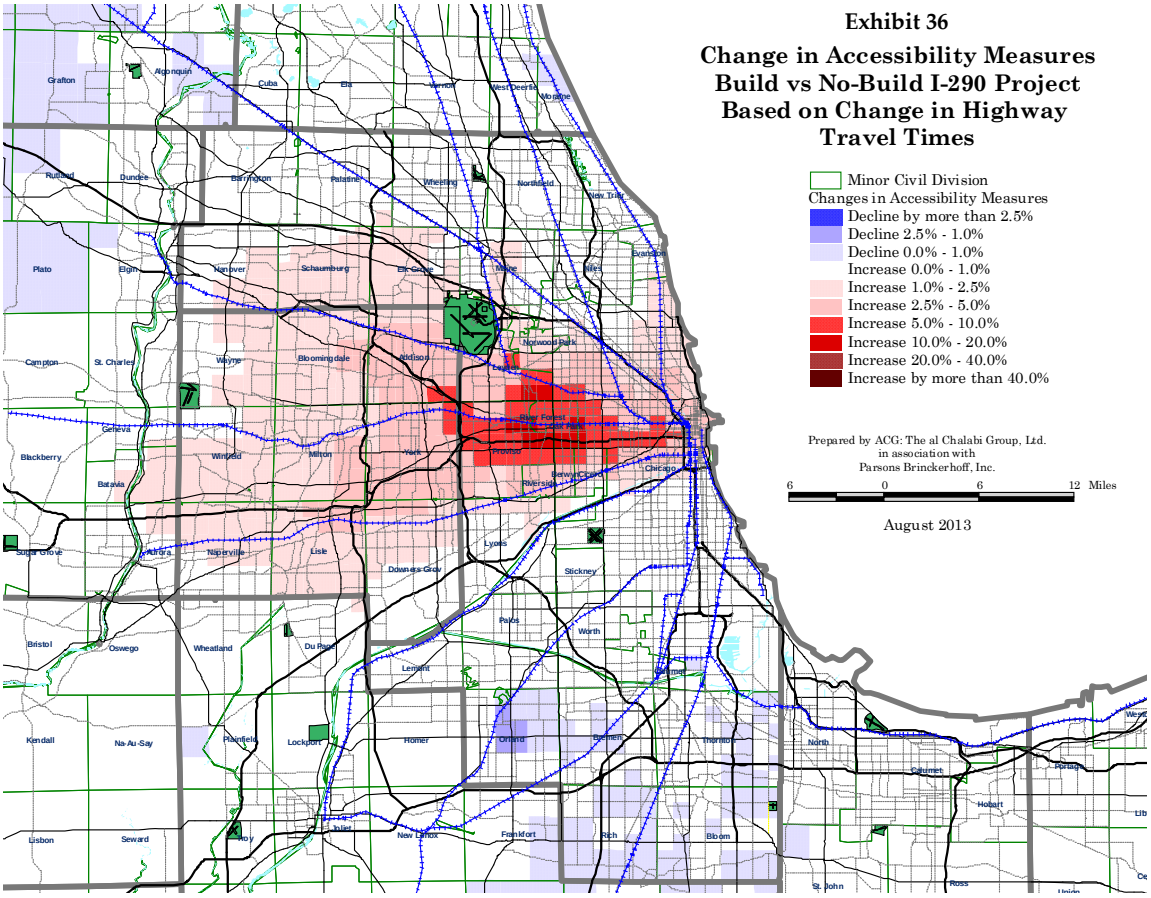


Exhibit 36 shows the percent change in accessibility measures, by TAZ, between the I-290 Build and No Build highway-only improvement scenarios. As anticipated, the TAZ's for the Build Alternative that experience the most increases are those in the vicinity of the I-290 improvements, followed by those along the balance of the corridor and radiating from there along existing expressways. TAZ's which experience relative decline in accessibility are those farther out and away from the proposed improvement.

For the combined highway and transit improvement, the percent changes in accessibility measures, as derived from the travel time equivalent for each of the highway and transit modes, are calculated for each TAZ. These changes in accessibility are adjusted to reflect the modal share for each TAZ. Such adjustments are necessary to eliminate distortions caused by changes in transit accessibility in TAZ's with little or no transit usage.



D. Impact of Changes in Accessibility Indexes on Residential Development (Household and Population)

Improving access to jobs makes a TAZ/township more attractive for residential development, assuming all other factors influencing development are held constant. Applying the changes in the accessibility measures, discussed in the preceding section, to the 2010-2040 forecasted baseline growth in households, yielded an initial redistribution of households representing the impact of building the proposed project. Following this initial redistribution, two levels of adjustments were made.

- **Setting a ceiling** – The holding capacity (households) for each TAZ is calculated using such criteria as prevailing densities and available developable land. Households in excess of these capacities are redistributed to nearby zones experiencing increases in accessibility to jobs – a large number of TAZ's required this adjustment.
- **Balancing the accessibility-induced adjustments –** The sum of the induced growth in households and population, as adjusted by the preceding two steps, is balanced by reduction in growth elsewhere in the Chicago CMSA. The magnitude of the reduction in growth, is determined by the change in the accessibility index in each TAZ.

As stated earlier, balancing the increases with decreases in forecasted growth is a policy assumption of the Build/No Build impact analysis model. Not undertaking such balancing implies more growth in the Chicago CMSA at the expense of other regions within the U.S. There is no basis for assuming such transfers among regions in the absence of a nationwide, single transportation modeling effort. It should be noted that, in the case of the I-290, impact analysis, the accessibility of the Region, as a whole, increases slightly. Accordingly, the increase in household and population forecasts, prior to the balancing process, do exceed the reductions. To achieve the desired balance, areas whose accessibility improved more than the regional average attracted additional residential development from the areas whose accessibility declined or increased at levels below the regional average.

Exhibit 37 shows the impact of the Highway Improvement Component of the proposed project on the redistribution of population, by TAZ. Population impacts of the I-290 are derived by multiplying the household impacts by the average household size, by TAZ. The TAZ's receiving most of the additional growth in population are those experiencing significant changes in accessibility. TAZ's experiencing lesser growth are the TAZ's experiencing reduction in accessibility or increases below the regional average, but which are forecasted to experience considerable 2010-2040 growth in households under the Baseline Alternative. It should be noted, that no TAZ would experience an actual decline in households during the period 2010-2040.

Exhibit 38 shows the impact of the Transit Improvement Component of the I-290 Study on the redistribution of 2010-2040 population. The combined impacts of both the Highway and Transit Components, by County/Cook Subdivisions, are shown on Table 5. This table shows these impacts, by county and sub-area of Cook, for the Seven County (CMAP) area total and for 14 total or partial external counties of the region.

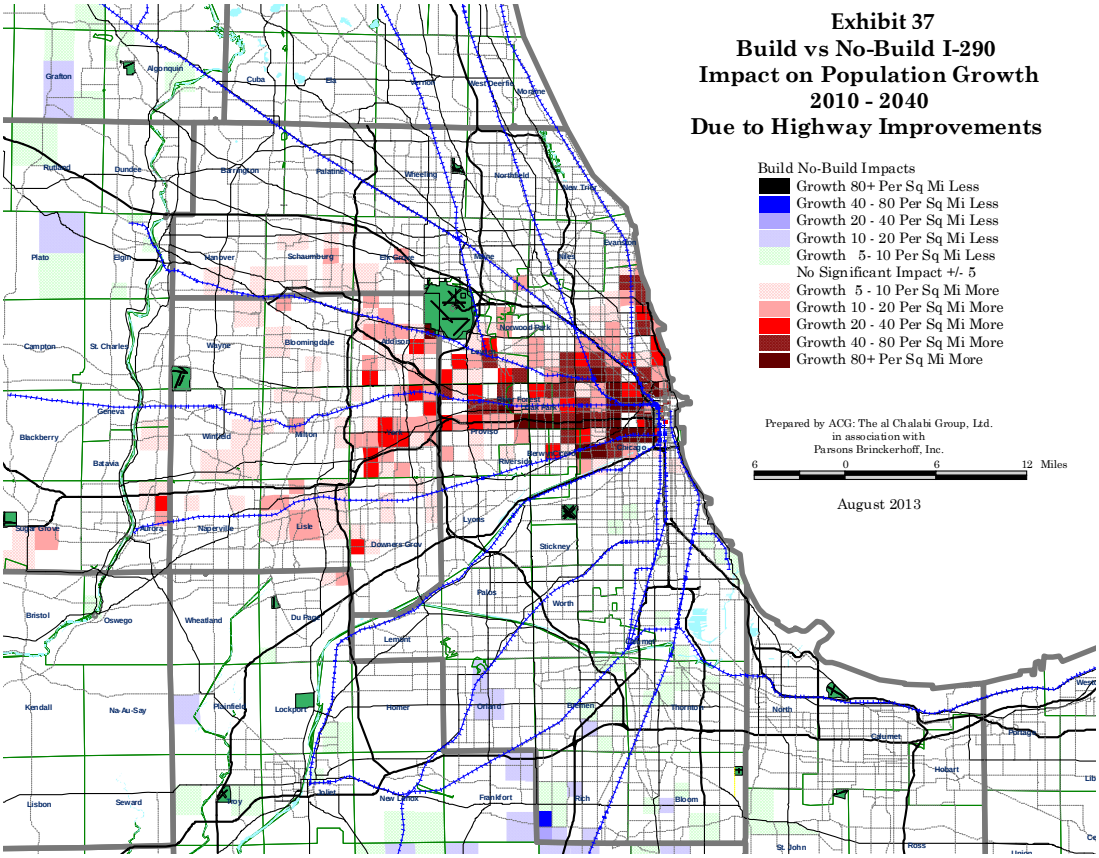


Exhibit 37
Build vs No-Build I-290
Impact on Population Growth
2010 - 2040
Due to Highway Improvements

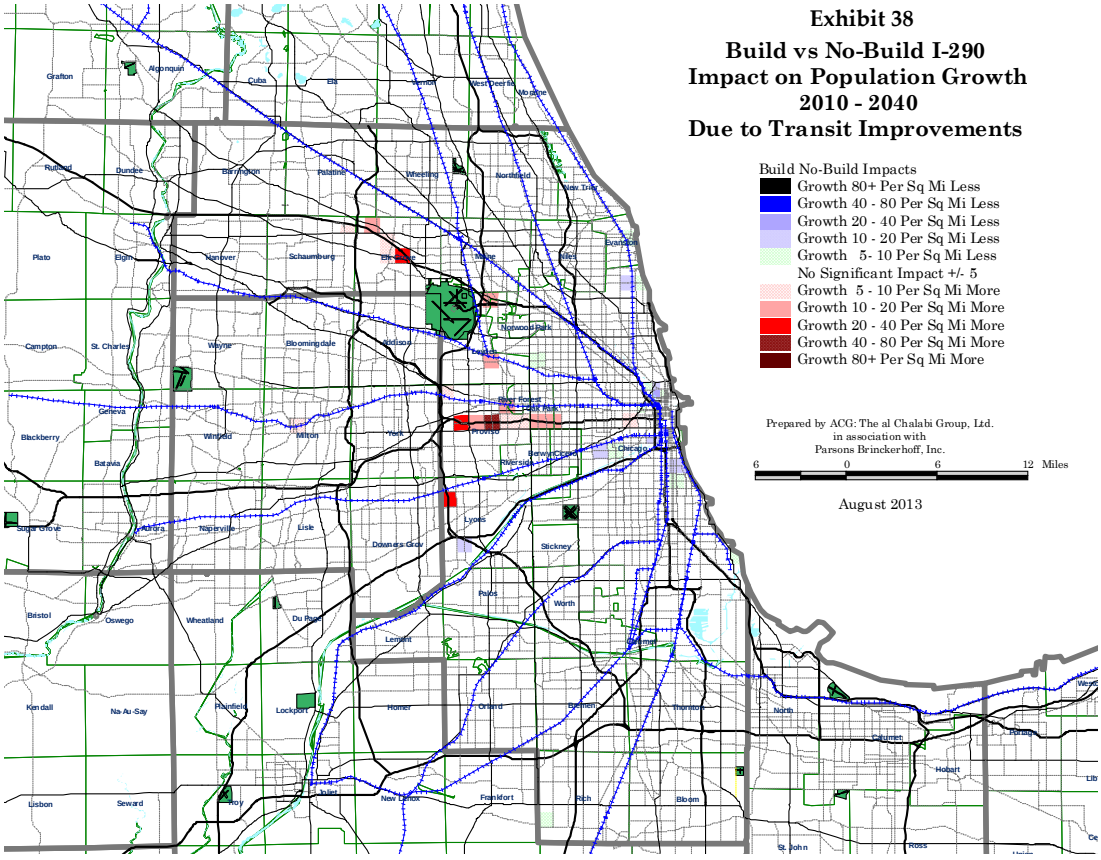


Exhibit 38
Build vs No-Build I-290
Impact on Population Growth
2010 - 2040
Due to Transit Improvements

Table 5
Population Impacts of the Proposed Project
Comparison of Recommended Build Alternatives - Highway and Transit with No-Build Alternative

Geography	Net Highway Impacts	Positive Highway Impacts	Negative Highway Impacts	Net Transit Impacts	Positive Transit Impacts	Negative Transit Impacts	Sum of Net Impacts	Sum of Positive Impacts	Sum of Negative Impacts
CMAP County Summary									
City of Chicago	3,411	3,535	-124	-162	23	-185	3,249	3,558	-309
Suburban Cook – North	251	251	0	51	63	-12	302	314	-12
Suburban Cook – South	-687	0	-687	-12	0	-12	-699	0	-699
Suburban Cook – West	1,293	1,293	0	164	191	-27	1,457	1,484	-27
Cook County	4,268	5,079	-811	41	277	-236	4,309	5,356	-1,047
DuPage County	1,634	1,634	0	11	25	-14	1,645	1,659	-14
Kane County	-466	240	-706	-21	0	-21	-487	240	-727
Kendall County	-100	0	-100	0	0	0	-100	0	-100
Lake County	-393	6	-399	-7	8	-15	-400	14	-414
McHenry County	-1,425	0	-1,425	0	0	0	-1,425	0	-1,425
Will County	-1,745	59	-1,804	-12	3	-15	-1,757	62	-1,819
Seven-County Total	1,773	7,018	-5,245	12	313	-301	1,785	7,331	-5,546
Township Sum	1,773	7,018	-5,245	12	313	-301	1,785	7,331	-5,546
County Summary: External to CMAP									
Boone County	-213	0	-213	0	0	0	-213	0	-213
DeKalb County	-99	0	-99	-3	0	-3	-102	0	-102
Grundy County	-40	0	-40	-3	0	-3	-43	0	-43
Kankakee County	-148	0	-148	-3	0	-3	-151	0	-151
LaSalle County (partial)	-32	0	-32	0	0	0	-32	0	-32
Lee County (partial)	0	0	0	0	0	0	0	0	0
Ogle County (partial)	-12	0	-12	0	0	0	-12	0	-12
Winnebago County	-182	11	-193	0	0	0	-182	11	-193
Lake County (IN)	-429	0	-429	-3	0	-3	-432	0	-432
LaPorte County	-19	0	-19	0	0	0	-19	0	-19
Porter County	-126	0	-126	0	0	0	-126	0	-126
Kenosha County	-368	0	-368	0	0	0	-368	0	-368
Racine County	-69	0	-69	0	0	0	-69	0	-69
Walworth County	-36	13	-49	0	0	0	-36	13	-49
21-County Tri-State Region	0	7,042	-7,042	0	313	-313	0	7,355	-7,355
21-County Region - Subzones	0	7,042	-7,042	0	313	-313	0	7,355	-7,355

E. Impact of Changes in Accessibility Indexes on Employment Distribution

Whereas improving a TAZ's accessibility to jobs makes it more attractive for residential development, the opposite also is true. Improved accessibility to residential concentrations implies better access to labor and consumption, making the area more attractive to industrial and commercial development. In the case of the I-290 Study, the improved accessibility provided by it makes these two factors equally responsible for growth.

The methodology for determining the impact of changes in accessibility indexes on employment distribution is the same as that used for residential re-distribution. Once the distribution of additional growth in employment was completed, a balancing process was undertaken, similar to that described for studying the residential impacts, as discussed earlier. Again, the total 2040 employment forecast for the transportation modeling region is assumed to remain unchanged.

Exhibit 39 shows the impact of the Highway Component of the I-290 Build Alternative on the redistribution of employment. The TAZ's that are forecasted to receive additional growth (above the baseline forecast) in employment are concentrated. Most of the TAZ's with positive impact (more growth in employment) is concentrated within the employment centers located along the I-290 alignment or along expressways or arterials connecting to I-290. Most of the TAZ's with negative (lesser) growth are located at a distance from I-290. It should be noted, again, that no TAZ is forecasted to experience a loss of employment as a result of the proposed project, only reduction in the forecasted growth. However, there are TAZ's forecasted to lose employment as a result of other factors; and these losses are reflected in the baseline forecasts. The overall impact of the proposed project is to attract both population and employment to the center of the Chicago Region.

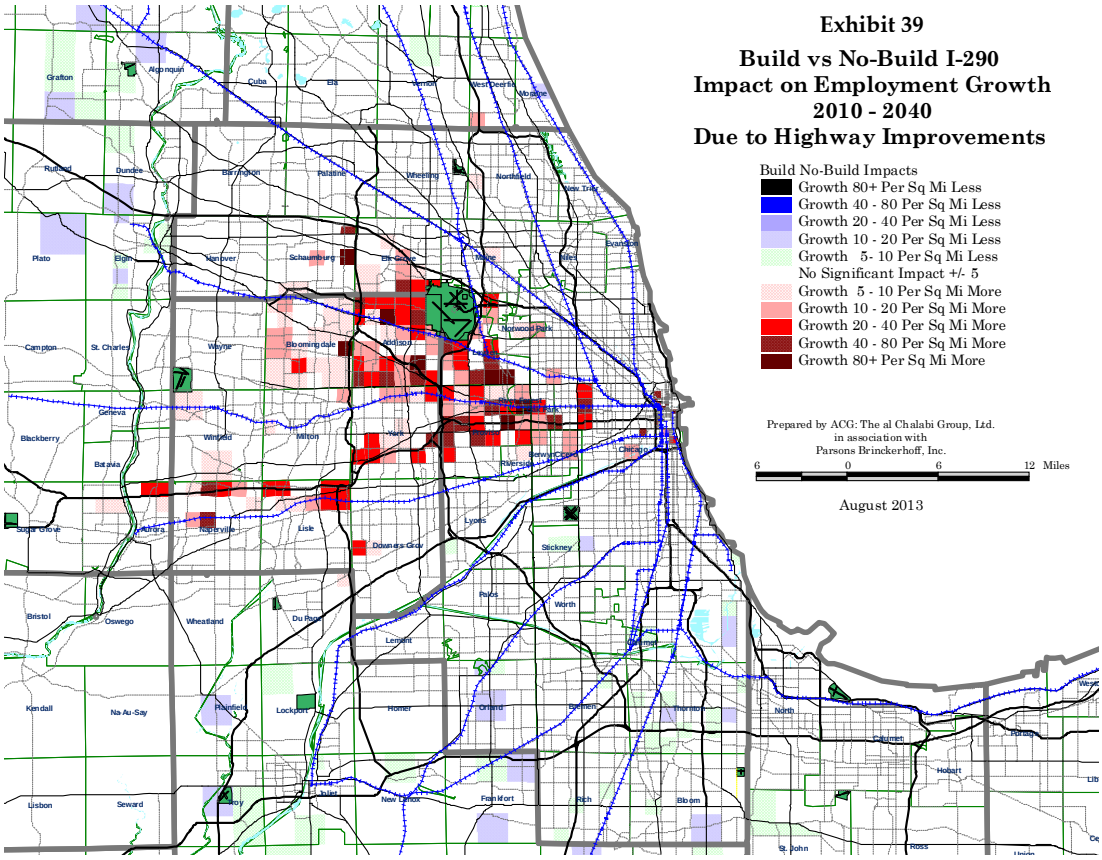


Exhibit 40 shows the impact of the Transit Improvement Component of the I-290 Study on the redistribution of employment growth. The transit improvement consists of the extension of the CTA Blue Line to Mannheim Road and the introduction of express bus service connecting to the Blue Line extension. The positive employment impacts occur at the location of the new stations and the termini of the express bus service.

Table 6 shows the combined employment impacts of both the highway and transit components of the proposed project. These impacts are shown for the seven-county CMAP region and 14 external counties.

Exhibit 40

Build vs No-Build I-290
Impact on Employment Growth
2010 - 2040
Due to Transit Improvements

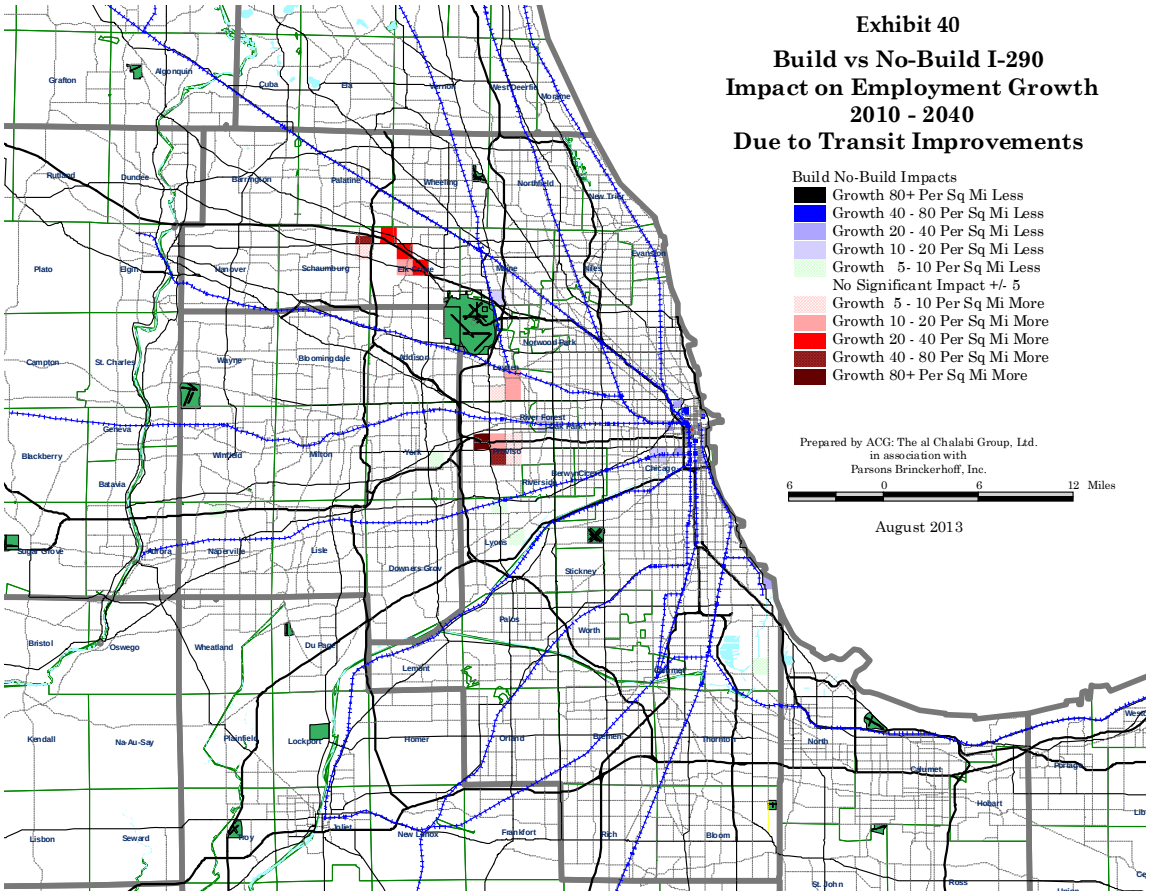


Table 6
Employment Impacts of the Proposed Project
Comparison of Recommended Build Alternatives – Highway and Transit with No-Build Alternative

Geography	Net Highway Impacts	Positive Highway Impacts	Negative Highway Impacts	Net Transit Impacts	Positive Transit Impacts	Negative Transit Impacts	Sum of Net Impacts	Sum of Positive Impacts	Sum of Negative Impacts
CMAP County Summary									
City of Chicago	1,398	1,501	-103	-361	49	-410	1,037	1,550	-513
Suburban Cook - North	359	393	-34	86	142	-56	445	535	-90
Suburban Cook - South	-623	0	-623	-50	0	-50	-673	0	-673
Suburban Cook - West	1,773	1,803	-30	850	904	-54	2,623	2,707	-84
Cook County	2,907	3,697	-790	525	1,095	-570	3,432	4,792	-1,360
DuPage County	2,595	2,604	-9	-79	5	-84	2,516	2,609	-93
Kane County	-412	194	-606	-103	0	-103	-515	194	-709
Kendall County	-99	0	-99	-17	0	-17	-116	0	-116
Lake County	-600	16	-616	-79	2	-81	-679	18	-697
McHenry County	-917	0	-917	-48	0	-48	-965	0	-965
Will County	-1,391	23	-1,414	-131	0	-131	-1,522	23	-1,545
Seven-County Total	2,083	6,534	-4,451	68	1,102	-1,034	2,151	7,636	-5,485
Township Sum	2,083	6,534	-4,451	68	1,102	-1,034	2,151	7,636	-5,485
County Summary: External to CMAP									
Boone County	-80	0	-80	0	0	0	-80	0	-80
DeKalb County	-51	0	-51	-1	0	-1	-52	0	-52
Grundy County	-34	0	-34	-2	0	-2	-36	0	-36
Kankakee County	-98	0	-98	-2	0	-2	-100	0	-100
LaSalle County	-44	0	-44	0	0	0	-44	0	-44
Lee County	0	0	0	0	0	0	0	0	0
Ogle County	-9	0	-9	0	0	0	-9	0	-9
Winnebago County	-184	5	-189	0	0	0	-184	5	-189
Lake County (IN)	-348	0	-348	-13	0	-13	-361	0	-361
LaPorte County	-35	0	-35	0	0	0	-35	0	-35
Porter County	-112	0	-112	-5	0	-5	-117	0	-117
Kenosha County	-548	0	-548	-19	0	-19	-567	0	-567
Racine County	-377	0	-377	-18	0	-18	-395	0	-395
Walworth County	-163	2	-165	-8	0	-8	-171	2	-173
21-County Tri-State Region	0	6,541	-6,541	0	1,102	-1,102	0	7,643	-7,643
21-County Region - Subzones	0	6,541	-6,541	0	1,102	-1,102	0	7,643	-7,643

F. Socio-Economic Forecast Files as Delivered to Parsons Brinckerhoff Inc., as Input into the Transportation Modeling Process

In the summer of 2013, ACG prepared and submitted to PB, three sets of socio-economic forecasts for 2040. The first of these sets represented the I-290 No Build Scenario; the methodology and principles guiding the preparation of this set are detailed in Section 2.0 of this report. The second set represented the I-290 Build scenario assuming the implementation of

only the highway component of the I-290 Study. The third set represented the I-290 Build Scenario assuming the implementation of both the highway and transit components of the proposed project. The two Build forecasts were prepared in accordance with the methodology described in the preceding section of this section.

Each of these three socio-economic files contained the 2010 (base year) and 2040 (forecast) values of 11 variables for each of 16,676 transportation sub-zones in the 21-County CMAP transportation modeling area. With few exceptions, the sub-zone size varied from quarter-section (1/4 square mile), within the CMAP region, to township in some external counties. The variables are required input into the CMAP transportation modeling package used by PB to estimate future transportation demand and evaluate current and future performance of the region's transportation system and facilities with and without the proposed I-290 improvements. The 11 variables, for each sub-zone, of the socio-economic forecasts files are:

- Number of households
- Adults per household
- Workers per household
- Children per household
- Children 12-15 years old as percent of all children
- Average household income as ratio of regional average
- Workers in non-institutionalized group quarters
- Non-workers in non-institutionalized group quarters
- Population in institutionalized group quarters
- Total employment
- Retail employment

In generating the above variables, other variables had to be generated either as input or as reasonable checks. Examples of these additional variables include: number of adults, children, workers; average household size; average household income; and total population.

5.0 Epilogue

Almost a year following the completion of the No Build and Build forecasts for the I-290 Phase 1 Study, CMAP started the process of revising its 2040 socio-economic forecasts to reflect the 2010 Census and its 2010 land use survey results. These CMAP revisions are incorporated into their GO TO 2040 Comprehensive Regional Plan Update that was adopted in October 2014.

The updated CMAP forecasts are closer, but still higher, than the I-290 forecasts for the City of Chicago (+1.8%), Suburban Cook County (+4.8%), and DuPage County (+8), which are the main travel markets for the I-290 Corridor.

A comparison of the Study Area 2040 population and employment forecasts was also performed, as shown in Table 7. As seen in this table, the Study Area population forecasts for CMAP and the I-290 EIS are within one percent of each other. For employment, it should be noted that there are definitional differences. The I-290 EIS forecasts use the U.S. Bureau of Economic Analysis (BEA) definition of employment, while CMAP uses the Illinois Department of Employment Security (IDES) definition of employment. The BEA based employment estimate is higher than the IDES based estimate because the BEA defines employment to include the cash economy and self-employed. Therefore, the BEA definition of employment provides a more comprehensive definition of employment.

Table 7. Comparison of 2040 Study Area CMAP and I-290 No Build and Build Population and Employment Forecasts

Forecast	2040 Population	2040 Employment
CMAP Updated Forecast	645,950	256,590*
I-290 EIS No Build Forecast	649,215	309,334**
I-290 EIS Build Forecast	651,912	310,967**

* IDES employment definition ** BEA employment definition

Appendix A

I-290 Phase 1 Study Market Driven Socio-Economic Forecasts: I-290 No Build Scenario Seven-County CMAP Region, by Township and City of Chicago Sub-Areas

Market-Driven Socio-Economic Forecasts: I-290 No Build Scenario
Seven-County CMAP Region, by Township and City of Chicago Sub-Areas

County/ Sub-County	Township/ Chicago Sub-Area	Area (Sq. Mi.)	Total Population 2010	Households 2010	Total Employment 2010 (BEA)	Total Population 2040	Households 2040	Total Employment 2040 (BEA)
Chicago	01. Central Lakefront	6.39	131,968	79,139	669,080	162,999	91,230	700,251
Chicago	02. North Lakefront	13.96	340,475	179,271	132,211	393,671	206,601	126,362
Chicago	03. South Lakefront	10.48	144,123	66,340	61,315	163,372	77,768	58,712
Chicago	04. North Central	20.48	362,841	136,956	115,764	416,680	148,732	111,553
Chicago	05. Northwest	40.92	331,789	116,474	135,810	324,223	121,970	159,832
Chicago	06. Near West	14.57	179,684	77,812	200,826	272,349	102,139	234,298
Chicago	07. West	21.66	310,220	91,486	72,143	357,389	103,154	75,058
Chicago	08. South Central	23.73	242,116	83,632	62,799	266,808	93,539	62,799
Chicago	09. Extended Midway	21.36	256,539	73,006	83,633	228,231	74,999	87,854
Chicago	10. Southeast	25.09	100,566	35,382	18,574	112,806	40,779	37,913
Chicago	11. Far South	25.07	196,510	71,708	32,250	208,292	78,476	38,408
Chicago	12. Far Southwest	13.71	99,103	34,372	23,416	94,176	35,773	24,885
North Cook	Barrington	36.05	15,639	5,515	18,544	20,800	7,679	27,475
North Cook	Elk Grove	28.20	92,937	36,751	116,539	96,082	38,952	134,521
North Cook	Evanston	8.09	74,488	30,049	46,652	76,824	32,892	47,499
North Cook	Hanover	33.59	99,521	32,874	33,019	106,656	35,847	38,643
North Cook	Maine	25.42	135,762	51,866	87,100	137,600	53,789	96,603
North Cook	New Trier	16.31	55,431	19,601	25,634	56,002	20,189	26,002
North Cook	Niles	20.76	105,889	38,835	93,105	114,234	42,851	109,139
North Cook	Northfield	34.70	85,075	32,633	115,212	90,237	35,694	127,654
North Cook	Palatine	36.09	113,005	43,557	77,945	119,747	46,393	80,126
North Cook	Schaumburg	30.87	131,315	50,309	115,446	144,548	55,426	127,331
North Cook	Wheeling	36.07	153,625	60,313	95,619	162,142	64,116	106,384
South Cook	Bloom	46.73	90,925	31,163	34,910	127,996	44,409	66,476
South Cook	Bremen	37.82	110,137	40,029	47,524	128,067	47,247	57,762

County/ Sub-County	Township/ Chicago Sub-Area	Area (Sq. Mi.)	Total Population 2010	Households 2010	Total Employment 2010 (BEA)	Total Population 2040	Households 2040	Total Employment 2040 (BEA)
South Cook	Calumet	4.03	20,779	7,316	6,727	24,293	8,592	11,342
South Cook	Lemont	20.78	21,137	7,387	9,690	32,891	12,164	12,096
South Cook	Orland	36.40	97,561	35,883	37,016	120,672	45,094	49,639
South Cook	Palos	35.44	54,618	21,586	28,539	58,352	23,349	36,829
South Cook	Rich	36.57	76,808	29,118	27,362	122,981	50,246	45,841
South Cook	Thornton	47.46	169,387	60,304	70,291	198,784	71,509	104,383
South Cook	Worth	31.97	152,644	58,739	72,702	159,955	62,055	83,702
West Cook	Berwyn	4.67	56,659	18,912	13,349	55,476	19,034	14,464
West Cook	Cicero	4.35	83,893	22,101	21,313	85,584	22,968	23,332
West Cook	Leyden	18.69	92,894	33,463	81,765	98,982	35,799	108,066
West Cook	Lyons	36.88	111,703	40,928	61,452	119,974	44,795	77,602
West Cook	Norwood Park	2.85	26,387	10,080	20,880	26,911	10,430	21,500
West Cook	Oak Park	4.69	51,878	22,670	23,601	54,935	23,844	24,301
West Cook	Proviso	29.35	151,724	54,909	91,828	158,974	58,011	105,837
West Cook	River Forest	2.82	11,174	3,962	8,948	12,194	4,508	10,782
West Cook	Riverside	4.04	15,598	6,247	8,831	16,530	6,725	9,181
West Cook	Stickney	11.95	40,772	13,665	26,327	45,111	15,164	35,341
DuPage	Addison	32.43	88,613	30,153	123,587	98,441	34,050	159,587
DuPage	Bloomingdale	35.44	111,899	40,068	71,177	118,975	43,428	95,709
DuPage	Downers Grove	51.22	146,806	56,864	92,136	165,088	64,325	103,351
DuPage	Lisle	36.01	116,277	44,707	67,302	134,967	52,604	82,409
DuPage	Milton	35.28	117,082	42,899	72,525	123,267	45,596	75,207
DuPage	Naperville	35.79	100,040	37,950	79,622	107,467	41,557	105,589
DuPage	Wayne	36.48	66,583	21,150	19,154	79,504	25,787	24,880
DuPage	Winfield	36.15	46,237	15,104	24,327	58,016	19,559	35,197
DuPage	York	35.62	123,547	48,237	139,895	136,479	54,271	169,810
Kane	Aurora	35.27	146,171	44,977	69,048	178,928	55,160	111,651
Kane	Geneva/Batavia	35.13	61,770	22,032	40,612	87,189	31,506	56,702
Kane	Big Rock	35.14	1,859	680	1,816	31,497	11,983	12,361
Kane	Blackberry	35.09	15,091	4,763	3,708	39,654	13,685	11,790
Kane	Burlington	33.75	1,923	689	933	22,057	8,508	8,743
Kane	Campton	34.80	17,178	5,475	3,693	53,008	17,627	20,883

County/ Sub-County	Township/ Chicago Sub-Area	Area (Sq. Mi.)	Total Population 2010	Households 2010	Total Employment 2010 (BEA)	Total Population 2040	Households 2040	Total Employment 2040 (BEA)
Kane	Dundee	35.94	64,167	20,432	32,394	94,587	30,390	56,142
Kane	Elgin	32.67	100,943	33,084	52,100	131,977	43,827	82,018
Kane	Hampshire	35.91	7,604	2,794	3,125	29,773	11,029	11,856
Kane	Kaneville	35.11	1,265	482	837	11,384	4,272	6,493
Kane	Plato	33.47	6,170	2,026	1,647	43,527	15,128	18,225
Kane	Rutland	36.15	19,109	7,527	5,037	59,835	24,706	24,497
Kane	St. Charles	35.30	50,840	18,091	35,339	75,410	26,765	51,118
Kane	Sugar Grove	35.28	19,622	6,714	5,927	72,863	26,912	28,480
Kane	Virgil	35.02	1,938	718	1,132	21,830	8,448	8,660
Kendall	Big Grove	35.76	1,640	612	671	1,926	790	635
Kendall	Bristol	28.72	26,227	8,660	6,469	56,980	19,390	22,579
Kendall	Fox	36.32	1,671	580	281	2,125	770	460
Kendall	Kendall	39.03	7,745	2,691	2,818	14,418	5,128	5,704
Kendall	Lisbon	36.63	899	303	90	1,058	392	221
Kendall	Little Rock	35.68	13,085	4,349	3,743	29,682	10,188	9,803
Kendall	Na-Au-Say	34.22	8,147	2,419	449	27,055	9,669	5,949
Kendall	Oswego	40.93	50,890	17,049	14,458	113,966	38,832	45,794
Kendall	Seward	35.09	4,456	1,358	827	15,229	5,055	3,347
Lake	Antioch	42.18	27,750	10,747	8,056	47,382	18,237	17,580
Lake	Avon	23.84	65,049	20,999	26,225	98,730	32,337	33,375
Lake	Benton/Zion	24.64	43,383	15,005	11,225	58,534	20,123	21,472
Lake	Cuba	24.26	16,826	6,518	15,030	19,998	7,734	20,028
Lake	Ela	35.90	42,673	14,104	23,307	50,607	17,096	33,625
Lake	Fremont	35.82	32,492	11,371	10,266	46,101	16,529	24,081
Lake	Grant	23.02	26,536	10,305	6,064	37,558	14,683	13,165
Lake	Lake Villa	25.99	40,281	13,742	7,085	53,318	18,825	19,248
Lake	Libertyville	36.52	53,132	19,271	74,882	69,018	24,561	85,661
Lake	Moraine/W. Deerfield	30.36	65,209	23,558	72,637	72,513	26,893	97,739
Lake	Newport	31.95	6,770	2,353	1,863	18,463	7,030	7,795
Lake	Shields	18.38	39,070	9,214	26,179	50,121	13,085	39,712
Lake	Vernon	36.24	67,233	24,885	63,112	79,987	29,848	95,054
Lake	Warren	36.70	64,854	23,640	36,946	79,238	29,005	55,361
Lake	Wauconda	24.12	21,731	8,032	12,308	43,306	16,175	20,793
Lake	Waukegan	22.09	90,893	27,965	33,666	116,742	35,065	53,397
McHenry	Alden	33.26	1,405	561	249	4,582	1,772	1,086
McHenry	Algonquin	47.99	88,422	31,645	42,429	131,978	46,682	73,393
McHenry	Chemung	32.96	9,136	3,048	2,740	33,306	11,628	14,912
McHenry	Coral	35.99	3,554	1,266	1,976	15,470	5,912	8,399
McHenry	Dorr	35.94	20,920	7,872	20,589	54,994	20,944	37,135
McHenry	Dunham	35.84	2,846	952	1,093	5,934	2,128	1,568
McHenry	Grafton	36.13	53,299	17,198	7,961	101,722	35,177	36,847
McHenry	Greenwood	35.85	13,986	4,706	3,279	34,816	11,865	12,615

County/ Sub-County	Township/ Chicago Sub-Area	Area (Sq. Mi.)	Total Population 2010	Households 2010	Total Employment 2010 (BEA)	Total Population 2040	Households 2040	Total Employment 2040 (BEA)
McHenry	Hartland	35.88	2,033	726	1,141	5,627	2,296	2,030
McHenry	Marengo	35.76	7,563	2,812	3,120	26,001	9,500	9,416
McHenry	McHenry	47.97	47,630	17,584	15,226	113,589	41,106	43,478
McHenry	Nunda	48.09	38,284	13,726	26,228	84,995	32,634	47,321
McHenry	Richmond-Burton	43.95	11,694	4,196	6,484	39,992	15,064	19,680
McHenry	Riley	36.02	2,923	988	504	18,822	6,914	6,818
McHenry	Seneca	35.89	2,949	1,029	700	14,292	5,570	4,624
Will	Channahon	35.53	10,322	3,357	5,021	30,475	10,811	16,931
Will	Crete	44.31	23,774	9,671	5,869	66,545	26,017	27,752
Will	DuPage	36.78	87,839	27,667	48,252	114,997	38,660	78,509
Will	Florence	36.50	934	350	216	8,261	3,185	2,675
Will	Frankfort	36.81	57,091	19,032	30,682	99,483	33,710	71,723
Will	Green Garden	36.66	4,011	1,310	633	32,998	12,397	14,358
Will	Homer	36.09	39,081	12,933	7,471	82,677	29,521	32,178
Will	Jackson	36.20	4,101	1,531	934	28,928	11,209	18,558
Will	Joliet	36.04	87,375	30,069	43,520	109,712	37,639	59,729
Will	Lockport	36.60	60,202	20,763	17,729	108,980	40,347	45,731
Will	Manhattan	36.87	9,219	3,073	1,383	82,000	30,890	25,617
Will	Monee	35.81	15,670	5,668	7,762	58,457	22,724	34,790
Will	New Lenox	36.00	40,273	13,312	12,491	92,471	33,372	42,266
Will	Peotone	36.31	4,432	1,647	1,855	25,021	9,512	10,884
Will	Plainfield	35.21	80,318	24,276	18,718	126,982	40,621	46,245
Will	Reed	17.97	6,952	2,611	2,043	9,457	3,739	4,205
Will	Troy	35.33	46,061	16,603	22,512	92,995	34,143	61,496
Will	Washington	44.75	6,264	2,244	1,455	27,524	10,233	10,197
Will	Wesley/Custer	54.98	3,663	1,389	315	7,573	2,975	2,039
Will	Wheatland	35.82	81,493	24,297	20,192	109,988	34,647	47,578
Will	Will	36.22	1,821	662	292	20,042	8,031	5,652
Will	Wilmington	35.92	6,196	2,490	2,849	21,094	8,520	11,662
Will	Wilton	36.36	844	304	122	10,017	3,763	2,179
County/Sub-County Summary								
City of Chicago		237.43	2,695,934	1,045,578	1,607,821	3,000,996	1,175,160	1,717,925
Suburban Cook – North		306.16	1,062,687	402,303	824,815	1,124,872	433,828	921,377
Suburban Cook – South		297.20	793,996	291,525	334,761	973,991	364,665	468,070
Suburban Cook – West		120.27	642,682	226,937	358,294	674,671	241,278	430,406
Cook County		961.06	5,195,299	1,966,343	3,125,691	5,774,530	2,214,931	3,537,778
DuPage County		334.42	917,084	337,132	689,725	1,022,204	381,177	851,739
Kane County		524.04	515,650	170,484	257,348	953,519	329,946	509,619
Kendall County		322.37	114,760	38,021	29,806	262,439	90,214	94,492
Lake County		472.02	703,882	241,709	428,851	941,616	327,226	638,086
McHenry County		610.56	309,000	109,200	134,820	692,183	251,460	321,513
Will County		849.07	677,936	225,259	252,316	1,366,677	486,666	672,954
Seven-County Total		4,073.53	8,433,611	3,088,148	4,918,557	11,013,168	4,081,620	6,626,181

Appendix B

I-290 Phase 1 Study Travel Time Impedance Estimation

Travel Time Impedance Estimation

The following paragraphs describe the procedure to estimate a travel time based impedance function based on northeastern Illinois-northwestern Indiana work trip data. This function is the inter-zonal impedance in a gravity type trip distribution model. The calibrated function was provided to the subconsultant responsible for the development forecasts for the project.

To estimate this function, a gravity model was calibrated to Census Transportation Planning Package (CTPP) Part III journey to work flow tables produced from Census 2000 long-form questionnaires. The estimation procedure is an iterative approach frequently used to calibrate gravity type trip distribution models to observed travel time distributions. Impedances are initially estimated, then used in a gravity model to distribute trips. The travel time distribution for these trips is compared against an observed travel time distribution and the impedances factored by the ratio of observed to distributed trips in a travel time interval. Trips are repeatedly distributed by the model and the impedances factored iteratively until reasonable agreement between the observed and distributed trips travel time distribution is achieved.

General Trip Distribution Gravity Model

The general formulation of the trip distribution gravity model consists of the following equation that relates the number of trips between zones to the travel impedance between zones.

$$T_{i,j} = a_i b_j F_{i,j}$$

In this equation: $T_{i,j}$ equals the number of trips between zone i and zone j; a_i and b_j are balancing coefficients that depend on trip productions and trip attractions respectively, and; $F_{i,j}$ is the inter-zonal impedance between zones i and j.

In a doubly constrained gravity model the trips distributed from a zone must equal the trip productions in the zone (P_i), and the trips received by a zone must equal the zone's trip attractions (A_j).

1. $$P_i = a_i \sum_j b_j F_{i,j}$$

2. $$A_j = b_j \sum_i a_i F_{i,j}$$

These three sets of simultaneous equations (the trip distribution and the two constraints) can then be readily solved using two-dimensional matrix balancing when the inter-zonal impedances $F_{i,j}$ s are known.

For gravity type trip distribution models, the most widely used mathematical relationship between the inter-zonal impedance and travel time is the Gamma function. This function has

three parameters (◎, ◎ and ◎) that permit a number of different forms for these impedance-travel time relationships, from negative exponential to near normal.

$$F_{i,j} = \alpha\, t_{i,j}^{\beta}\, e^{\gamma t_{i,j}}$$

Steps in the $F_{i,j}$ Estimation Algorithm

Several matrices must be prepared before the algorithm to estimate Fi,j can be implemented.

1. A zone to zone matrix of travel time categories is prepared. In this case, the base year I-290 peak period highway travel times are first rounded to integer minutes. All travel times greater than 250 minutes are set to 250. Intra-zonal travel times are assumed to equal two-thirds the travel time to the nearest neighbor zone. No travel times are less than one minute.
2. The auto driver, carpool, taxi, and motorcycle journey to work flows from the northeastern Illinois and northwestern Indiana CTPPs are tabulated into a table of flows between I-290 zones.
3. Zone level trip productions and attractions are summed from the CTPP trip table.
4. The travel time frequency distribution (the number of trips at travel times between 1 and 250) is tabulated from the CTPP trip table and I-290 zone to zone peak highway times.

Initial $F_{i,j}$ Estimate. An initial estimate of the $F_{i,j}$s were developed using the three-dimensional balancing module available in the EMME/2 transportation planning software. In this approach, a third constraint is specified for the modeled trip table that requires the distributed trips to match a specified travel time distribution.

The general gravity model distribution is rewritten as:

$$T_{i,j} = a_i b_j f_{t_{i,j}} m_{i,j}$$

The $ft_{i,j}$ is the balancing coefficient for the travel time t required to move between zone i and zone j, while $m_{i,j}$ is an initial matrix to be balanced. All other quantities are as defined previously.

As described above, the $F_{i,j}$s are iteratively estimated as in a typical gravity model calibration and the initial starting estimate of the $F_{i,j}$s need only be a crude approximation. However, the best initial estimates of $F_{i,j}$ are obtained when the matrix to be balanced has cells equal to one where interchanges exist in the calibration trip table and zero for pairs of zones without movements.

The three constraints on the distributed trips are as follows:

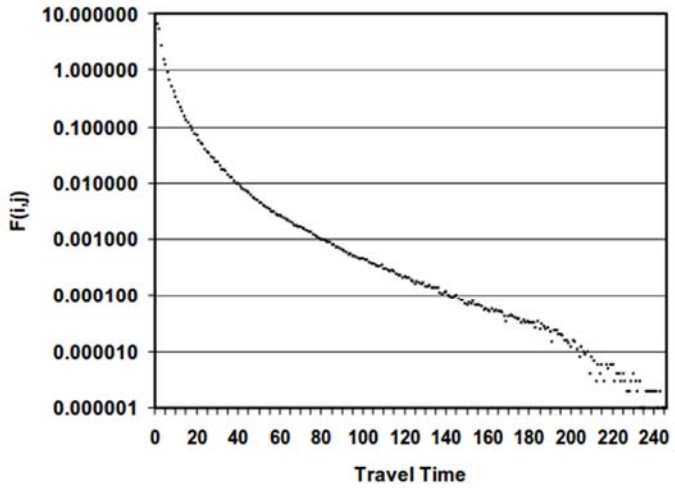
1. $P_i = a_i \sum_j b_j f_{t_{i,j}} m_{i,j}$

2. $A_j = b_j \sum_i a_i f_{t_{i,j}} m_{i,j}$

3. $P_t = \sum_{(i,j) \text{ with } t_{i,j}=t} a_i b_j f_{t_{i,j}} m_{i,j}$

The first two constraints are the same as in a doubly constrained gravity model, requiring trips sent to equal productions and trips received to equal attractions. The third constraint states that the summed distributed trips for all zone pairs at travel time t must equal the number of trips specified in the travel time frequency distribution at travel time t. The four sets of simultaneous equations are again solved iteratively by the three-dimensional balancing algorithm in EMME/2.

FIGURE 1 Initial Estimated $F_{i,j}$s from Three-Dimensional Balancing

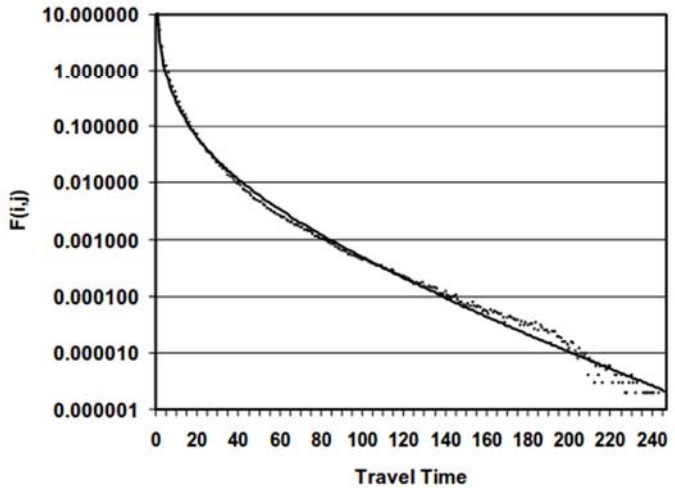


The resulting balancing coefficients ($ft_{i,j}$s) for the third travel time distribution constraint are initial estimates of the $F_{i,j}$s. Figure 1 is a plot of these estimated $F_{i,j}$s for the estimation.

Smoothing of $F_{i,j}$ Values. A Gamma impedance function is next fit to the above $F_{i,j}$ data points. Least squares regression is used to fit the natural log of the Gamma function values to the above $F_{i,j}$ data points, smoothing the $F_{i,j}$ values to a continuous function of travel time. The function estimated by the least squares regression is:

$$Ln(F_{i,j}) = Ln(\alpha) + \beta Ln(t_{i,j}) + \gamma\, t_{i,j}$$

FIGURE 2 First Smoothed $F_{i,j}$s



The resulting regression equation is plotted against the initial $F_{i,j}$ data points in Figure 2. The values for the three Gamma function parameters α, β, and γ estimated by the regression are 25.3, -1.8 and -0.03.

First Trip Distribution. Base year person auto work trips were distributed using a gravity model with the smoothed $F_{i,j}$s. The travel time distributions for the CTPP highway commute trips and the I-290 auto work trip distribution are shown in Figure 3. There are clearly too many short distributed trips compared to the CTPP travel time distribution.

Factoring and Second Smoothed $F_{i,j}$s. The $F_{i,j}$s were adjusted by the ratio of observed to distributed trips for each minute travel time category. Since the CTPP and the I-290 trip tables have different totals the ratio was calculated from the proportions of trips at a given travel time. The Gamma impedance function was then re-estimated using the factored $F_{i,j}$s as data points, and these second smoothed $F_{i,j}$s are shown in Figure 4. The new values estimated for α, β, and γ are 2.4, -1.0 and -0.03. Note that these parameters are such that the $F_{i,j}$s are reduced for short trips and increased for longer trips, which is consistent with the differences in the observed and distributed trip travel time distributions.

FIGURE 3 Travel Time Distribution for CTPP and First Distributed Trips

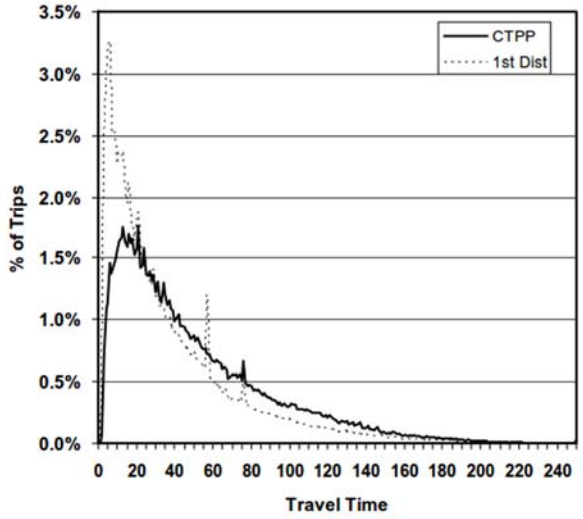
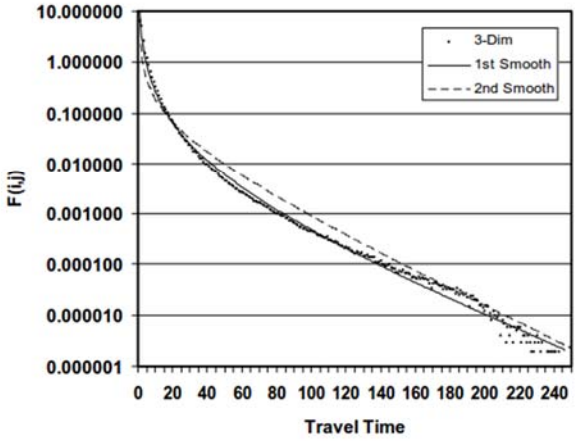


FIGURE 4 Second Smoothed $F_{i,j}$s



Second Trip Distribution. Trips were redistributed with the revised Gamma impedance function and the revised travel time frequency distribution is shown in Figure 5. Reasonable agreement between the two travel time frequency distributions is achieved after two iterations.

Factoring and Final Smoothed $F_{i,j}$s. The factoring and smoothing of the $F_{i,j}$s was carried out a third and final time. The results are shown in Figure 6 for the final estimates of the values for the three parameters α, β, and γ which are 0.9, -0.7 and -0.03.

FIGURE 5 Travel Time Distribution for CTPP and Second Distributed Trips

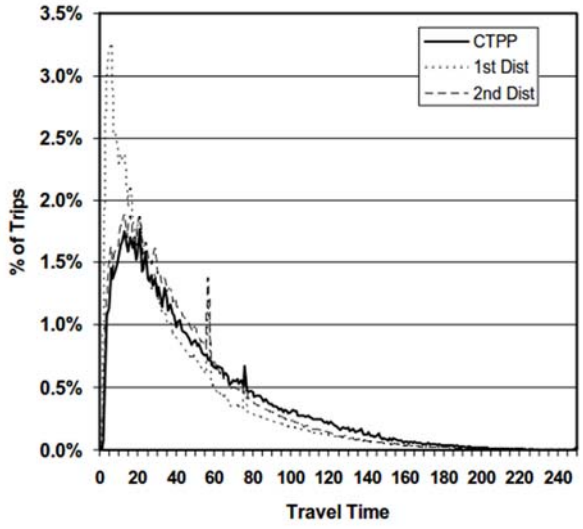
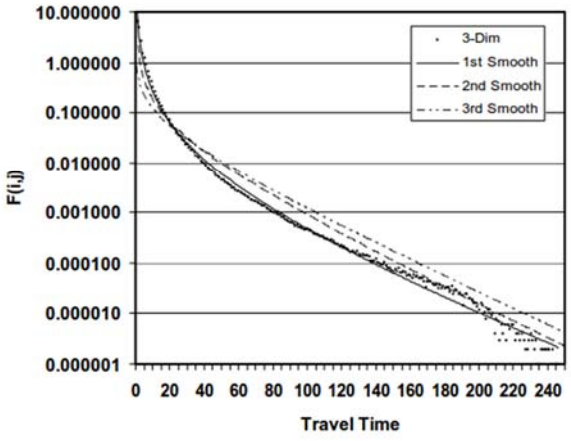


FIGURE 6 Final Smoothed $F_{i,j}$s



Appendix C

Alternatives Identification and Evaluation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

September 2016

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Table of Contents

1.0 EXECUTIVE SUMMARY 1
- **1.1 Initial Alternatives Identification Summary 3**
- **1.2 Round 1 (Single Mode Evaluation) Summary 4**
- **1.3 Round 2 - Initial Combination Mode Evaluation Summary 9**

2.0 ALTERNATIVES IDENTIFICATION AND EVALUATION PROCESS 15
- **2.1 Initial Alternatives Identification 16**
- **2.2 Round 1 – Single Mode Evaluation 16**
- **2.3 Round 2 – Combination Mode Evaluation 16**
- **2.4 Round 3 – Refinement of Remaining Alternatives 16**

3.0 EVALUATION MEASURES 17
- **3.1 Footprint/Fatal Flaw Screening – GIS Level Analysis 17**
- **3.2 Performance & Purpose and Need Screening 18**
  - 3.2.1 Improve Regional and Local Travel 18
  - 3.2.2 Improve Access to Employment 21
  - 3.2.3 Improve Safety for All Users 21
  - 3.2.4 Improve Modal Connections and Opportunities 23
  - 3.2.5 Improve Facility Deficiencies 24
- **3.3 Cost Estimates 24**

4.0 INITIAL ALTERNATIVES IDENTIFICATION FINDINGS 24
- **4.1 Initial Range of Stakeholder Suggestions 24**
- **4.2 Single Mode Alternatives Concept Screening 25**

5.0 ROUND 1 EVALUATION FINDINGS 27
- **5.1 Initial Single Mode Alternatives 27**
- **5.2 Footprint and Fatal Flaw Screening Results 28**
- **5.3 Travel Benefit Evaluation 29**
  - 5.3.1 Improve Regional and Local Travel 29
  - 5.3.2 Improve Accessibility to Employment 35
  - 5.3.3 Improve Safety for All Users 36
  - 5.3.4 Improve Modal Connections and Opportunities 38
  - 5.3.5 Improve Facility Deficiencies 38
- **5.4 Summary of Findings 39**
  - 5.4.1 Transit Mode Findings 39
  - 5.4.2 Expressway Mode Findings 44
  - 5.4.3 Arterial Mode Findings 46
  - 5.4.4 Overall Conclusions 46
  - 5.4.5 Initial Combination Mode Alternatives 47

6.0 ROUND 2 COMBINATION MODE ALTERNATIVES 51
- **6.1 Definition of Combination Mode Alternatives 51**

6.2 Round 2 Screening Process 54
6.3 Round 2 Screening Results 55
6.3.1 Improve Regional and Local Travel Findings 57
6.3.2 Improve Access to Employment Findings 60
6.3.3 Improve Safety for All Users Findings 62
6.3.4 Improve Modal Connections and Opportunities Findings 63
6.3.5 Alternatives to be Evaluated in Round 3 65

List of Tables

Table 1-1. List of Single Mode Alternatives Evaluated in Round 1 4
Table 3-1. Footprint Screening Measures 17
Table 3-2. Regional Measures 18
Table 3-3. Regional Measures - Truck Travel 20
Table 3-4. Local Travel Measures 20
Table 3-5. Access to Employment Measures 21
Table 3-6. Safety Measures - Pedestrian-Vehicular Safety 21
Table 3-7. Safety Measures - Crash Rates 22
Table 3-8. Modal Connections Measures 23
Table 3-9. Facility Deficiencies Measures 24
Table 4-1. Summary of Pre-Screening Findings 25
Table 5-1. Transit Modes Evaluated in Round 1 27
Table 5-2. Expressway Modes Evaluated in Round 1 28
Table 5-3. Arterial Improvements Evaluated in Round 1 28
Table 5-4. I-290 Expressway Travel Ratings 30
Table 5-5. Daily Person Throughput Ratings 31
Table 5-6. Regional Travel Ratings 32
Table 5-7. Regional Truck Travel Ratings 33
Table 5-8. Arterial Travel Ratings 34
Table 5-9. Study Area Travel Ratings 35
Table 5-10. Jobs Accessibility Ratings 36
Table 5-11. Safety Improvement Ratings 37
Table 5-12. Modal Connections Ratings 38
Table 5-13. Facility Improvement Ratings 39
Table 5-14. Performance Comparison of Blue Line Extensions 40
Table 5-15. Expressway General Purpose and Managed Lane Performance 45
Table 5-16. Single Mode Performance Ratings 47
Table 6-1. Combination Mode Alternatives Rationale 53

List of Figures

Figure 1-1. Study Area Map 1
Figure 1-2. Environmental Impact Statement Planning Process 1
Figure 1-3. Initial Alternatives Development and Evaluation Process 2
Figure 1-4. 12 Combination Mode Alternatives 7
Figure 1-5. 10 Combination Mode Alternatives (continued) 8
Figure 1-6. Round 2 Overall Alternatives Scoring Summary 10
Figure 1-7. Four Alternatives to be Evaluated in Round 3 13
Figure 5-1. Traditional Commute Travel Origins 42
Figure 5-2. Reverse Commute Travel Origins 43
Figure 5-3. Trip Diversions within Transit Modes 44
Figure 5-4. Initial 10 Combination Mode Alternatives 50
Figure 6-1. Additional Round 2 Combination Mode Alternatives 51
Figure 6-2. Alternative Ranking Example 55
Figure 6-3. Round 2 Overall Alternatives Ranking 55
Figure 6-5. Round 2 Improve Access to Employment Results 61
Figure 6-6. Round 2 Improve Safety for All Users Results 62
Figure 6-7. Round 2 Improve Modal Connections and Opportunities Results 64
Figure 6-8. Four Alternatives to be Evaluated in Round 3 68

List of Appendices

Appendix A. Initial Alternatives Identification & Pre-Screening

Appendix B. Summary of Stakeholder Single Mode Suggestions (maps)

Appendix C. Initial Single Mode Alternatives (maps)

Appendix D. Summary of Single Mode Evaluation Results (tables)

Appendix E. Single Mode Alternatives Footprint Evaluation (maps)

Appendix F. Round 2 Initial 10 Combination Mode Alternatives (maps)

Appendix G. Summary of Round 2 Combination Mode Evaluation Results (tables)

Appendix H. Travel Forecasting Assumptions

1.0 Executive Summary

The I-290 Preliminary Engineering and Environmental (Phase I) Study is being undertaken consistent with the National Environmental Policy Act (NEPA) and federal and state policy to prepare an Environmental Impact Statement (EIS) for multimodal transportation improvements from west of Mannheim Road to Racine Avenue (see Figure 1-1).

Figure 1-1. Study Area Map



The NEPA process guides potential federal actions to consider impacts to the environment, and requires the evaluation of alternative ways of accomplishing study goals and meeting study needs (Figure 1-2). The NEPA process establishes three primary steps in project development for an EIS: Establish the Purpose and Need, Alternatives Development and Evaluation, and Identification of the Preferred Alternative.

Figure 1-2. Environmental Impact Statement Planning Process

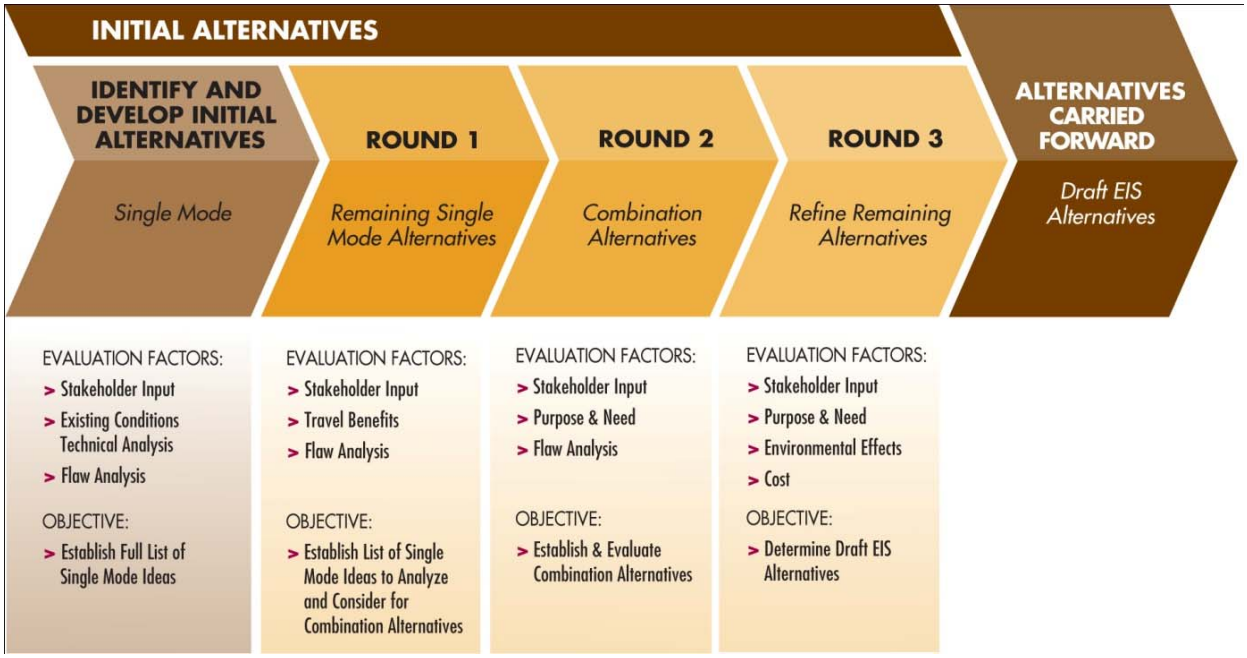


This document, which will be updated as the planning process advances, describes the alternative development and evaluation process used. This process, as illustrated in Figure 1-3, will include:

- Round 1 - The identification and evaluation of single mode alternatives, which are alternatives that consider changes to or improvements of only one mode of transportation, to understand the effectiveness and characteristics of each individual mode.
- Round 2 - The evaluation of an initial set of combination mode alternatives assembled based on the findings from the Round 1 single mode evaluation. Combination mode alternatives include improvements to or additions of more than one mode of transportation (e.g. transit and expressway improvements).
- Round 3 - The revision of the combination alternatives based on the initial results and further development and evaluation.

The goal of this process is to identify the alternatives to be carried forward for evaluation in the Draft EIS. The process also provides the opportunity to examine all modes of travel within the transportation system, which can provide the basis for future planning efforts by other area transportation agencies (i.e. RTA, CTA, Pace, etc).

Figure 1-3. Initial Alternatives Development and Evaluation Process



Prior to the initial alternatives identification process, the Illinois Department of Transportation (IDOT) initiated a project context audit to identify key features of the project area, characteristics of key transportation facilities, and conditions that should be addressed in the scope of the study. With this information, IDOT and the Corridor Advisory Group (CAG)/Task Forces (TF), prepared a project problem statement (February 2010). With stakeholder and transportation agency input, the study team evaluated the condition and performance of the existing transportation system. This activity focused on the identification of transportation needs of the study area, and was documented in the Existing Transportation Systems Performance (ETSP) Report, August 2010. Based on the findings from the ETSP and with stakeholder input, the Purpose and Need for the project was developed between July 2010 and

December 2011 beginning with a basic outline that was gradually expanded and discussed with the CAG/TF and other stakeholders over the course of five CAG/TF meetings and a public meeting in May of 2011. The five needs identified for the I-290 Study Area are:

1. Improve regional and local travel
2. Improve access to employment
3. Improve safety for all users
4. Improve modal connections and opportunities
5. Improve facility deficiencies

A regional travel demand model was used as the evaluation tool for testing the transportation performance of alternatives. To evaluate alternatives, the project established a baseline or "No Build" based on the Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained network data to forecast future travel conditions outside the study area, and assuming no improvements to I-290 in the study area. As the accepted plan for the regional transportation system for the year 2040, this model establishes the project's No Build alternative, which is 'alternative neutral' and is the baseline condition against which the transportation performance of alternatives area evaluated. Appendix H describes the travel forecasting assumptions. The evaluation process includes a relative comparison between alternatives and comparison of each alternative to the No Build alternative. Specific population and employment forecasts will be developed for the evaluation of the alternatives in the Draft EIS.

Alternatives were initially evaluated for fatal flaws throughout the process. A fatal flaw is defined as a characteristic or component of an alternative that would render it infeasible or impractical in the context of this study. Flaws could include substantial direct impacts to residences, businesses, environmental resources, or community facilities. A fatal flaw could also result from the improvement being beyond the context of the I-290 Phase I Study Area or needs. Alternatives that have costs that are not reasonable and prudent can also be removed from consideration.

1.1 Initial Alternatives Identification Summary

The initial alternatives for the Round 1 evaluation were identified through a pre-screening process that considered approximately 460 alternative suggestions submitted by project stakeholders on how to address the Purpose and Need of the I-290 project. These suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Each of the three groups was subdivided into concept categories based on the stakeholder suggestions provided (example: add general purpose lanes to I-290). As discussed further in Section 4 and Appendix A of this document, 33 concept categories emerged to which each suggestion was assigned.

The 33 concept categories were pre-screened by IDOT to identify which concepts would be either carried forward into Round 1, not carried forward, or deferred for future evaluation. The pre-screening resulted in 11 of the 33 original categories carried forward into the Round 1 evaluation. In addition to these single mode alternatives, 11 other categories of related improvements were deferred for future consideration.

1.2 Round 1 (Single Mode Evaluation) Summary

The purpose of the single mode evaluation was to understand the effectiveness and characteristics of each individual mode. A regional travel demand model was used to test the alternatives, and is based upon decades of research and calibration to appropriately portray existing and expected future conditions; the CMAP GO TO 2040 plan was used as a base for forecasting future conditions. The model seeks the most efficient mode of travel based upon travel costs and times, trip purposes, and the time-of-day for the trip.

Twenty-one single mode alternative concepts, that are derivative of the 11 single mode concept categories carried forward from the pre-screening, were developed by the study team and CAG/TF for evaluation in Round 1. The 21 single mode alternatives are summarized in Table 1-1, and a set of maps representing these alternatives is provided in Appendix C. Some of the concept categories resulted in multiple single mode alternatives. For example, three versions of the CTA Blue Line extension concept were carried forward as single mode alternatives with different project termini.

Table 1-1. List of Single Mode Alternatives Evaluated in Round 1

Transit Mode Alternatives (9 total)

Blue Line Extension (Heavy Rail Transit - HRT) 	[HRT 1] From Forest Park To Oak Brook via IL Prairie Path and Butterfield Road
	[HRT 2] From Forest Park To Oak Brook via IL I-290 and I-88
	[HRT 3] From Forest Park To Mannheim via I-290
Express Bus 	[EXP] Various service from DuPage and Northwest Cook Counties to Forest Park CTA terminal
Bus Rapid Transit (BRT) 	[BRT 1] Oak Brook to Forest Park - via Butterfield Road and IL Prairie Path
	[BRT 2] Oak Brook to Forest Park - via I-88 and I-290
	[BRT 3] Oak Brook to Cicero Avenue - via I-88 and I-290
	[BRT 4] Oak Brook to Ashland Ave - via I-88 and I-290 – CTA Blue Line conversion
	[BRT 5] Lombard to Forest Park - via I-88 and I-290

Expressway Mode Alternatives (11 total)

General Purpose (GP) Add Lane			[GP LANE] General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	**High Occupancy Vehicle (HOV) Lanes**	**2+ Riders** 	[HOV 2LL] Oak Brook to Racine Avenue
			[HOV 2L] I-88 to Racine Avenue
			[HOV 2W] Oak Brook to Central Avenue
		3+ Riders 	[HOV 3LL] Oak Brook to Racine Avenue
			[HOV 3L] I-88 to Racine Avenue
			[HOV 3W] Oak Brook to Central Avenue
	High Occupancy Toll (HOT) Lanes		[HOT 1] Oak Brook to Central Avenue, 3+ Vehicles Free
			[HOT 2] Oak Brook to Racine, 3+ Vehicles Free
	Toll Lanes		[TOLL 1] Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			[TOLL 2] Toll I-290 with Add Lanes , I-88 to Cicero Avenue

Arterial Mode Alternatives (1 alternative with two variations)

Arterial Widening	With Parking	[ART 1 & 2] Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). • Roosevelt Road from I-294 to Cicero Avenue • Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	

The Round 1 single mode travel benefit evaluation results were presented to, and reviewed by the CAG/TF, in July 2011 and September 2011. Further discussion on the single mode evaluation results continued at subsequent CAG/TF meetings. Based on the Round 1 evaluation findings and stakeholder and transportation agency input, an initial set of combination mode alternatives were identified for evaluation in Round 2 in September 2011, and were further refined at the December 2011 CAG/TF Combination Alternatives Workshop.

The following is a summary of the single mode evaluation results:

Transit Modes

The Blue Line extension and BRT single mode alternatives were the best performing transit alternatives with similar results and the express bus alternative resulted in local travel and job accessibility improvements. However, no single mode transit alternative showed improvement to I-290 travel performance due to the already well-established and utilized study area transit network, with new service drawing insufficient auto-trip diversions to offset auto demand for I-290, and a smaller narrower transit market as compared to I-290. Given the extent of the existing transit market in the study area, ridership gains on new transit services are limited, and any ridership on new transit services would be comprised primarily from riders diverting from existing service. For example, the Blue Line extension to Oak Brook alternative [HRT 2] attracts

24,550 riders, 13,260 (54 percent) of these riders are diverted from existing transit services (PACE, Metra), and 8,350 (34 percent) are diversions from auto.

Highway Modes

The single mode expressway alternatives resulted in the highest travel performance improvements to the I-290 Expressway, as well as the best improvement of regional and local (study area) travel performance. This is due to improving travel for the large market served by I-290, for both the traditional and reverse commute patterns. Managed lane expressway alternatives (HOV and HOT) provide some of the best performance benefits because they add capacity to address the underserved demand in this corridor, and manage its use effectively. The expressway alternative that did not add capacity to I-290 resulted in poorer performance with I-290 traffic diverted to study area arterials.

Arterial Widening

An initial fatal flaw footprint impact evaluation found that arterial widening for Roosevelt Road (IL 38) from I-294 to Cicero Avenue and Madison Avenue from 25th Avenue to Cicero Avenue (with and without parking) resulted in a large number of displacements and, therefore, arterial widening was determined to be fatally flawed and not carried forward for performance evaluations. Arterial improvements will be further considered in conjunction with other modes as the evaluation process advances.

Overall

While single mode transit alternatives offer some travel benefits, they do not show any improvement to I-290 performance. Overall, expressway modes provide the best travel improvements locally and regionally. Combinations of transit and expressway alternatives will be assembled and evaluated to identify any transportation performance synergies to be gained by various combinations.

The following single modes were dropped from further consideration as part of the I-290 Study, for the following reasons:

- Blue Line Conversion to Bus Rapid Transit (BRT 4): The BRT 4 Alternative from Oak Brook to Ashland Avenue was evaluated as a conversion of the existing CTA Blue Line to a Bus Rapid Transit facility between Ashland Avenue and the Forest Park terminal. This alternative indicated generally similar and some improved performance as compared to an HRT Blue Line extension to Oak Brook (HRT 2), however, due to the similarity in performance and ROW requirements for these two fixed guideway transit facilities, the HRT extension of the Blue Line will be the representative mode that will be modeled and evaluated in the combination alternatives.
- *Blue Line Extension and BRT Alternatives along the Prairie Path (HRT 1 and BRT 1):* The Blue Line extension and BRT alternatives along the Prairie Path and along I-290 (HRT 2) perform very similarly. However the Prairie Path alignment has greater service overlap/duplication with the existing Metra service, diverting more riders from the UP-West line than the alignment along I-290. There are also potential conflicts with the recreational functions of the Illinois Prairie Path corridor and Section 4(f) of the US Department of Transportation Act of 1966. Therefore, the alternatives using the Prairie Path alignment are not being carried forward for evaluation in Round 2.

Identification of Initial Combination Modes

The results from the single mode evaluation were used to establish the set of combination mode alternatives for evaluation in Round 2. Each of the five Expressway & Express Bus alternatives are also paired with an HCT extension from the Forest Park CTA terminal to Mannheim Road. Figure 1-4 summarizes the 12 combination mode alternatives, and map exhibits that fully describe each of the 12 combination mode alternatives are provided in Appendix F.

Figure 1-4. 12 Combination Mode Alternatives

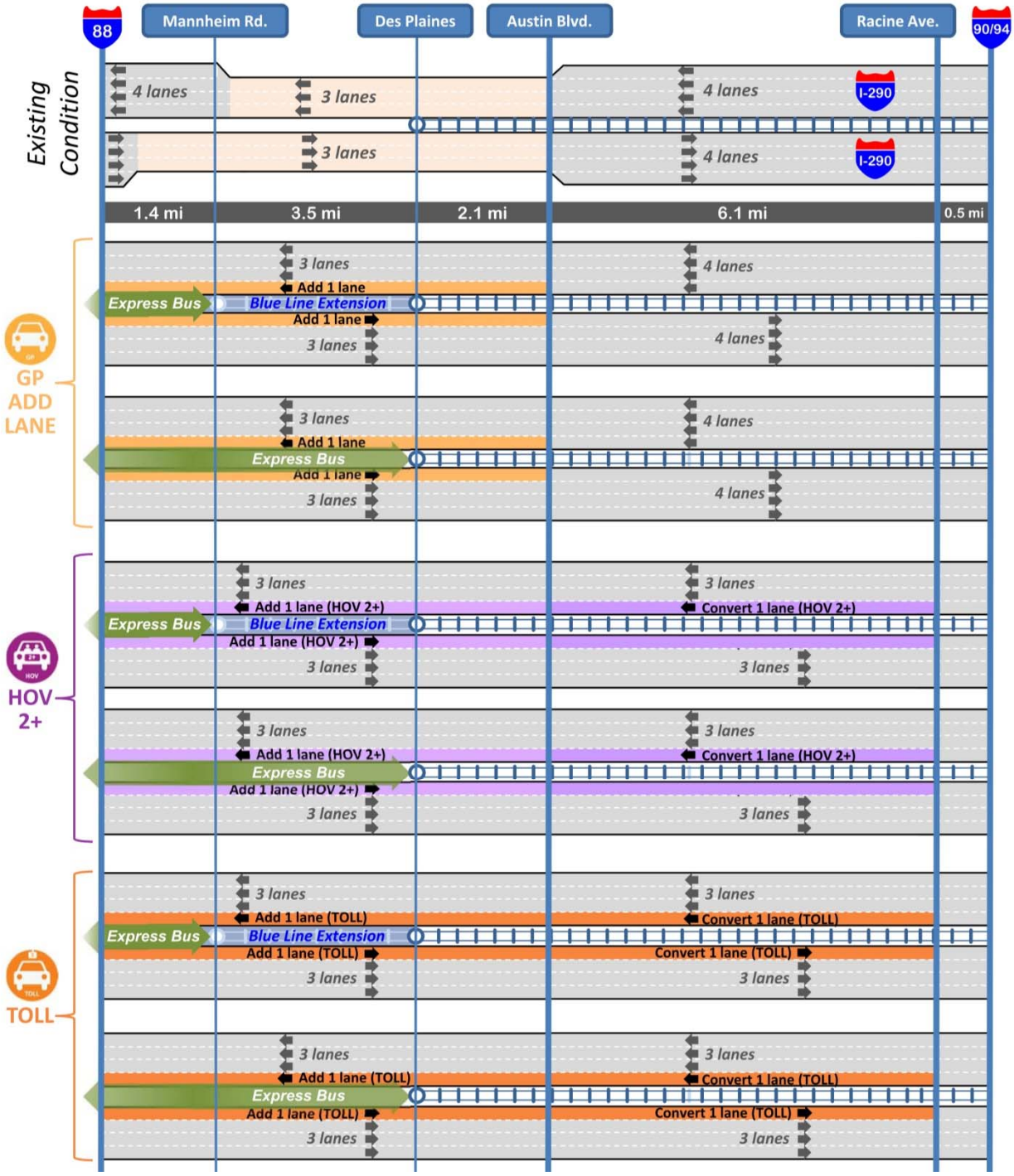
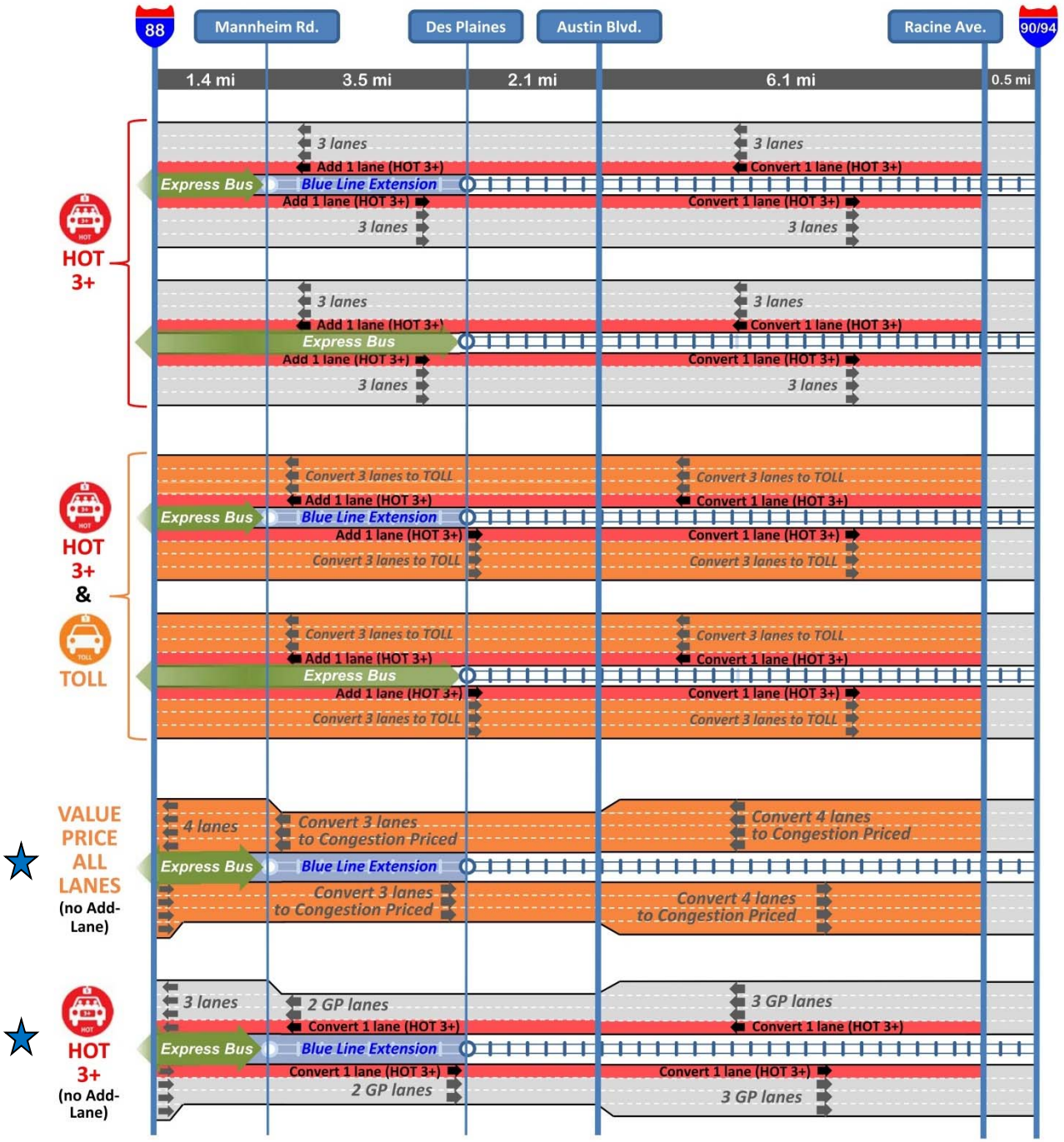


Figure 1-5. 12 Combination Mode Alternatives (continued)



★ Additional Round 2 Initial Combination Mode Alternatives considered, January 2013

1.3 Round 2 - Initial Combination Mode Evaluation Summary

In Round 2, twelve combination mode alternatives were evaluated to determine the collective results of combining various single mode alternatives. This included the ten combination mode alternatives identified at the end of Round 1, plus an additional two alternatives that were suggested by the Corridor Advisory Group. A full discussion of the Round 2 evaluation is provided in Section 6.0 of this report.

As in Round 1, Round 2 evaluated four of the five need points:

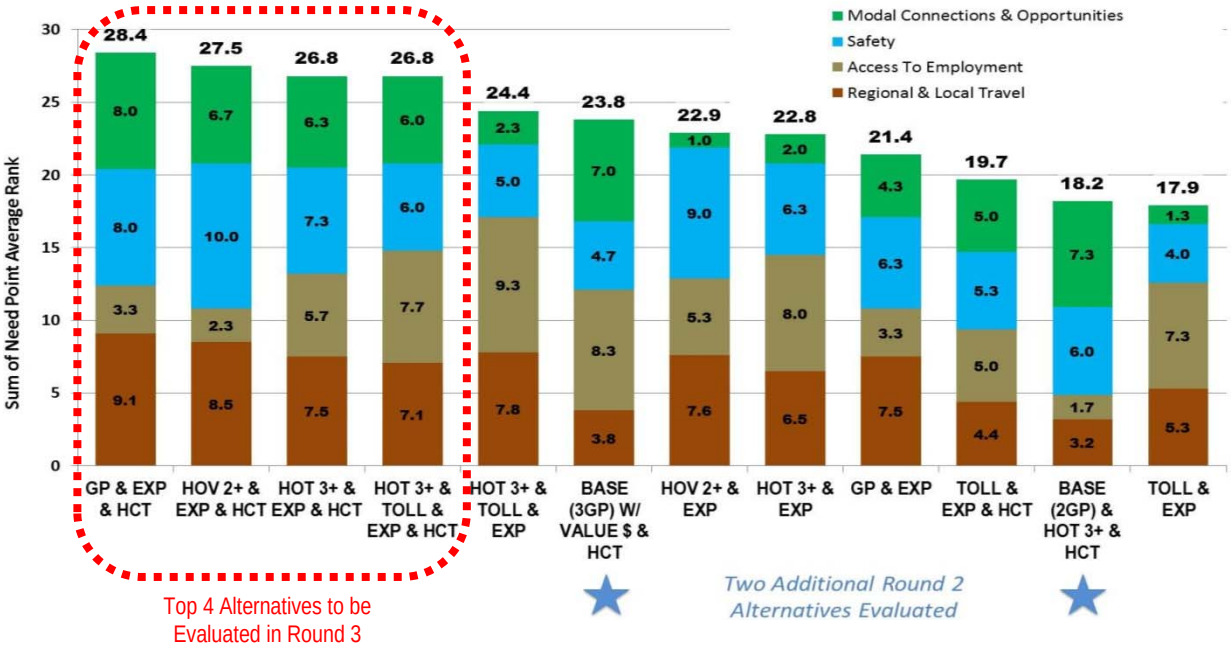
1. Improve Regional and Local Travel
2. Improve Access to Employment
3. Improve Safety for All Users
4. Improve Modal Connections and Opportunities

The fifth need point, Improve Facility Deficiencies, was not evaluated due to a lack of sufficient detail at this stage in the study.

The Round 1 evaluation measures were carried forward into Round 2 but with some revisions based on stakeholder input. Four measures for Improve Regional and Local Travel were removed due to similarity or overlap with other measures, and two additional measures were added for the evaluation of the Improve Modal Connections and Opportunities need point. The alternatives scoring methodology was also revised in Round 2 to give each need point equal weight in the overall score of an alternative. The evaluation measures are presented in Section 3.0, and the Round 2 revisions to the measures and scoring are further explained in Section 3.0.

The overall results of the Round 2 evaluation of the initial combination mode alternatives are presented in Figure 1-6 below. The total scores for each alternative in this figure is the cumulative result of the individual need point scores. The evaluation of each need point is discussed in Section 6 of this report. The individual results or each measure and need point are summarized in the Evaluation Matrix provided in Appendix G.

Figure 1-6. Round 2 Overall Alternatives Scoring Summary



As seen in Figure 1-6, the scores range from a high of 28.4 to a low of 17.9, with the largest gap in scores between the top four and the remaining eight alternatives. The GP & EXP & HCT alternative had the highest overall score of all combination alternatives, followed by the HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and the HOT 3+ & TOLL & EXP & HCT alternative. The following summary describes the general effects of adding general purpose or managed lanes to I-290, not adding lanes to I-290, converting existing general purpose lanes to managed lanes, tolling, and transit improvements. It is important to note that the travel demand modeling process is dynamic; travel is being assessed and recalculated over the entire six county region for each alternative. Depending upon the type of improvements and combination of improvements, the number of trips in the study area may change, trips may shift from one mode to another (i.e., highway to transit), trips may take differing paths, and trip lengths may change. Therefore, each combination alternative yields differing performance results.

General Observations

Adding a Lane to I-290:

- The top four scoring alternatives include both an additional lane on I-290 between Mannheim Road and Austin Boulevard, and an extension of the CTA Blue Line to Mannheim Road ("HCT") with supporting express and feeder bus services.

  – Adding a lane generally results in improved travel times (decrease in Vehicle Hours Traveled, "VHT") on I-290 as well as the arterial system.
  – Adding a lane on I-290 generally results in an increase in expressway travel (Vehicle Miles Traveled, "VMT") and a decrease in arterial travel (VMT).
  – Adding a *general purpose* lane attracts the most *traffic* onto I-290, while adding a *managed lane*, with higher vehicle occupancy rates and/or pricing, allows more *people* to travel through the corridor ("daily person throughput").

- Travel time savings provided by a tolled managed lane makes the I-290 corridor relatively more attractive for longer distance trips, and consequently, longer distance trips shift onto I-290, and VMT is increased. However, there is a corresponding decrease in VHT due to the additional capacity provided.
- Tolling, even with adding a lane on I-290, generally results in relatively lower performance on the arterial system. Tolling makes I-290 slightly less attractive for shorter trips that would otherwise divert from the arterial system to I-290.
- Managed lanes shift some trips away from transit because of the added capacity and I-290 travel time improvements.
- Managed lanes result in net improvement in travel times in the remaining general purpose lanes. Existing (and future) carpoolers are drawn to the managed lane and away from the remaining general purpose lanes.

Not Adding a Lane to I-290:

- The alternatives that did not include an additional lane on I-290, even in combination with a HCT and supporting bus services, performed relatively poorly.

  - The lack of an additional lane, coupled with congestion pricing or existing lane conversions that restrict flow on I-290, causes a significant shift of travel to an already congested arterial system.
  - Value (congestion) pricing shifts longer distance trips onto I-290 (increased VMT), but congestion pricing, without adding lanes to I-290, also has a net negative effect upon regional and arterial VHT due to the added capacity constraints imposed on the overall system.

Transit Service Expansion

- The alternatives that included HCT and supporting bus services created the relatively **highest number of new transit trips**, but over 50% of the total ridership consists of trips diverted from other existing transit services.
- The alternatives that included HCT and supporting bus services provide **new high capacity options for the reverse commute**.
- The alternatives that included HCT and supporting bus services **generally resulted in increased VMT**, as compared to alternatives without these transit components. This is because the HCT improvements in the study area shift some medium and shorter distance trips from auto and on to transit. This frees up capacity for longer distance trips to shift on to I-290.
- The alternatives that include HCT and supporting bus services provided **slightly better safety performance** as compared to alternatives that did not include HCT, due to the shift in trips to transit (and to I-290), which has a higher safety performance.

Overall/Combined Performance – Top Four Alternatives

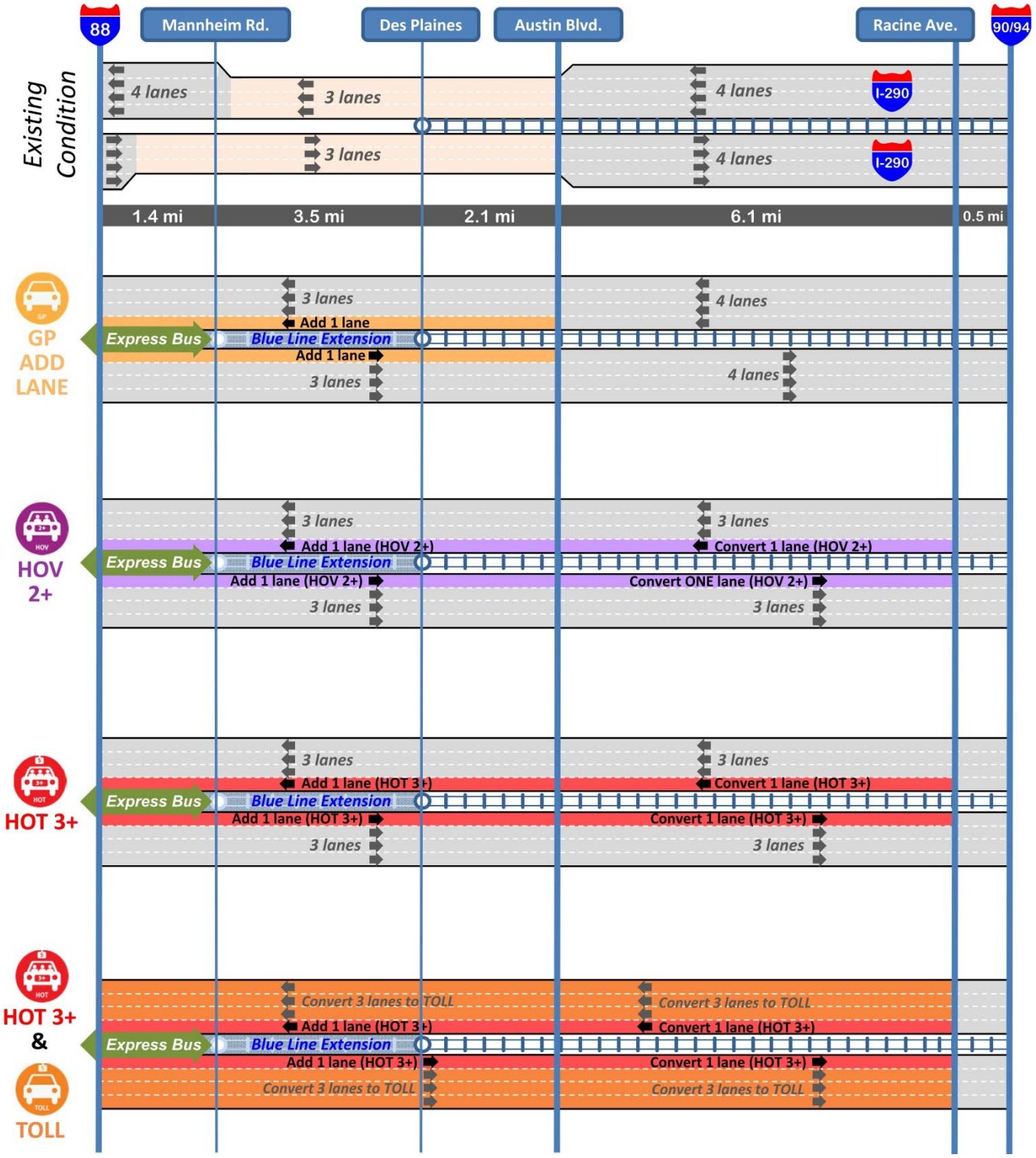
As noted above, the top four alternatives scored relatively higher than the other eight alternatives that were considered in round 2. The following is a description of the combined performance, including all four need points, for each of the top four alternatives.

- The GP & HCT alternative provides the best overall score of 28.4, driven by having the highest regional and local travel and modal connections and opportunity improvements, as well as providing good safety performance. The added capacity attracts longer distance trips from the arterial network and onto the expressways for which they are intended. This shift from arterials also improves arterial performance in the study area, giving GP lanes the relatively highest overall performance for improving regional and local travel. The GP lane combination alternatives showed a lower accessibility to jobs and safety performance compared to other alternatives. Accessibility to jobs for the GP Lane combination alternatives is improved over the baseline condition, but not to the same extent as the managed lane alternatives. This is due to the managed lanes providing a faster path than the GP Lanes, allowing users of the managed lanes to access more jobs located further away in 60 minutes or less. With respect to safety, GP Lane combination mode alternatives provide more vehicle throughput than the managed lane combination mode alternatives. This increased throughput slightly increases the potential for crashes relative to the managed lane combination mode alternatives.
- The HOV 2+ & HCT alternative scored second best overall at 27.5, and provided the best safety performance, and the second highest improvements to local and regional travel, as well as ranking as one of the top three for modal connections and opportunities. HOV lanes provided as much as a 40% reduction in daily hours of congestion in the managed lane, and over 11% in the general purpose lanes. This is due in part to the already high percentage of HOV 2+ vehicles in this corridor that could use the HOV 2+ lane. The HOV 2+ combination alternatives indicated the highest safety performance improvements due to the combination of increased expressway traffic volume and increased person throughput.
- The two HOT 3+ combination mode alternatives (with and without TOLL) showed good overall performance with two HOT 3+ combination mode alternatives in the top 4 overall performers. The two HOT 3+ alternatives in the top four both scored the same overall, with a need point rank sum of 26.8. The two HOT 3+ alternatives, reflected the highest performance related to access to employment due to HOT 3+ use restrictions that better manage operations that results in a relatively faster route (as compared to other combination alternatives) to jobs from the study area. The HOT 3+ & TOLL induces further reduction in demand along I-290, resulting in additional travel time savings that translate into more jobs accessible in 60 minutes. Safety performance in these alternatives was generally better compared to other combination alternatives due to relatively lower traffic volumes (less risk of crashes) and higher person throughput. It should be noted that conversion of existing non-tolled GP interstate lanes to HOT or Toll lanes is currently restricted legislatively, although there are federal programs that allow conversion of HOV lanes to HOT lanes, and the conversion of GP lanes to value pricing.

Identification of Combination Modes for Evaluation in Round 3

The results from the Round 2 combination mode evaluation establish the set of alternatives for further evaluation in Round 3. As noted above, the top four alternatives overall scores were relatively higher than the remaining eight alternatives, and as such, the top four alternatives, shown in Figure 1-7, will be carried into Round 3 for further evaluation. The proposed Round 3 alternatives will be refined to improve their performance with respect to each need point, with access to employment being a particular focus. Additional engineering detail will be added to these alternatives, which will allow for an expansion of the evaluation criteria, including social, economic, environmental and cost factors. As shown in Figure 1-7, the following four alternatives are being advanced into Round 3:, GP & EXP & HCT, HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and HOT 3+ & TOLL & EXP & HCT.

Figure 1-7. Four Alternatives to be Evaluated in Round 3



2.0 Alternatives Identification and Evaluation Process

After the project needs were identified, alternatives were formally sought to address those needs. The process for developing alternatives and evaluating those alternatives consisted of four iterative steps, which are described below:

1. Identify and Develop Initial Alternatives
2. Round 1 – Single mode evaluation
3. Round 2 – Initial combination mode evaluation
4. Round 3 – Identification of Draft EIS alternatives

These four steps will be used to screen a large range of concepts resulting in the alternatives to be carried forward into the Draft EIS for detailed development and evaluation. Alternatives will be evaluated relative to each other and to the baseline or No Build Alternative. A range of factors were considered in the evaluation process, including: transportation performance, stakeholder input, logical termini, fatal flaws, impacts, and cost.

The goal of this process is to identify the alternatives to be carried forward for evaluation in the Draft EIS. The process also provides the opportunity to examine all modes of travel within the transportation system, which can provide the basis for future planning efforts by other area transportation agencies (i.e. RTA, CTA, Pace, etc). The CTA is conducting a concurrent Blue Line Forest Park Branch Feasibility/Vision Study that will assess current conditions and identify modernization needs for rail infrastructure and customer amenities for both the near and long term.

A regional travel demand model was used as the evaluation tool for testing the transportation performance of alternatives in Rounds 1, 2, and 3. The travel demand model is based upon decades of research and calibration to appropriately portray existing and expected future conditions. To evaluate alternatives, the project established a baseline or "No Build" based on Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained network data to forecast future travel conditions outside the study area, and assuming no improvements to I-290 in the study area. As the accepted plan for the regional transportation system for the year 2040, this model establishes the project's No Build alternative, which is 'alternative neutral' and is the baseline condition against which the transportation performance of alternatives are evaluated. Appendix H describes the travel forecasting assumptions. The evaluation process includes a relative comparison between alternatives and comparison of each alternative to the No Build alternative. Specific population and employment forecasts will be developed for the evaluation of the alternatives in the DEIS.

2.1 Initial Alternatives Identification

Alternatives suggestions for the I-290 Study were solicited from project stakeholders and the public through public meetings, CAG/TF meetings, via comments submitted to the project website or by other means. Initially, single mode alternatives were sought for evaluation; single mode alternatives are those that involve one mode of transportation (commuter rail, bus rapid transit, subway, HOV lanes, etc.) for the modification of, or addition to, the study area. The purpose of evaluating the single modes was to understand the effectiveness and characteristics of each individual mode. The submitted alternatives were categorized, reviewed, and screened to identify an initial set of 'corridor level' single mode alternative concept categories that fit within the context of the study for initial evaluation in Round 1. 'Corridor level' alternatives are those alternatives that include the general location, configuration, and mode type of a potential solution. This list was developed, coordinated, and refined with project stakeholder input.

2.2 Round 1 – Single Mode Evaluation

A total of 21 single mode alternatives were identified for evaluation in Round 1, including 9 transit, 11 expressway, and one arterial widening alternative. A summary of the evaluation that led to the selection of these single mode alternatives is provided in Section 4.0.

The initial set of identified 'corridor-level' single mode alternatives were reviewed for possible fatal flaw impacts, and those not identified as fatally flawed were evaluated with the travel demand model to compare relative transportation performance. Using the results of the Round 1 evaluation, and stakeholder and transportation agency input, various single mode expressway and transit alternatives were reviewed for consideration in combination mode alternatives for further evaluation in Round 2. A summary of the Round 1 evaluation, findings, and list of initial combination mode alternatives is provided in Section 5 of this report.

2.3 Round 2 – Combination Mode Evaluation

Using the results of the Round 1 evaluation, and stakeholder and transportation agency input, a set of 12 combination mode alternatives were assembled for evaluation in Round 2. Combination mode alternatives are those that include two or more single modes as part of an overall corridor level alternative. The results of the Round 2 evaluation will be reviewed with the stakeholders and transportation agencies, and those initial combination mode alternatives that perform well and are not fatally flawed will be considered and/or revised for further evaluation in Round 3.

2.4 Round 3 – Refinement of Remaining Alternatives

In Round 3, with additional stakeholder input, the alternatives and features are further refined based on the findings from Round 2 evaluation. Alternative refinements will undergo additional travel modeling and traffic analysis, impact evaluation (geographic information system (GIS) level footprint, environmental and social impacts), and cost considerations.

Interchanges, access, cross-streets, frontage roads, transit access, non-motorized, and other transportation features will also be developed and evaluated.

The objective at the end of Round 3 is to identify the primary modes, alignment(s), and features of the alternative(s) to be carried forward for evaluation in the DEIS.

(NOTE TO READER: This section and Section 7 will be updated at the completion of the Round 3 Evaluation)

3.0 Evaluation Measures

Measures of transportation performance were developed to evaluate the respective benefits of each alternative. The measures which follow represent the initial evaluation list which is expected to be refined as the alternatives screening process proceeds into subsequent rounds of evaluation. This will also account for more detailed level of design, the refinement of the alternative concepts, and the outcomes of those evaluations.

3.1 Footprint/Fatal Flaw Screening – GIS Level Analysis

Screening was initiated to evaluate the physical impacts of an alternative, or footprint, within the study area based on right-of-way requirements. A geographic information system (GIS) level of analysis was used for the initial screening to assess impacts based on information currently available. In addition, a constraint workshop was held with the Corridor Advisory Group to identify potential footprint constraints along I-290. The most detailed environmental and socioeconomic analysis, field studies, and documentation will be completed for the DEIS alternatives. Table 3-1 lists the measures of physical impacts of an alternative to be evaluated in Round 1 and in Round 3:

Table 3-1. Footprint Screening Measures

Footprint Screening	Unit	Round 1	Round 2	Round 3
Additional right-of-way required/footprint	acres	●	-	o
Displacements (direct impact to residences and businesses)	#	●	-	o
Parkland Impacts	acres	●	-	o
Historic Property Impacts	#	●	-	o
● Completed as of this version of the report o Yet to be completed as of this version of the report				

Alternatives that would result in impacts or displacements may be determined to be fatally flawed and dropped from further consideration.

3.2 Performance & Purpose and Need Screening

The following measures were selected in each need category based on their linkage to addressing the needs outlined in the I-290 Draft Purpose and Need Statement. The following presents the measures to be used in Rounds 1, 2, and 3 evaluations. In Round 1, the performance based measures will be used for the single mode evaluation. Further evaluation with respect to the Purpose and Need will be added in Rounds 2 and 3 as the combination mode alternatives are identified and further defined.

3.2.1 Improve Regional and Local Travel

Measures for improving regional travel listed in Table 3-2 are intended to evaluate the relative potential of an alternative to improve travel conditions through the corridor relative to the 2040 Baseline (No Build) Alternative.

Table 3-2. Regional Measures

Improve Regional Travel	Unit	Round 1	Round 2	Round 3
I-290 Volume to Capacity (v/c)	ratio	●	*not used*	*not used*
I-290 Average Speed	mph	●	*not used*	*not used*
I-290 Average Travel Time	minutes	●	●	o
I-290 Hours of Congestion	hours/day	●	●	o
Person Throughput	persons/day	●	●	o
Vehicle Miles of Travel (VMT)	miles/day	●	●	o
Congested Vehicle Miles of Travel (CVMT)	miles/day	●	●	o
Vehicle Hours of Travel (VHT)	hours/day	●	●	o
Vehicle Hours of Delay	hours/day	●	●	o

I-290 Volume to Capacity Ratio (v/c) – Study Area: Congestion along I-290 affects the ability of this facility to serve regional travel; this measure provides an indication of congestion by relating the actual volume of a facility to its theoretical maximum capacity for acceptable operations. This is expressed as a ratio with values greater than 0.85 indicating potential for congestion, and because the maximum capacity is theoretical, values greater than 1 are possible for this measure. The travel demand model will be used to calculate the AM and PM peak period volume to capacity ratios for each alternative. Lower v/c ratios are desired but this ratio is used as a relative comparison, not an absolute measure. This measure was used in Round 1 only, and was removed for subsequent rounds of evaluation in an effort to consolidate similar measures.

I-290 Average Speed – Study Area: Speeds along I-290 in the study area affect the ability of the expressway to serve regional travel. Average travel speeds along I-290 in the study area for the AM and PM peak periods will be calculated by the travel demand model. Faster travel speeds are desired. This measure was used in Round 1 only, and was removed for subsequent rounds of evaluation in an effort to consolidate similar measures.

I-290 Average Travel Time – Study Area: Travel times along I-290 in the study area affect the ability of the expressway to serve regional travel. Average travel times along I-290 from West of Mannheim Road to Cicero Avenue in the study area for the AM and PM peak periods are calculated by the travel demand model. Travel time changes are reported for all lanes and the managed lane. Shorter travel times are desired.

I-290 Hours of Congestion – Study Area: Congestion along I-290 affects the ability of this facility to serve regional travel. This measure will estimate how many hours of congestion are anticipated per day on I-290 in the study area for each alternative. Congestion is defined as a level of service D or worse on the expressway. The CMAP travel model and/or VISSIM will be used to estimate the volumes on the facility throughout the day and the LOS will be calculated using the Highway Capacity Manual (2000/2010[1]). Fewer hours of congestion per day are desired.

Person Throughput – Study Area: The travel demand model for I-290 will be used to calculate the study area person throughput for each alternative at one or more 'screen line' locations in the study area. Screen lines capture person throughput across specific locations along I-290 and the east-west arterials in the study area. Person throughput for both auto and transit will be evaluated. Higher overall person throughput is desired.

Vehicle Miles of Travel (VMT) – Regional system and Study Area: This measure indicates the distance travelled (in miles) by all the vehicles at the regional and study area levels. The regional travel demand model will be used to calculate this measure.

Congested Vehicle Miles of Travel (CVMT) – Regional system and Study Area: This measure indicates the vehicle miles traveled in congestion per day, and is calculated and compared at the regional and study area levels for each alternative. The regional travel demand model will be used to calculate this measure. Fewer miles traveled in congestion are desired.

Vehicle Hours of Travel (VHT) – Regional system and Study Area: This measure indicates how many hours are traveled each day by vehicles in the region and study area. The travel demand model for I-290 will be used to calculate this measure for each alternative. Fewer vehicle hours of travel are desired.

Vehicle Hours of Delay – Regional system and Study Area: This measure indicates how many hours of delay vehicular traffic is experiencing in the region and study area each day. The regional travel demand model will be used to calculate this measure for each alternative. Fewer hours of delay are desired.

[1] Based on the availability of the current accepted version at the time of evaluation.

Commercial Truck needs have regional importance in this corridor because of the lost time and economic loss due to inefficient truck movements resulting from congestion. This measure differs from the I-290 based measures on Table 3-2 because it evaluates the impacts of an alternative on commercial truck movements which are prominent in this corridor. Regional measures related to truck movements will be evaluated for each alternative. The measures shown in Table 3-3 are the same as the measures above, but limited to trucks.

Table 3-3. Regional Measures - Truck Travel

Improve Regional Travel	Unit	Round 1	Round 2	Round 3
Truck Miles of Travel (TMT)	miles/day	●	●	o
Truck Hours of Travel (THT)	hours/day	●	●	o
Congested TMT	miles/day	●	●	o
Truck Hours of Delay	hours/day	●	●	o

Measures for improving local travel are intended to evaluate the relative potential of an alternative to improve local study area travel conditions. The local travel measures related to the performance of the local arterial network in the I-290 study area are shown in Table 3-4.

Table 3-4. Local Travel Measures

Improve Local Travel – Study Area	Unit	Round 1	Round 2	Round 3
Arterial Volume to Capacity (v/c)	Ratio	●	*not used*	*not used*
Arterial Speeds	Mph	●	●	o
Arterial VMT	miles/day	●	●	o
Arterial Vehicle Hours of Delay	hours/day	●	●	o
Arterial Congested VMT	miles/day	●	●	o
Interchange Level of Service (LOS)	LOS	-	-	o

Arterial volume to capacity (v/c), speeds, vehicle miles traveled (VMT), and vehicle hours of delay are the same measures used regionally, but are evaluated on the study area arterials only. The study area arterials include the north-south streets of Mannheim Road, 1st Avenue, Harlem Avenue, Cicero Avenue, bounded by North Avenue and Cermak Road. The east-west study area arterials are Cermak Road, Roosevelt Road, Madison Street, Lake Street, and North Avenue, bounded by Wolf Road and Cicero Avenue. Arterial volume to capacity was only used in Round 1 and was removed from evaluation in subsequent rounds because other measures from the travel model provide more easily understood arterial performance characteristics.

When appropriate, interchange levels of service (LOS) will also be evaluated; interchanges will be evaluated in Round 3.

3.2.2 Improve Access to Employment

Measures for improving access to employment are intended to evaluate the relative potential of a corridor alternative to improve the accessibility to jobs by number of regional jobs accessible from the study area within 60 minutes. For Round 1, the number of jobs from a single location in the study area was estimated and used to make relative comparisons. In subsequent rounds, the number of jobs accessible from all study area zones are considered. Sixty (60) minutes is used as it able to cast a wider net for jobs accessible by the transit system in the Chicago area. This information is extracted from the regional transportation model based on 2040 baseline population and employment for each alternative modeled as shown in Table 3-5.

Table 3-5. Access to Employment Measures

Improve Access to Employment	Unit	Round 1	Round 2	Round 3
Accessibility to Jobs by Auto	# of jobs/time	●	●	
Accessibility to Jobs by Transit	# of jobs/time	●	●	
Total Accessibility to Jobs (Transit + Auto)	# of jobs/time	●	●	

3.2.3 Improve Safety for All Users

The measure for addressing pedestrian-vehicle conflicts in the each of the evaluation rounds is shown in Table 3-6.

Table 3-6. Safety Measures - Pedestrian-Vehicular Safety

Address Pedestrian-Vehicle Conflicts	Unit	Round 1	Round 2	Round 3
Number of Conflict/crossing Locations at each Interchange	High/Med/Low	-	-	

Number of Conflict/crossing Locations at each Interchange: This measure is evaluated in Round 3 when initial interchange concepts are further developed and refined. The number of existing and proposed interchange conflict points/crossing locations will be counted and compared against existing conditions.

Measures for addressing the high comparative crash rates and high frequency of crashes on I-290 are shown in Table 3-7 and are intended to evaluate the relative potential for an alternative to improve overall safety along I-290 and in the study area.

Table 3-7. Safety Measures - Crash Rates

Address High Comparative Crash Rates and High Frequency of Crashes on I-290	Unit	Round 1	Round 2	Round 3
Arterial Safety – Study Area	injury and fatal (K) crashes per million vehicle miles traveled per year (MVMY)	●	●	
I-290 Safety – Study Area	injury and fatal (K) crashes per million vehicle miles traveled per year (MVMY)	●	●	
Overall Transportation System Safety – Study Area	injury and fatal (K) crashes per million person miles traveled per year (MPMY)	●	●	

Arterial Safety – Study Area: This measure was evaluated for the major east-west and north-south arterials within the I-290 Study area using methods established in the American Association of State Highway & Transportation Officials (AASHTO) Highway Safety Manual (HSM), 1st Edition. Existing characteristics of each route were coded, and travel model traffic volumes of each arterial segment were used to calculate injury and fatality rates for each alternative using the HSM method. This measure is expressed in injuries and fatalities per million vehicle miles traveled per year. Lower injury and fatality rates are desired.

I-290 Safety – Study Area: This measure was evaluated in the I-290 Study area for Rounds 1 and 2 using methods described in the Texas Roadway Safety Manual for highways that will be incorporated in a future edition of AASHTO Highway Safety Manual. Geometric characteristics of the existing facility, and assumptions regarding proposed conditions (including shoulder widths, lane widths, number of lanes, etc.) each were coded, and travel model traffic volumes of each expressway segment were then applied to calculate injury and fatality rates for each alternative using the Texas Roadway Safety Manual methods. The measure is expressed in injuries and fatalities per million vehicle miles traveled per year. Lower injury and fatality rates are desired. HSM methodology for safety evaluation of expressways could be used in subsequent rounds, if available.

Overall Transportation System Safety – Study Area: This measure is used to evaluate the overall safety performance of the alternatives and factors in expressway, arterials, and transit safety performance. The unit for this measure is expressed in injuries and fatalities per million person miles traveled. 'Person miles' is used for this measure because it is the common denominator between both individual vehicular and transit-based travel. Person miles traveled for each facility is calculated from the travel demand model. For expressway and arterials, the injury and fatality rates were calculated by dividing the results of the arterial and highway safety evaluations by the total number of annual person miles traveled on each facility. For this evaluation, it was assumed that there were no injuries or fatalities for users of transit, regardless

of mode (bus or train). The rates of all three facilities were then combined to compare the for the overall safety performance of each alternative. Lower injury and fatality rates are desired.

3.2.4 Improve Modal Connections and Opportunities

Measures for improving access to transit, non-motorized connections, and multimodal opportunities are intended to evaluate the relative potential of an alternative's ability to provide better connections between travel modes, as shown in Table 3-8. Since the last two evaluation metrics listed in Table 3-8 were assumed to be satisfied for all single mode and initial combination mode alternatives, they were not used for evaluation in Round 1 or Round 2.

Table 3-8. Modal Connections Measures

Improve Modal Connections and Opportunities		Unit	Round 1	Round 2	Round 3
New Transit Trips – Region		#	●		
Improve Transit Access – Study Area	Jobs (employment) within ½ mile of transit access	#	-	●	
	Households within ½ mile of transit access	#	-	●	
Improve Non-Motorized Connections – Study Area (qualitative)		✓	-	-	
Improve Multi-Modal opportunities – Study Area (qualitative)		✓	-	-	

New Transit Trips – Region: This measure is used as an indicator of an alternative's ability to improve access to transit. New transit trips are defined as the number of regional transit trips generated by an alternative that exceed the number of regional transit trips of the 2040 no-build scenario. More transit trips are desired.

Transit Access – Study Area: two measures are used to evaluate transit access in the study area. The number of households and jobs (employment) that are within ½ mile of transit access were calculated.

Improving Non-Motorized Connections – Study Area: For this qualitative evaluation, it is assumed that any alternative recommending the reconstruction of existing facilities in the study area will include improvements to non-motorized connections across the I-290 corridor. If an alternative is determined to have the ability to improve non-motorized connections, a ✓ is assigned. This measure will require more definition in future evaluation rounds.

Improving Multi-Modal Opportunities – Study Area: For this qualitative evaluation, it is assumed that any alternative that involves coordination with transit providers and stakeholders regarding transit opportunities has the potential to improve multi-modal connections. If an

alternative is determined to have the ability to improve multi-modal opportunities, a ✓ is assigned. This measure will require more definition in future evaluation rounds.

3.2.5 Improve Facility Deficiencies

Overall, while it is desirous to reconstruct the expressway facility to current design standards, the study area is highly urbanized and contains numerous environmental constraints. As a means to balance good design practice with impact reduction, design will fit in context of its surroundings and the proposed project scope, while also enhancing safety. For the purposes of the initial alternatives evaluation, improve facility deficiencies will not be a differentiator as these types of improvements will be common to all alternatives.

Table 3-9. Facility Deficiencies Measures

Improve Facility Deficiencies	Unit	Round 1	Round 2	Round 3
Pavement Age	yes/no	-	-	-
Structure Deficiencies	yes/no	-	-	-
Geometric Deficiencies	yes/no	-	-	-
ADA ramp and Sidewalk Deficiencies	yes/no	-	-	-
Drainage Deficiencies	yes/no	-	-	-

3.3 Cost Estimates

Conceptual capital cost screening level estimates will be developed based on recent local and or national experience. These cost estimates will typically be based on per mile unit costs and contain an appropriate contingency factor to account for uncertainties in the early screening steps. Cost estimates are considered in Rounds 3 and beyond.

4.0 Initial Alternatives Identification Findings

This section describes the process that was used to identify the alternatives evaluated in Round 1. Section 4.1 presents the range of stakeholder suggestions and Section 4.2 describes the pre-screening process that was used to identify the list of alternatives for the Round 1 screening process.

4.1 Initial Range of Stakeholder Suggestions

Approximately 170 alternatives suggestions were submitted at the first public meeting (November 2009) and at the Corridor Advisory Group/Task Force Alternatives Workshop in December 2010. Over 400 additional comments suggesting alternatives were submitted via the I-290 Study Website, subsequent CAG/TF meetings, and during the comment period for the

second Public Meeting in May 2011. Over 570 suggestions were submitted regarding alternatives. A comprehensive listing of the alternative suggestions is provided in Appendix A.

The suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Based on the stakeholder suggestions, each of the three groups was subdivided into 33 distinct concept sub-categories (example: add general purpose lanes to I-290) to which each suggestion or comment was assigned. A functional description of each concept category can be found in Appendix A which includes a table that describes how the 570 alternatives were screened. A summary of the various concepts by mode are provided in map form in Appendix B. Section 4.2 describes the pre-screening results of the 33 concept categories.

4.2 Single Mode Alternatives Concept Screening

The 33 concept categories were pre-screened to identify the single mode alternative concepts to be carried forward for evaluation in Round 1. Each concept was either: (1) carried forward into Round 1, (2) not carried forward into Round 1, or (3) deferred to a later round of evaluation. An important factor in the pre-screening process was the potential to serve the two largest travel markets in the I-290 study area. The two largest travel markets, as identified by the RTA Cook DuPage Corridor Study Travel Market Analysis (December 2005), are the traditional and reverse commute markets, which serve the highest density of work trip origins and destinations concentrated in the city of Chicago, the near west suburbs centered along the I-290 Study area, and in eastern DuPage County to the west. Concepts that had large right-of-way impacts on adjacent communities were not carried forward for further study. Other related improvements were deferred to future screening rounds.

Table 4-1 summarizes the results of the concept category pre-screening process. A functional description and a detailed disposition for each concept category are provided in Appendix A.

Table 4-1. Summary of Pre-Screening Findings

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to subsequent rounds
Roadway Improvements			
Add general purpose lanes to I-290	✓		
Add high-occupancy vehicle (HOV) lanes to I-290	✓		
Add high-occupancy toll (HOT) lanes in each direction	✓		
Toll I-290 lanes	✓		
Arterial Widening	✓		
Transit Improvements			
Extend CTA Blue Line to O'Hare Airport		✓	

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to subsequent rounds
Extend CTA Blue Line west	✓		
Extend CTA Blue Line west via Illinois Prairie Path	✓		
Add CTA Blue Line express service			✓
Extend CTA Green Line to Maywood		✓	
Add BRT via Prairie Path	✓		
Add BRT along I-290	✓		
Add BRT along east-west arterials		✓	
Improve existing commuter rail		✓	
New commuter rail service		✓	
Convert the existing CTA Blue Line to BRT	✓		
Remove the existing CTA Blue Line		✓	
Add High Speed Rail		✓	
Add Inner Circumferential Commuter Rail		✓	
Express Bus	✓		
Add Automated Guideway Transit		✓	
Add Light Rail Transit		✓	
Related Improvements (that can be combined with other concepts)			
Add express bus service within the project area			✓
Interchange improvements and design			✓
Improve non-motorized facilities			✓
Improve transit stations			✓
Improve transit operations/connections			✓
Add Transportation System Management /Active Traffic Management/Intelligent Transportation Systems			✓
Add a cap over the expressway			✓
Double-deck I-290		✓	
CTA Blue Line in Subway/Tunnel or Elevated			✓
Arterial Improvements			✓
Other			✓
Category Totals	11	11	11

Of the 33 original categories, 11 concept categories were carried forward for consideration in Round 1 evaluation. 11 concept categories of related improvements, as identified Table 4-1, were deferred for consideration in subsequent evaluation steps (i.e. Rounds 2, 3, or DEIS). The

rationale for carrying forward, not carrying forward, or deferring concept categories to subsequent evaluation is provided in Appendix A.

5.0 Round 1 Evaluation Findings

The results of the Round 1 screening evaluation are presented below. Section 5.1 presents the list of initial single mode alternatives identified for Round 1 evaluation, Section 5.2 presents the footprint and flaw analysis results, Section 5.3 presents the results of the travel benefit evaluation, and Section 5.4 summarizes the findings and overall conclusions of the Round 1 evaluation.

5.1 Initial Single Mode Alternatives

Twenty-one single mode alternative concepts, that are derivative of the 11 single mode concept categories carried forward from the pre-screening (see Appendix A), were developed by the study team and Corridor Advisory Group for evaluation in Round 1 that are derived The 21 single mode alternatives are summarized in Table 5-1 through Table 5-3. Some of the concept categories resulted in multiple single mode alternatives. For example, three versions of the CTA Blue Line extension concept were carried forward as single mode alternatives with different project termini.

Table 5-1. Transit Modes Evaluated in Round 1

Mode	ID	Description
Blue Line Extension (Heavy Rail Transit - HRT) 	HRT 1	From Forest Park CTA Terminal to Oak Brook via IL Prairie Path, Butterfield Road, and 22nd Street (elevated) from Forest Park CTA
	HRT 2	Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	HRT 3	From Forest Park CTA Terminal to Mannheim via I-290 median (at-grade)
Express Bus 	EXP	Various service from DuPage and northwest Cook counties to Forest Park CTA terminal
Bus Rapid Transit (BRT) 	BRT 1	Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path
	BRT 2	Oak Brook to Forest Park CTA Terminal – parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 3	Oak Brook to Cicero Avenue – Parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 4	Oak Brook to Ashland Ave – parallel to I-88 and along I-290 median (at-grade) – CTA Blue Line conversion to BRT from Forest Park CTA terminal to Ashland Avenue
	BRT 5	Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

Table 5-2. Expressway Modes Evaluated in Round 1

General Purpose (GP) Add Lane			GP LANE	General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	**HOV Lanes**	2+ Riders	HOV 2LL	Oak Brook to Racine Avenue
			HOV 2L	I-88 to Racine Avenue
			HOV 2W	Oak Brook to Central Avenue
		3+ Riders	HOV 3LL	Oak Brook to Racine Avenue
			HOV 3L	I-88 to Racine Avenue
			HOV 3W	Oak Brook to Central Avenue
	HOT Lanes		HOT 1	Oak Brook to Central Avenue, 3+ Vehicles Free
			HOT 2	Oak Brook to Racine, 3+ Vehicles Free
	Toll Lanes		TOLL 1	Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			TOLL 2	Toll I-290 with Add Lanes , I-88 to Cicero Avenue

Both the HOV and HOT alternatives assume that two existing general purpose lanes (one in each direction) would be converted to HOV/HOT lane along I-88, and along I-290 from Central Avenue to Racine Avenue. Along I-290 from the I-88/290 split to Central Avenue, two new HOT/HOV lanes (one in each direction) would be added to the existing lanes. Appendix C presents a set of maps representing the single mode alternatives listed above.

Table 5-3. Arterial Improvements Evaluated in Round 1

Arterial Widening	With Parking	ART 1	Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). Roosevelt Road from I-294 to Cicero Avenue Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	ART 2	

5.2 Footprint and Fatal Flaw Screening Results

Corridor level right of way footprints were evaluated and assessed to determine if there were any significant potential impacts that would result in that alternative being fatally flawed due to impacts or displacements. Corridor level footprints included only the main trunk of the alternative, and did not include interchanges, intersection improvements or other localized components, such as park-and-ride lots that will be determined in subsequent rounds of development. The footprint, or width of the alternative, was based on common design standards for each mode.

Corridor level footprint impacts were evaluated along any portion of an alignment that extended west of the DesPlaines River. West of the river, alternatives alignment locations were

relatively straightforward with fewer constraint variables affecting their locations. East of the DesPlaines River, all the alternative alignments generally follow along the existing I-290 corridor, with the exception of arterial improvements. In this section, two important constraint variables that could directly affect the footprint location are still unresolved at this time, the availability of CSX right-of-way on the south side of I-290. Because this variable could affect how an alternative may be physically accommodated in this area, none of the expressway alternatives were fatally flawed in Round 1 due to footprint impacts.

The results of Round 1 footprint screening indicated that the arterial widening alternatives were fatally flawed because of the number of displacements. Due to the very mature and dense urban environment along Roosevelt Road and Madison Avenue, arterial improvements along these routes would involve widening (from two to four lanes where a two-lane section exists) between Mannheim Road and Cicero Avenue. This would result in between 356 to 583 direct impacts to buildings (for widening without and with parallel parking, respectively). For this reason, arterial widening was dropped for further consideration in the alternatives evaluation. Other arterial suggestions may emerge in subsequent rounds and will be considered as appropriate. The summary table of these results and supporting evaluation exhibits maps can be found in Appendix E.

5.3 Travel Benefit Evaluation

Round 1 is intended to evaluate the transportation performance characteristics of each single mode prior to assembling combination mode alternatives in Round 2. Although Round 1 is not intended to be purpose and need test, to be consistent with purpose and need, the performance based criteria presented in Section 3.2 were used to evaluate the single mode alternatives performance relative to the 2040 baseline condition. For further detail, please refer to the full results summary matrix for the single mode alternatives in Appendix D. For each evaluation measure, the four single mode alternatives that resulted in the best performance relative to the baseline condition are indicated. This evaluation is intended to be used as a tool for the presentation and assistance in the interpretation of the Round 1 performance evaluation results. The ratings shown are not considered to be an absolute measure for determining which alternatives are eliminated or carried forward but are best used in a comparative analysis between alternatives of similar mode. In addition, many factors are considered when evaluating alternatives, including stakeholder and transportation agency input, costs, impacts, and more.

5.3.1 Improve Regional and Local Travel

The results of the regional and local travel performance evaluation of the single mode alternatives are presented below. In Round 1, 17 transportation performance measures were evaluated, 13 related to regional travel, and 4 related to Local Travel.

5.3.1.1 Improve Regional Travel

Table 5-4 presents the alternatives that resulted in the best improvements in the I-290 performance measures relative to the 2040 No Build condition. The performance measures are specific to the I-290 Eisenhower Expressway.

Table 5-4. I-290 Expressway Travel Ratings

I-290 Expressway Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
I-290 Volume to Capacity (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 3LL	HOV 3W
% change relative to baseline	-7.85%	-5.98%	-5.95%	-5.69%
I-290 Average Speeds (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 2LL	HOV 2W
% change relative to baseline	+35.45%	+28.12%	+15.30%	+14.94%
I-290 Average Travel Time Changes (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 2LL	HOV 2W
% change relative to baseline	-26.17%	-21.95%	-13.27%	-13.00%
Daily Hours of Congestion Reduction (I-290 in Study Area)	TOLL 2	HOV 2W	HOV 2L	HOV 2LL
% change relative to baseline	-22.22%	-5.56%	-5.56%	-5.56%

All the expressway single-mode alternatives resulted in an improvement of the I-290 performance travel measures relative to the 2040 No Build conditions. Tolling alternatives experience the highest expressway performance increases because tolls increase user costs, discouraging some users from the expressway and reducing overall traffic on I-290, however local arterial performance decreases due to diversions from the expressway. HOV alternatives also perform well because they manage the demand for the added capacity, providing travel time reductions over 40 percent in the HOV lanes and over 10 percent increase in the adjoining 3 general purpose lanes through the study area compared to the travel times for the existing 3 general purpose lanes[2]. The transit alternatives resulted in no performance improvements on I-290 relative to the 2040 baseline condition in all of the above categories because there was insufficient diversion from auto to transit to have an impact on I-290 congestion. Transit is also serving a smaller, more compact market, as shown later in Figure 5-2.

The tolling alternatives provided the best overall improvement (all lanes) in V/C, speed, and travel time during the peak periods, but the HOV alternatives provided the most improvement in travel times and speeds, with speeds in the HOV lanes showing improvements ranging from 40 percent to 55 percent over the 2040 baseline condition. The HOT alternatives also showed good improvement in peak period travel times and speeds in the HOT lanes. The volumes in the general purpose lanes also decrease between 7 and 10 percent when a managed lane is added to the corridor. This is due to the added managed lane capacity addressing a saturated,

[2] See Appendix D – Summary of Single mode Evaluation Results: Measure 1.3 – I-290 Average Travel Time Changes (peak periods)

constrained condition on I-290 and existing and newly formed carpools diverting to the manage lane.

All of the expressway alternatives, which add capacity on I-290 (between Mannheim Road and Central Avenue) as General Purpose, HOV, HOT, or toll lanes, resulted in improved travel performance on I-290. All of the transit alternatives resulted in no improvements travel performance on I-290, since they provide for no capacity improvement on I-290, nor generate enough diversions to transit to offset the unmet vehicle demand for the facility.

Table 5-5 presents the alternatives that resulted in the best improvements in Daily Person Throughput (through the study area) relative to the 2040 No Build condition. Daily Person Throughput measures the number of persons in autos and transit vehicles (including both bus and rail vehicles) moving through the study area in an east-west direction.

Table 5-5. Daily Person Throughput Ratings

I-290 Study Area East-West Person Throughput	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Daily Person Throughput (through study area)	 HOV 3LL	 HOT 1	 HOV 3L	 HOT 2
% change relative to baseline	+7.31%	+7.11%	+6.87%	+6.82%

HOV/HOT alternatives provide the best overall improvement in person throughput. BRT, HRT, General Purpose and Toll 1 provided some improvement, while Toll 2 provided the least improvement in daily throughput.

Added capacity on I-290 in the form of managed lanes that give preferential treatment to carpools (HOV/HOT) were the alternatives that carried the most people through the study area in an east-west direction. This is due to both the increased I-290 capacity due to the additional HOV/HOT lane, and more efficient throughput of vehicles carrying multiple occupants. Transit alternatives increase the capacity of transit in the study area, which results in some new riders that have diverted from auto. However, transit alternatives also result in a more significant diversion of passengers from existing parallel bus and rail services, limiting the overall increase in person throughput. Adding capacity on I-290 in the form of general purpose or toll lanes improves person throughput, but not to the extent of HOV/HOT because there are no incentives for auto vehicles to carry more occupants.

Table 5-6 presents the alternatives that resulted in the best overall improvements in overall regional performance measures. These evaluation measures are for all roadways in the CMAP model area, which covers 22 counties in 3 states, of which 11 counties in northeast Illinois are reported on.

Table 5-6. Regional Travel Ratings

Regional Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Vehicle Miles of Travel (VMT) (daily, regional)	HOV 3LL	HOV 3L	HOV 3W	HRT 1
% change relative to baseline	-0.07%	-0.07%	-0.06%	-0.03%
Vehicle Hours of Travel (VHT) (daily, regional)	HOV 3W	HOV 3LL	HOV 3L	HOV 2W
% change relative to baseline	-0.24%	-0.22%	-0.22%	-0.18%
Congested VMT (daily, regional)	TOLL 2	HOV 3W	HOV 3LL	HOV 3L
% change relative to baseline	-0.47%	-0.46%	-0.45%	-0.42%
Hours of Delay (daily, regional)	HOV 3W	HOV 3L	HOV 3LL	TOLL 2
% change relative to baseline	-0.40%	-0.37%	-0.37%	-0.35%

Daily Vehicle Miles of Travel (VMT) represents the total distance per day traveled by all vehicles in the CMAP region. Daily VMT declines versus the 2040 baseline condition for HOV 3+ and the transit alternatives. HOT, General Purpose, and Toll alternatives resulted in increased VMT. The efficient use of auto in the form of a 3-person (or more) carpool more than offsets the increase in VMT by generally using a slightly longer, but faster route provided by the HOV lane. The HOT, General Purpose, and Toll alternatives result in increased VMT because the auto trips are overall slightly longer to use the additional expressway capacity provided on I-290, but are overall faster trips. Transit alternatives resulted in persons diverting from autos, resulting in less VMT.

Daily Vehicle Hours Traveled (VHT) is the total time spent traveling by all vehicles in the CMAP region, and is an important measure because travel time savings result in economic benefits. Compared to the 2040 baseline condition, HOV 3+ resulted in the largest reduction in VHT, followed by the other expressway alternatives. The transit alternatives showed some reduction in VHT, however the reductions were approximately a third of that provided by the expressway alternatives on average. For the expressway alternatives, VHT savings ranged from 12,000 to 24,000 hours per day.

Congested VMT and Hours of Delay are considered measures of congestion for the CMAP region. HOV 3+ and Toll 2 resulted in the most improvement in Congested VMT and Hours of Delay, followed by the other expressway alternatives. The transit alternatives showed some reduction in these congested measures, but were generally one-fourth of the reduction provided by the expressway alternatives.

Table 5-7 presents the alternatives that resulted in the best improvements in the regional truck travel performance measures relative to the 2040 baseline condition. Travel time is an important measure for trucks, as the value of time is typically higher for trucks than autos, reflecting the value of goods being transported. Regional truck travel time performance measures include truck hours of travel (THT) and truck hours of delay.

Table 5-7. Regional Truck Travel Ratings

Regional Truck Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Truck Miles of Travel (TMT) (daily, regional)	HOV 3LL	HOV 3L	BRT 4	TOLL 1
% change relative to baseline	-0.02%	-0.01%	-0.01%	-0.01%
Truck Hours of Travel (THT) (daily, regional)	TOLL 2	TOLL 1	GP LANE	HOT 2
% change relative to baseline	-0.66%	-0.50%	-0.16%	-0.14%
Congested TMT (daily, regional)	TOLL 2	HOT 2	HOT 1	TOLL 1
% change relative to baseline	-0.70%	-0.57%	-0.47%	-0.37%
Truck Hours of Delay (daily, regional)	TOLL 2	GP LANE	HOT 2	HOT 1
% change relative to baseline	-0.51%	-0.29%	-0.26%	-0.24%

Overall, the Toll, HOT, and General Purpose alternatives showed the most improvement in THT, Congested TMT, and Truck Hours of Delay. HOV and transit also showed improvement in these regional measures for trucks.

5.3.1.2 Improve Local Travel

Table 5-8 presents the alternatives that resulted in the best improvements in the Arterial travel performance measures relative to the 2040 No Build condition in the study area. Arterial Volume to Capacity represents how many vehicles are traveling on an arterial as compared to how many vehicles the arterial can accommodate. At volume to capacity approaching one, the arterials are very congested.

Table 5-8. Arterial Travel Ratings

Study Area Arterial Travel Performance Measures		Top 4 Performing Alternatives Overall			
		1st	2nd	3rd	4th
Arterial Peak Period Volume To Capacity	East-West Arterials	GP LANE	HOV 2LL	HOV 2W	HOT 2
	% change relative to baseline	-4.57%	-3.90%	-3.78%	-3.48%
	North-South Arterials	GP LANE	HOV 2LL	HOV 2W	HOT 2
	% change relative to baseline	-4.50%	-4.01%	-3.87%	-3.86%
Arterial Peak Period Speeds	East-West Arterials	GP LANE	HOV 2LL	HOV 2W	HOV 2L
	% change relative to baseline	+2.52%	+2.45%	+2.34%	+2.28%
	North-South Arterials	HOV 3L	HOV 3LL	BRT 4	HRT 1
	% change relative to baseline	+0.39%	+0.38%	+0.35%	+0.30%

The General Purpose, HOV 2+, and HOT alternatives were the best performing with regards to improving study area arterial travel performance by lowering arterial peak period Volume to Capacity and improving east-west arterial peak period speeds in the study area. The transit alternatives resulted in slightly worse arterial travel performance in the east-west direction.

General Purpose, HOV, BRT, and the transit alternatives showed the most improvements for study area north-south arterials as compared to the 2040 baseline condition.

Generally, east-west arterial travel improvements are seen when capacity improvements are included along I-290, however there is a correlation between the east-west arterial improvements and how the added capacity of the expressway alternative is managed. The less the added capacity to I-290 is managed (General Purpose lanes, with no usage restrictions), the better the performance of the parallel east-west arterials. This is because longer distance trips that were previously using the east-west arterial streets are now using the added capacity on the I-290 Expressway. Since the General Purpose lanes had no requirements for using this added capacity on I-290, it attracted the most longer-distance trips off of the east-west arterials, with more than a 62,000 vehicle miles of travel decrease on study area arterial streets.

Table 5-9 presents the alternatives that resulted in the best improvements in the Local Travel performance measures relative to the 2040 baseline condition. These travel performance measures show which alternatives provide the most travel performance improvement to the study area only.

Table 5-9. Study Area Travel Ratings

Study Area Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Arterial Vehicle Miles of Travel (VMT)	GP LANE	HOT 2	HOV 2W	HOT 1
% change relative to baseline	-1.85%	-1.73%	-1.26%	-1.24%
Arterial Vehicle Hours of Travel (VHT) (daily, regional)	HOT 2	GP LANE	HOV 3LL	HOV 2LL
% change relative to baseline	-3.16%	-2.76%	-2.71%	-2.58%
Arterial Congested VMT (daily, regional)	HOT 2	HOV 3LL	HOV 2LL	HOV 3L
% change relative to baseline	-8.10%	-7.45%	-7.13%	-7.11%
Arterial Hours of Delay (daily, regional)	HOT 2	HOV 3LL	HOV 3L	HOV 2LL
% change relative to baseline	-4.69%	-4.48%	-4.34%	-4.02%

The HOT, General Purpose and HOV alternatives result in the most improvement to study area travel performance. The transit alternatives provide some improvement, while the Toll alternatives result in worsening of arterial travel performance in the study area without additional capacity being added.

A comparison of the Study Area Travel Performance Measures table with the Regional Travel Performance Measures table shows that the General Purpose and HOT alternatives provide more benefit to the study area, but overall at the regional level, HOV provides the most benefit.

5.3.2 Improve Accessibility to Employment

Table 5-10 presents the alternatives that resulted in the best improvements in the Access to Employment performance measures relative to the 2040 No Build condition. Changes to the number of jobs accessible by automobile and transit reflect the changes in travel times due to the transportation performance effects of the single mode alternative being evaluated; the faster the travel time, the more jobs accessible within a given time frame.

Table 5-10. Jobs Accessibility Ratings

# of Jobs Accessible within 60 Minutes	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
By Auto	TOLL 2	HOT 2	TOLL 1	HOV 3LL
% change relative to baseline	+10.75%	+9.28%	+6.95%	+5.41%
By Transit	BRT 4	BRT 5	BRT 2	BRT 3
% change relative to baseline	+13.44%	+8.45%	+7.81%	+7.11%
By Auto & Transit	TOLL 2	HOT 2	BRT 4	TOLL 1
% change relative to baseline	+6.31%	+5.44%	+5.31%	+4.08%

The number of jobs accessible within 60 minutes from a point in the center of the study area by auto, transit, and combined were calculated for each alternative. The expressway modes show the best improvements in job access by auto, and transit had the best improvements in job access by transit. However the single mode transit alternatives generally worsened the number of jobs accessible by auto, which correlates to decreases in I-290 performance exhibited by the transit alternatives.

When considering the total number of jobs accessible by auto and transit for each single mode alternative, Toll and HOT provide the best access, followed by the BRT. Access to jobs would likely increase with combination expressway and transit alternatives, which will be identified and evaluated in the next screening step.

5.3.3 Improve Safety for All Users

The initial single mode alternatives were compared relative to the 2040 baseline condition for the third need point, improve safety for all users, of the Purpose and Need. Injury and fatal crashes per million vehicle miles traveled (per year) for arterials and expressways were calculated using the AASHTO HSM and the Texas Roadway Safety Manual methodologies, respectively. Injury and fatal crashes per million person miles traveled (per year) on arterial, expressways, and transit were estimated for each alternative. The overall measure accounts for transit safety by assuming no injuries or fatalities for transit person miles. The percent change in injury and fatality rates relative to the 2040 baseline condition were then compared. An expanded summary table for the Round 1 safety evaluation can be found in Appendix D. The top four performing single mode alternatives for improving arterial, I-290, and overall safety are shown in Table 5-11.

Table 5-11. Safety Improvement Ratings

Reductions in Injuries and Fatalities % Rates of Change	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Arterials	 BRT 4	 GP LANE	 HRT 2	 BRT 5
% change relative to baseline	-0.13%	-0.10%	-0.10%	-0.09%
Expressway (I-290)	 TOLL 2	 HOV 3L	 HOV 3LL	 HOV 3W
% change relative to baseline	-14.36%	-14.21%	-14.19%	-13.58%
Overall (Arterials, Expressways, Transit)	 HOV 3LL	 HOV 3L	 HOV 3W	 HOV 2L
% change relative to baseline	-11.51%	-11.06%	-9.58%	-8.66%

For arterials, the HSM evaluation indicates there is a relatively stable total number of injury and fatal crashes per year across the alternatives ranging from between -3 percent decrease (GP LANE) and 1 percent increase (TOLL 2), compared to the total number of injuries and fatalities of the 2040 baseline condition (263.9). With the exception of the TOLL 2 alternative, all the expressway alternatives showed overall reductions in total injury crashes. For transit alternatives, the analysis indicated slight increases in these types of crashes, with the exception of HRT 3. However, when expressed as a rate of crashes per million vehicle miles traveled, the transit options indicate some reduction in crashes. This is due to a higher increase in vehicle miles traveled compared to a relatively similar total number of crashes. Although the GP LANE alternative ranks 2nd, it had the lowest total number of crashes overall coupled with the lowest number of vehicle miles traveled on the Arterials.

Regarding the safety of I-290, the HOV and TOLL alternatives showed reductions in total number of annual injury and fatal crashes (between -1.1 percent and -14.1 percent) as compared to the 2040 base condition. When expressed as a rate of crashes per million vehicle miles traveled (per year), all the expressway alternatives indicate good safety improvements with crash reductions ranging from -9.6 percent (HOT 2) to -14.4 percent (TOLL 2). All the transit alternatives indicated an increase in total number of crashes and related increases in crash rates.

Overall safety factors in all the projected annual injury and fatal crashes on arterials, expressways, and transit, and divides by the total number of person miles traveled on these facilities in the study area.

Comparing the overall safety performance of the arterials, expressways, and transit in the study area, all the alternatives demonstrated an improvement in safety using person miles traveled as a basis. With the exception of TOLL 1, all the expressway alternatives indicate the highest overall safety improvements, ranging between -5.2 percent (GP LANE) and -11.5 percent

(HOV3 LL) reductions in crash rates. These higher crash rate reductions experienced by the expressway alternatives are due to higher person throughput, combined with overall reductions in these crash types.

5.3.4 Improve Modal Connections and Opportunities

The initial single mode alternatives were compared relative to the 2040 baseline condition for their ability to attract new transit trips, and the top four performing single mode alternatives are shown in **Table 5-12**. New transit trips represent the number of persons that previously used automobiles and have now switched to transit because of the transit improvement.

For the Round 1 Screening, measures of improving transit access, non-motorized connections and multimodal opportunities were not evaluated. As the alternatives are detailed and refined in later screening rounds, a more robust assessment will be made of these evaluation criteria.

Table 5-12. Modal Connections Ratings

Improve Modal Connections and Opportunities	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
New Transit Trips (Regional)	BRT 3	BRT 5	BRT 4	BRT 2
Transit Access (qualitative)	*Not used*			
Non-Motorized Connections (qualitative)	*Not used*			
Multi-Modal Opportunities (qualitative)	*Not used*			

The BRT alternatives are the best performing alternatives for attracting new transit trips, followed closely by the Blue Line extensions. This level of new transit trips is within the bounds of other proposed transit extensions in the region.

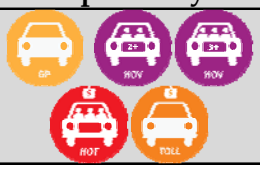
It is also informative to examine the diversion of transit riders to auto that result with the expressway alternatives. With the expressway capacity improvements, there are some transit riders that are switching to auto. In general, the HOV and HOT single mode alternatives indicated some transit riders switching to auto (up to 6,800, and 3,200 transit diversions, respectively). The General Purpose and Toll alternatives had relatively no impact on transit.

5.3.5 Improve Facility Deficiencies

The initial single mode alternatives were compared relative to the 2040 baseline condition for the fifth need point of the Purpose and Need, improve facility deficiencies. For the Round 1 Screening, facility deficiencies measures were not used for screening as shown in Table 5-13. As

the alternatives are detailed and refined in later screening rounds, a more robust assessment will be made of these evaluation criteria.

Table 5-13. Facility Improvement Ratings

Improve I-290 Facility Condition and Design	Transit	Expressway
		
Pavement Age	*Not used*	
Structure Deficiencies	*Not used*	
ADA Deficiencies	*Not used*	
Drainage Deficiencies	*Not used*	

Since the expressway alternatives require the complete reconstruction and renewal of the expressway, interchanges, and overpasses, these alternatives would address the identified needs for improving the facility condition and design. As standalone improvements, the single mode transit alternatives would not address these needs as they would not require the reconstruction and renewal of the expressway throughout the entire study area.

5.4 Summary of Findings

Twenty-one single mode alternatives were identified for evaluation in Round 1: nine-transit, 11-expressway, and one arterial.

5.4.1 Transit Mode Findings

Overall, the single mode transit alternatives provide some improvement in regional congestion and safety, although less than the single mode expressway alternatives. They improve transit access to jobs because of improved transit travel times and improved reverse commute options. The transit alternatives also result in up to 11,600 daily auto person trip diversions, but up to 13,000 diversions from other transit services.

The Blue Line extension and BRT alternatives had similar results and had the best travel performance of the single mode transit alternatives. Each showed some improvement in regional and local travel performance measures, the highest increases in access to jobs by transit and the highest number of new transit trips.

When comparing the effectiveness of the length of transit improvements, it was found that of the three Blue Line Extension alternatives evaluated, the results indicated that the majority of the performance improvements were achieved by a Blue line Extension to Mannheim Road as

compared to an extension further west to Oak Brook at less than half the length (3.5 miles vs. 8 miles). Table 5-14 illustrates this comparison for several of the measures evaluated in Round 1.

For example, a Blue Line Extension to Mannheim Road (HRT 3) provides 71 percent of the new jobs accessible, and 89 percent of new regional transit trips vs. an extension to Oak Brook. Also, an HRT terminal at Mannheim may serve as the starting point for a further westward extension of the HRT line.

Table 5-14. Performance Comparison of Blue Line Extensions

Performance Comparison* of Blue Line Extensions to:	Alignment Length (miles)	Daily Person Throughput	Regional Vehicle Miles Traveled	Regional Hours of Delay (Daily)	# of Jobs Accessible Increase	Overall Safety Improvements (Injury crash reductions)	New Transit Trips (Regional)
	Miles	# persons	Miles	Hours	# Jobs	Crash Rate	# trips
Oak Brook (HRT 2)	8	13,812	-37,362	-3,055	128,032	-3.37%	8,353
Mannheim Rd (HRT 3)	3.5	9,552	-35,438	-4,371	91,328	-2.25%	7,456
HRT 3 as % of HRT 2	44%	69%	95%	143%	71%	67%	89%

* from Round 1 single mode evaluation results

Although not fatally flawed due to impacts, the Blue Line Extension and BRT Alternative along the Prairie Path (HRT 1 and BRT 1) are not being carried forward into Round 2 for further evaluation. The Blue Line extension and BRT alternatives along the Prairie Path and along I-290 (HRT 2) perform very similarly. However the Prairie Path alignment has greater service overlap/duplication with the existing Metra service, diverting more riders from the UP-West line than the alignment along I-290. There are also potential conflicts with the recreational functions of the Illinois Prairie Path corridor which would be considered 4(f) lands. Therefore, the alternatives using the Prairie Path alignment are not being carried forward for evaluation in Round 2.

The BRT 4 Alternative from Oak Brook to Ashland Avenue was evaluated as a conversion of the existing CTA Blue Line to a Bus Rapid Transit facility between Ashland Avenue and the Forest Park terminal. This alternative indicated generally similar and some improved performance as compared to an HRT Blue Line extension to Oak Brook (HRT 2), however, due to the similarity in performance and ROW requirements for these two fixed guideway transit facilities, the HRT extension of the Blue Line will be the representative mode that will be modeled and evaluated in the combination alternatives.

Overall, the single mode transit alternatives do not improve I-290 travel performance as compared to the 2040 No Build conditions, providing no improvements to volume-to-capacity ratios, speeds and travel times, and hours of congestion. This is due to an already well-established and utilized study area transit network, with new service drawing insufficient auto-

trip diversions to offset auto demand for I-290, and a smaller narrower transit market as compared to I-290.

Figure 5-1 and

Figure 5-2 illustrate differences between the transit and expressway travel markets. As seen in Figure 5-1, the travel market for traditional commute (home-to-work) trips is much smaller and confined to the area immediately around the Blue Line extension as compared to using the I-290 Expressway, which has a much broader, more extensive draw of users that extends throughout DuPage County, and into Kane County and northwest Cook County. In the reverse commute direction, shown in

Figure 5-2, the travel market for the Blue Line extension is broader, due to the extensive existing CTA network in the city of Chicago. However, the transit reverse commute travel market is much smaller than the I-290 Expressway at less than a tenth of the size.

Figure 5-1. Traditional Commute Travel Origins

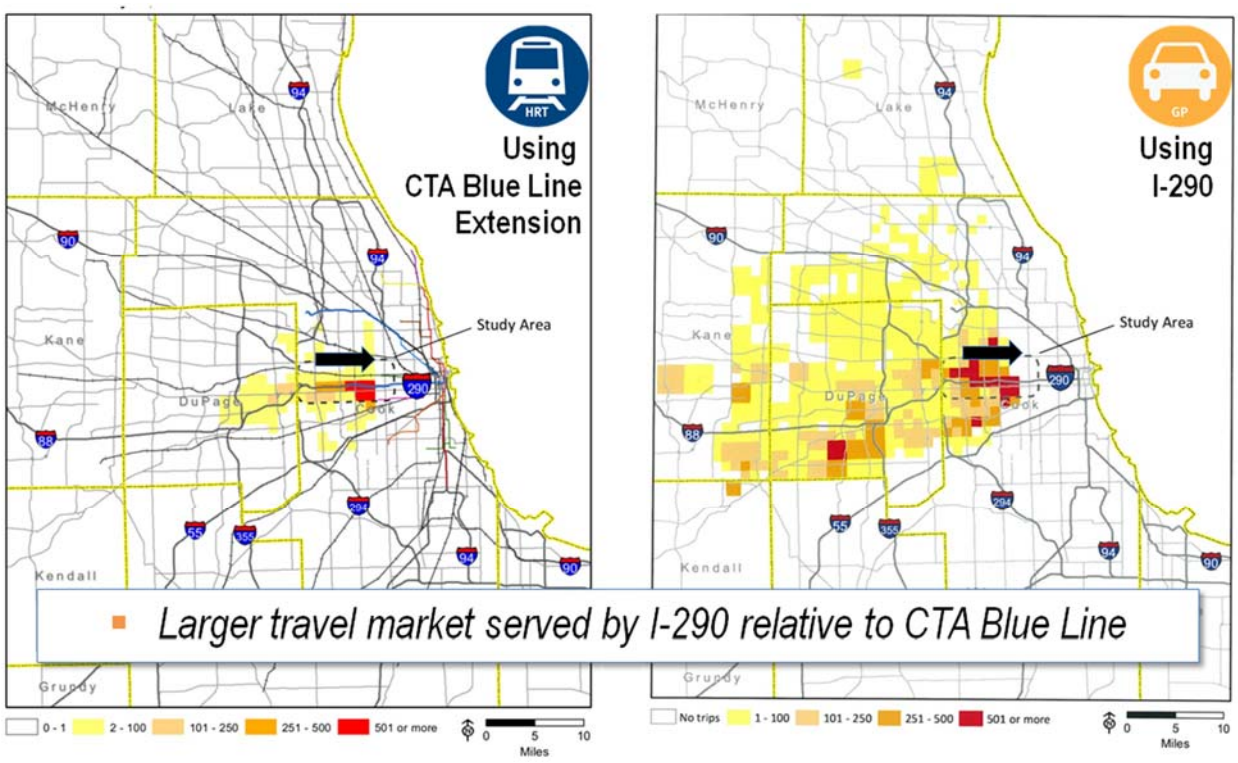
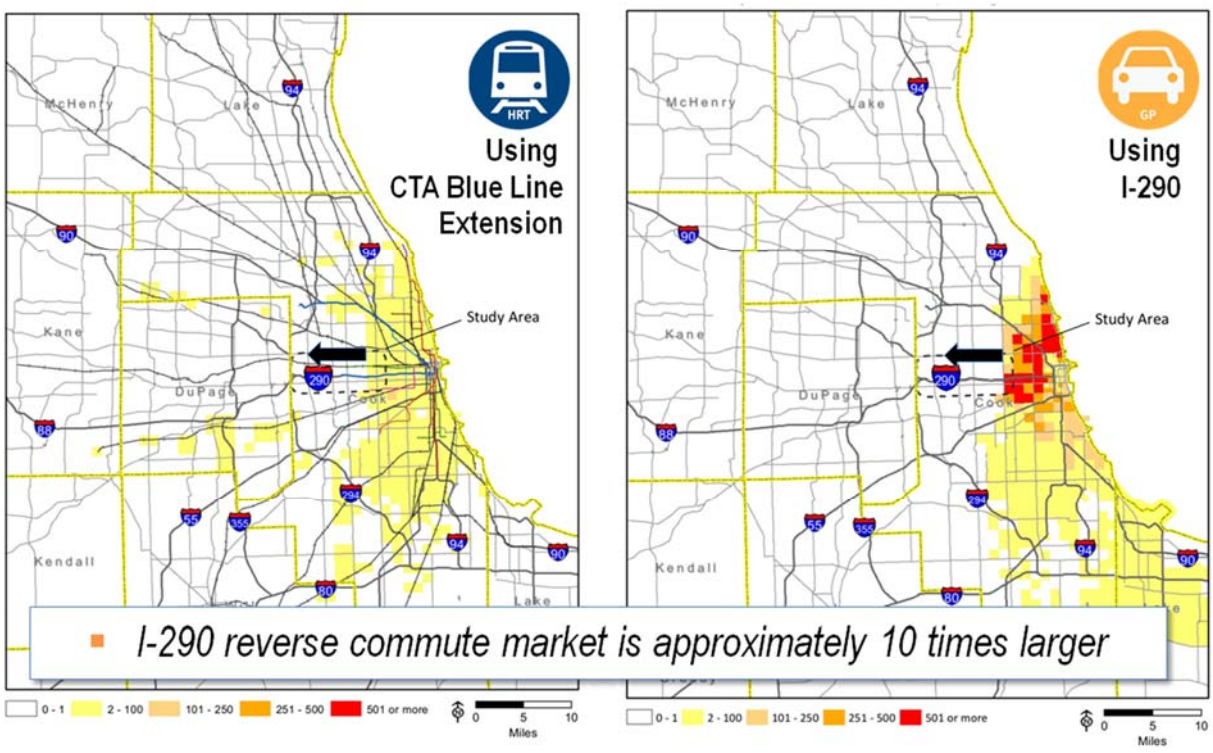


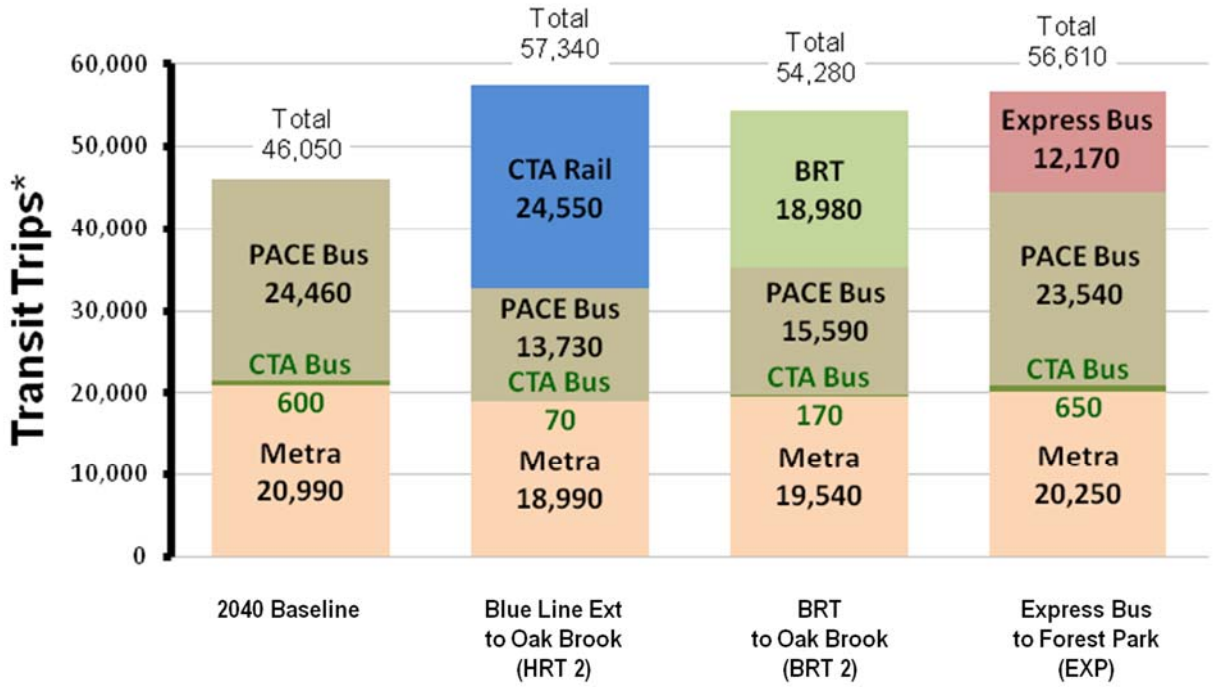
Figure 5-2. Reverse Commute Travel Origins



In addition, new single mode transit service diverts riders from existing transit services. A screen line through the study area was evaluated between 1st Avenue and Des Plaines Avenue in comparison to the east-west transit trips through the study area of three single mode transit alternatives to the baseline condition. As represented in

Figure 5-3, approximately 46,000 transit trips in Pace and CTA buses and on Metra commuter rail trains cross this screen line in the 2040 No Build condition. The Blue Line extension and BRT single mode alternatives to Oak Brook (HRT 2 and BRT 2) result in a diversion of Metra commuter rail trips of up to 2,000 persons, and diversion of Pace and CTA bus riders of up to 11,000 passengers. The ridership on the new Blue Line extension and BRT services is between 19,000 and 25,000 riders, resulting in total screen line crossing of between 54,000 and 57,000 persons. This difference roughly corresponds to the new transit riders (those diverted from auto). Most of the ridership on the new transit service is due to the diversion of trips from other existing transit services. For example, the Blue Line extension to Oak Brook alternative [HRT 2] attracts 24,550 riders, 13,260 (54 percent) of these riders are diverted from existing transit services (PACE, Metra), 8,350 (34 percent) are diversions from auto, and the remaining 2,940 are additional transit trips.

Figure 5-3. Trip Diversions within Transit Modes



In summary, the Blue Line extension and BRT single mode alternatives were the best performing transit alternatives with similar results; however, no single mode transit alternative showed improvement to I-290 travel performance. Regarding an extension of the existing CTA Blue Line, an extension to Mannheim Road would be more cost effective than longer extensions, and therefore Mannheim Road will be the west terminus evaluated in Round 2. The conversion of the existing Blue Line from Forest Park to Ashland to BRT combined with an extension to Oak Brook performed well, but didn't perform appreciably better than HRT so HRT was carried forward as the representative transit. The express bus alternatives resulted in local travel and job accessibility improvements.

5.4.2 Expressway Mode Findings

Overall, the single mode expressway alternatives provide the highest improvement in regional and local (study area) travel performance, and on the I-290 Expressway. They also improve auto access to jobs because of the added capacity that results in reduced time spent traveling. The expressway alternatives also result in up to 6,800 daily transit person trip diversions to auto.

The General Purpose alternative has the best study area peak period arterial performance improvement. The HOV Lane alternatives show the best overall regional travel performance improvement and overall job accessibility improvement. The HOV and HOT Lane alternatives have the best overall performance and person throughput. The Toll and HOV Lane alternatives have the best I-290 travel performance improvements in terms of peak period volume-capacity improvement, peak period average speed increase, and hours of congestion reductions. The

Toll and HOT Lane alternatives have the best auto safety improvement and best regional truck performance improvement.

In comparing volumes for the existing I-290 Expressway general purpose lanes for the expressway alternatives in Table 5-15 below, the daily general purpose lane volumes associated with HOV, HOT, and Toll alternative decrease 7 to 10 percent, while the General Purpose lane alternative, (with the added lane in each direction) results in a 14 percent increase in daily volume.

Table 5-15. Expressway General Purpose and Managed Lane Performance

Study Area Performance		2+ HOV Oak Brook to Racine	3+ HOV Oak Brook to Racine	3+ HOT Oak Brook to Racine	General Purpose Add Lane	Toll I-290 Existing Lanes I-88 to Cicero
		HOV 2LL	HOV 3LL	HOT 2	GP LANE	TOLL1
General Purpose Lanes Daily Volume **		-8%	-7%	-7%	14%	-10%
HOV/HOT Lanes	Daily Volume	31,000	17,600	43,700		
	Peak Hr. Volume	2,930	1,970	3,730		
	Peak Hr. Speed**	67%	112%	17%		

The travel performance of the HOV and HOT lanes in the expressway alternatives is also shown in the Table 5-15. With 1,970 peak hour volume (both directions) for the HOV 3+ lanes, there is a concern that the HOV 3+ lanes may not be fully utilized given capacity of over 4,200 vehicles per hour (2,100 vehicles per hour in each direction). The HOT Lane alternative shows the highest volume, due to excess capacity being utilized by vehicles that may pay a toll to access the lane. The overall peak hour travel speeds of all lanes in the HOV and HOT alternatives also provide improvements compared to the overall speeds of the General Purpose lane alternative. The HOT Lane alternative showed 14 percent speed improvement during the peak hour. However, this can be managed to a greater degree through setting of the dynamic toll rates for the HOT lane.

In summary, the single mode expressway alternatives resulted in the highest travel performance improvements to the I-290 Expressway, as well as the best improvement of regional and local (study area) travel performance. The HOV and HOT Lane alternatives have the best overall performance. The HOV Lane alternatives have the best regional travel performance and job accessibility, and the Toll and HOV Lane alternatives have the best improvement in I-290 Expressway performance. The Toll and HOT Lane alternatives have the best regional truck performance. The Toll alternatives show the least arterial performance

improvements among the expressway alternatives. The General Purpose lane alternative has the best improvement in study area peak period arterial performance.

5.4.3 Arterial Mode Findings

An initial fatal flaw footprint impact evaluation found that the arterial widening (with and without parking) resulted in a large number of displacements and, therefore, arterial widening was determined to be fatally flawed and not carried forward for performance evaluations. Less extensive arterial improvements in conjunction with other modes may be considered in subsequent rounds.

5.4.4 Overall Conclusions

The I-290 Study Area is an existing multi-modal corridor that serves broad travel markets to the east and west of the study area. To the east, the primary travel markets served by this corridor extend to the city of Chicago, the Chicago Central Business District, suburban Cook County, and Lake County, Indiana. To the west the I-290 Corridor serves the markets of west and northwest Cook County, DuPage County, and Kane County. These markets include the auto and transit markets, with the auto travel market being much broader and larger. The traditional commute is the primary market served by transit.

Transit Conclusions

- The transit alternatives provide improved mobility options to areas west of the Forest Park Blue Line station, improved access to jobs, and also diversion of auto users.
- The transit alternatives did not result in any travel performance improvement to the I-290 Expressway.
- When evaluating various single mode transit alternatives, extensions of the existing CTA Blue line with high capacity transit modes of BRT and HRT showed the highest mode shifts and person throughput from auto to transit.
- There was a considerable mode shift between transit modes and no single transit mode alternative was able to shift enough demand from auto to transit to offset the demand on the expressway, and therefore resulted in no improvements to expressway performance.
- Due to the similarity in performance and ROW requirements between the existing Blue Line and a conversion of the existing Blue Line to Bus Rapid Transit (BRT 4) the conversion of the existing Blue Line will not be carried forward.
- Mannheim Road will be the western terminus for Round 2.

Expressway Conclusions

- The expressway alternatives showed the greatest improvement in travel performance for the region, study area and on the I-290 Expressway itself. Due to the size of the expressway travel markets, there is a much higher demand for use of the expressway alternatives than for the transit alternatives. Of the expressway alternatives, the HOV and HOT lane alternatives had the best overall performance, followed by the Toll and General Purpose lane alternatives. The HOV, HOT, and Toll lane alternative resulted in congestion improvements for the existing I-290 general purpose lanes.
- The HOV and HOT lanes showed increased travel speeds over the existing general purpose lanes. Round 1 evaluation, raise a concern as to whether optimal peak period HOV 3+ lane

volumes will occur; additional evaluation will be needed to further evaluate the effectiveness of HOV 2+ and HOV 3+ .

The alternatives showing the best performance relative to the 2040 baseline condition are shown in Table 5-16.

Table 5-16. Single Mode Performance Ratings

Purpose and Need Summary	Top Performing Alternatives						
	1st	2nd			3rd	4th	
Overall	HOV 3LL	HOV 3L	HOT 2	TOLL 2	HOV 2LL	GP LANE	TOLL 1

Overall, managed lane expressway alternatives (HOV and HOT) provide some of the best performance benefits because they address the underserved vehicle travel demand in this corridor, and manage its use more effectively.

5.4.5 Initial Combination Mode Alternatives

Based on the findings of the Round 1 Single mode alternative evaluation, 10 combination mode alternatives were assembled for evaluation in Round 2.

5.4.5.1 Expressway Modes in Combination Alternatives

The stand-alone expressway alternatives resulted in the greatest improvement in travel performance for the region, study area, and along I-290, when compared to the no-build condition The stand alone expressway alternatives also resulted in better performance than stand-alone transit modes (for improving local and regional travel, overall access to employment and safety). Although the stand alone transit alternative did not show the same level of improvements demonstrated by the expressway alternatives, they do offer additional benefits, such as large increases in transit access to jobs, auto person trip diversions to transit, and some improvements in regional congestion and safety. Building on the performance improvements exhibited by the expressway modes and recognizing the additional benefits that transit provides, initial combination mode alternatives were developed to systematically test the transit modes with each highway mode to determine what performance gains may be achieved by various combinations. The following four expressway modes were selected for further testing in combination with the transit modes; HOV, Toll, HOT, and GP Lanes. HOV with 2+ occupants was selected over HOV with 3+ occupants due to greater reduction in general purpose lane volumes and approximately twice the volume in the HOV lanes. However, a decision as to whether to operate HOV 2+ or HOV 3+ will require more detailed operational analyses as the alternatives are continued to be refined.

A fifth expressway combination alternative pairs Toll Lanes and HOT 3+ with transit. This scenario was added to test the combined effects of converting I-290 to a tolled facility, HOT 3+, and transit.

To provide a consistent comparison basis between managed lane alternatives (HOV, HOT, Toll) the eastern and western managed lane/toll limits for each alternative extend from the I-88/I-290 split in the west, and to Racine Avenue in the east. These limits will be revisited depending on the evaluation results, further clarification of tolling/managed lane conversion legislation, and stakeholder input.

5.4.5.2 Transit Modes in Combination Alternatives

Although transit modes do not provide any improvements to I-290 performance, the transit modes are being tested in combination with the expressway modes to evaluate how transit may improve overall transportation performance of the alternatives in the study area and region.

Express Bus service was included as a component in all combination mode alternatives due to its operational and physical compatibility with other modes. Express bus serves a broad market to the west, providing an express connection to the existing Blue Line Terminal in Forest Park, or to a new Heavy Rail Transit (HRT) terminal at Mannheim Road. Express bus may operate on the shoulder in the GP Add Lanes scenario, or in HOV, HOT, or Toll lanes, allowing this mode to integrate readily into the expressway alternatives.

The evaluated single mode transit system extensions from the existing Forest Park CTA Blue Line Terminal included Heavy Rail Transit (HRT) and Bus Rapid Transit (BRT) alternatives, and it was found that both modes are feasible, show similar performance characteristics, and have similar footprint/ROW requirements. For the purposes of Round 2 evaluations, the fixed guideway transit mode will be evaluated as High Capacity Transit (HCT) that could be either HRT or BRT. The I-290 Phase I study is providing a foundation for future detailed studies of this transit improvement, such as a Federal Transit Administration (FTA) Alternatives Analysis (AA) study.

The Mannheim Road terminus for an HCT extension was selected due to the single mode modeling results that suggested, relative to each other, the majority of the performance improvements were achieved by a Blue Line extension to Mannheim Road as compared to an extension further west to Oak Brook at less than half the length. Also, an HCT terminal at Mannheim may serve as the starting point for a further westward extension of the HCT line (Section 5.4.1). Each Expressway & Express Bus transit combination alternatives will be tested with and without High Capacity Transit to systematically evaluate the effects of HRT in each scenario.

5.4.5.3 Initial Combination Mode Alternatives to be Evaluated in Round 2

Combination alternatives have been assembled to analyze the combined performance of transit and expressway alternatives in meeting study area and regional needs. In addition, the compatibility of pairing each of the expressway modes with the transit alternatives must be analyzed with regards to:

- Travel markets: To what degree do the expressway and transit components of these combination alternatives serve complementary or overlapping travel markets? For example, would HOV lanes compete for some of the same users as HRT and to what extent?

- Operations: How well do the expressway and transit components of the combination alternatives work together from an operational perspective? For example, does express bus run on the inside or outside shoulder with the General Purpose lanes, how well would it operate in a managed lane?

The rationale described above resulted in ten initial combination alternatives, which are summarized in Figure 5-4 below. The top five highest performing expressway alternatives were first paired with the EXP single mode transit alternative to form the first five combination mode alternatives. Each of the five Expressway & Express Bus alternatives were then paired with the HCT extension from the Forest Park CTA terminal to Mannheim Road to create the final five alternatives.

Figure 5-4. Initial 10 Combination Mode Alternatives

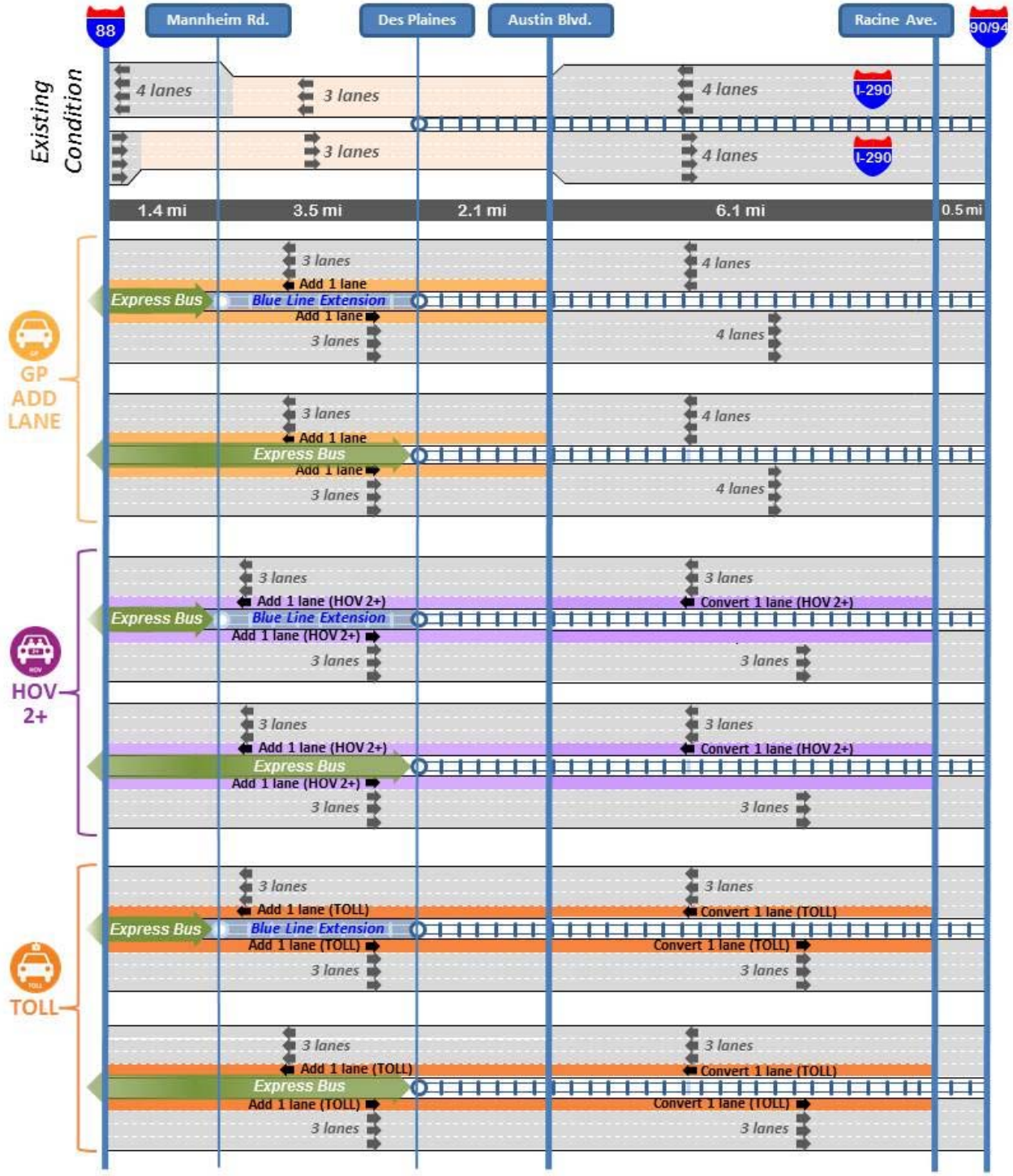


Figure 5-4. Initial 10 Combination Mode Alternatives (Continued)

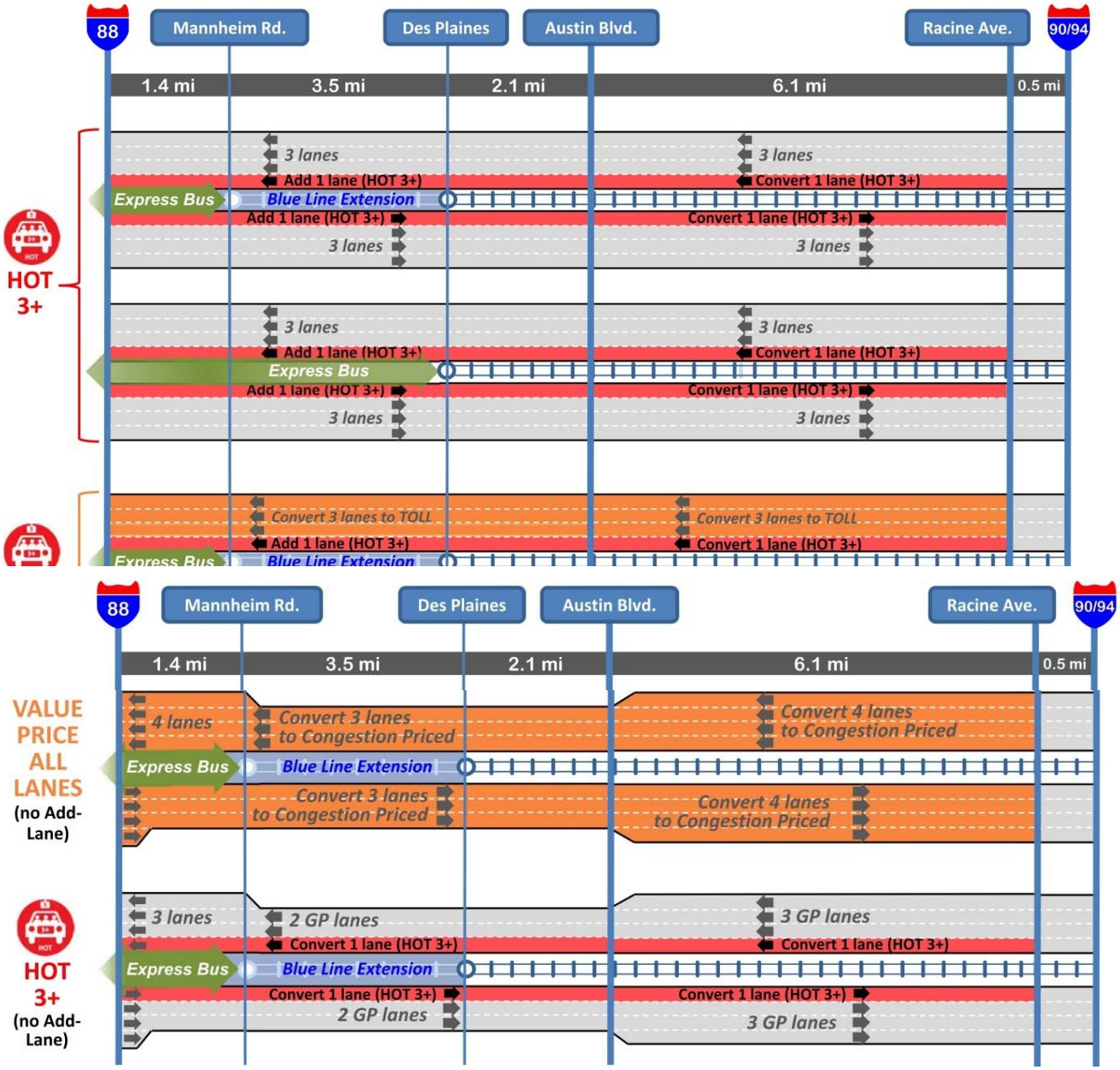


Table 6-1 provides more detailed descriptions of the Round 2 Alternatives evaluated. In Round 2, service and operational characteristics of the alternatives were further defined for evaluation in the project's regional travel forecasting model. Model results were used to evaluate the performance measures in Round 2. General footprint variations of the combination mode alternatives were identified.

With regard to the service and operational characteristics of the 12 combination mode alternatives, the express bus component (EXP) consists of three I-290 express bus services either continuing north on I-290 to serve the northwestern suburbs, heading west on I-88 to serve the western suburbs, and heading south on I-294 to serve the southwestern suburbs. The express bus components were included in all 12 alternatives and have two different termini depending on whether or not an HCT extension is included in the combination mode alternative. In the 5 combination mode alternatives that do not include an HCT extension to the west, the Express bus service connects via I-290 to the existing Forest Park CTA Blue Line Station. For the seven combination mode alternatives that include an HCT extension to Mannheim Road, the express bus service connects to a new CTA terminal located near Mannheim Road (and does not continue further east along I-290).

For the purposes of evaluation with the regional travel model the HCT extension was coded as an extension of the CTA Forest Park Blue Line rapid transit service, however, this service could be also run as bus rapid transit. Intermediate stations at 1st Avenue and 25th Avenue were assumed in each of the 7 HCT extension alternatives. Park-and-ride availability was also assumed at a Mannheim Road terminal station.

The expressway alternatives assumed in the 12 combination mode alternatives include maintaining the existing number of lanes throughout and the addition of a new lane (in each direction) in the existing six-lane section of I-290 between I-88 and Central Avenue for 10 out of the 12 combination mode alternatives. For the managed lane concepts of HOV 2+, HOT 3+, Toll, and HOT 3+ & Toll, a conversion of one of the existing 4 lanes (in each direction) to a managed lane was assumed from Central Avenue to Racine Avenue. Racine Avenue was used as the eastern boundary of this lane conversion in order to allow sufficient traffic operational weaving distance between Racine Avenue and the ramps to I-90/94.

Of the 12 alternatives considered, three general footprint variations result; an expressway lane addition with, and without, a provision for a HCT extension in the median, and maintaining a six lane section but including a provision for an HCT extension in the median. Footprint requirements will be developed and evaluated in Round 3.

The I-290 travel forecasting model was improved for use in testing the Round 2 combination mode alternatives. The regional mode choice model that determines if trips are made using auto or transit was updated to be sensitive to tolling. Therefore, the combination mode alternative results better reflect sensitivity to tolling.

Table 6-1. Combination Mode Alternatives Rationale

10 Initial Combination Alternatives – Summary			Combination Rationale
GP Add Lane		**General Purpose Add Lane** from I-88 to Central Ave. with shoulder riding **Express Bus** from Forest Park to the west	GP Lane: • I-290 performance improvements • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with GP Lane (Bus on shoulder) HRT: • Auto diversions to transit • Job access improvement
		**General Purpose Add Lane** from I-88 to Central Avenue, **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	
HOV 2+		**HOV 2+** from I-88 to Racine Ave., **Express Bus** operating in **HOV Lane** from Forest Park to the west	HOV Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOV Lane (Bus in HOV Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOV 2+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd, **Express Bus** from Mannheim Rd. to the west	
HOT 3+		**HOT 3+** from I-88 to Racine Ave., **Express Bus** operating in **HOT Lane** from Forest Park to the west	HOT Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOT 3+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	
TOLL		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction from I-88 to Racine Ave., and **Express Bus** operating in Toll lane from Forest Park to the west	TOLL Lane: • I-290 performance improvements • Manage added capacity) • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with TOLL Lane (Bus in Toll Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction form I-88 to Racine Avenue, **HRT** to Mannheim Road, and **Express Bus** from Mannheim Rd. to the west	
HOT 3+ & TOLL		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave. , **Toll remaining lanes** from I-88 to Racine Ave., and **Express Bus operating in HOT Lane** from Forest Park to the west	HOT Lane & TOLL Lanes: • I-290 performance improvements • Manage existing and added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave., **Toll remaining lanes** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim, and **Express Bus** from Mannheim Rd. to the west	
Value Price & HCT (No Add Lane)		**Value Price all existing lanes** from I-88 to Racine Avenue (maintain existing number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative
HOT 3+ & HCT (No Add Lane)		**Convert 1 lane in each direction to HOT 3+** from I-88 to Racine Avenue (maintain existing total number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative

6.2 Round 2 Screening Process

As the study process moves forward with detailed evaluations of fewer alternatives, the screening process and measures will be revised & refined as appropriate. For the Round 2 screening process of the 12 combination mode alternatives, a revised evaluation matrix was developed to address 4 out of the 5 principal Purpose and Need points. The evaluation matrix for the combination mode alternatives addressed:

- Improve Regional and Local Travel
- Improve Access to Employment
- Improve Safety for All Users
- Improve Modal Connections and Opportunities

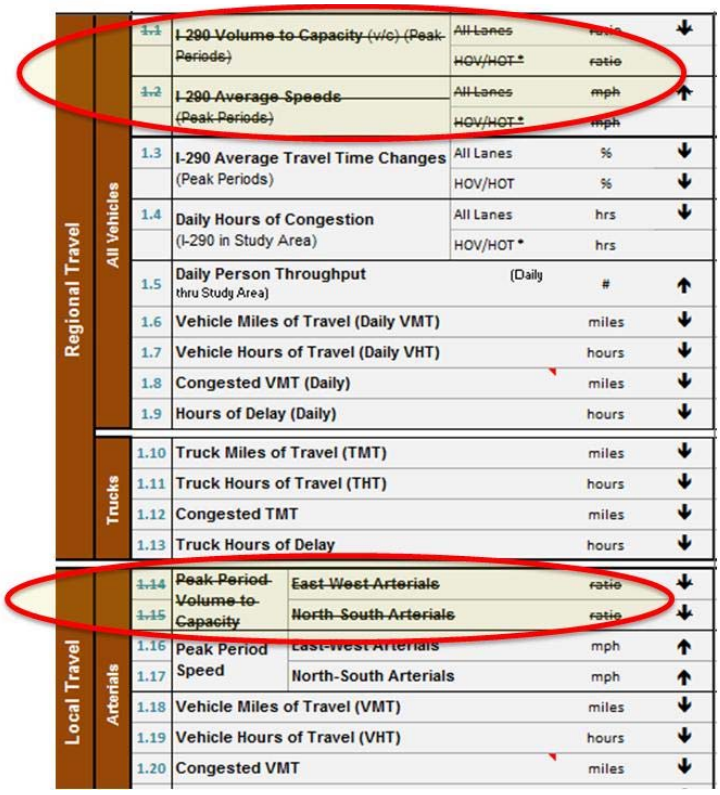
Given the corridor level evaluation and insufficient design detail in Round 2, the Improve Facility Deficiencies need point was not evaluated, but will be considered in Round 3.

The evaluation measures used for **Improve Regional and Local Travel** are those used in Round 1 (and described in Section 3 of this report), except for some consolidation of similar/repetitive measures. This included the removal of I-290 Volume to Capacity (v/c), Average I-290 Speeds, and Arterial v/c measures.

Evaluation measures for **Improve Access to Employment** and **Improve Safety for All Users** are the same as those used in Round 1.

For the **Improve Modal Connections and Opportunities** need point, two additional measures were included: the number of households, and the number of jobs (employment) within 1/2 mile of a transit station, as compared to the No Build or Baseline Alternative.

Evaluation Measures Consolidation



The alternatives scoring system was revised for Round 2. Across each of the 26 measures, alternatives were ranked from 1 to 12 (12 being the best), based on how well they performed relative to the 2040 no build condition. Each alternative was then scored for each need point by the averaging the rankings of all the measures for that need point. A total score for each alternative was then calculated as the sum of the 4 need point scores. With this scoring method, each need point contributes equally to the overall score. The Rank Average for each need point

was summed to arrive at the total, overall score for each alternative. illustrates how the overall scores were calculated.

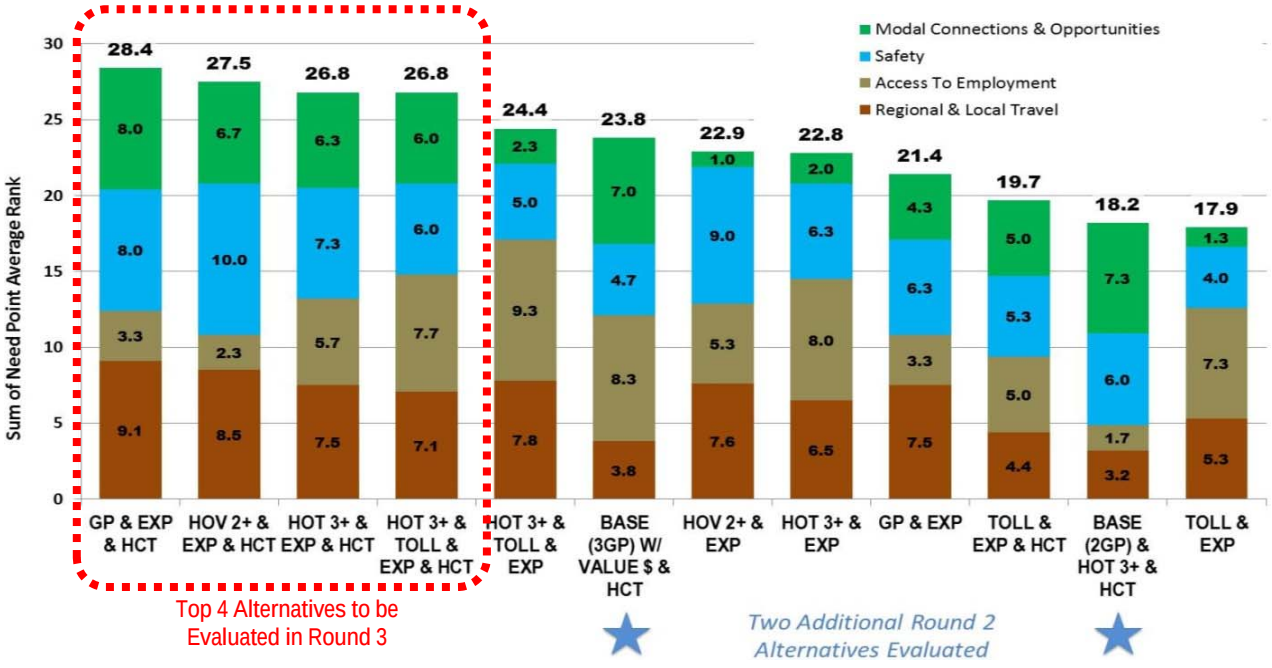
Figure 6-2. Alternative Ranking Example

P&N Point	Rank Average	
	HOV 2+ & EXP	HOV 2+ & EXP & HCT
Improve Regional And Local Travel	7.6	8.5
Improve Access to Employment	5.3	2.3
Improve Safety for All Users	9.0	10.0
Improve Modal Connections & Opportunities	1.0	6.7
Improve Facility Condition and Design	✓	✓
Score = Sum of Rank Averages	22.9	27.5

6.3 Round 2 Screening Results

The overall result of the Round 2 evaluation of the initial combination mode alternatives is presented in Figure 1-6 below. As seen in Figure 6-3, the scores range from a high of 28.4 to a low of 17.9, with the largest gap in scores between the top four and the remaining eight alternatives. The GP & EXP & HCT alternative had the highest overall score of all combination alternatives, followed by the HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and the HOT 3+ & TOLL & EXP & HCT alternative. The total scores for each alternative in this figure are the cumulative result of the individual need point scores.

Figure 6-3. Round 2 Overall Alternatives Ranking



The following summary describes the general effects of adding general purpose or managed lanes to I-290, not adding lanes to I-290, converting existing general purpose lanes to managed lanes, tolling, and transit improvements. It is important to note that the travel demand modeling process is dynamic; travel is being assessed and recalculated over the entire seven county region for each alternative. Depending upon the type of improvements and combination of improvements, the number of trips in the study area may change, trips may shift from one mode to another (i.e., highway to transit), trips may take differing paths, and trip lengths may change. Therefore, each combination alternative yields differing performance results.

General Observations

Adding a Lane to I-290

- The top four scoring alternatives include both an additional lane on I-290 between Mannheim Road and Austin Boulevard, and an extension of the CTA Blue Line to Mannheim Road ("HCT") with supporting express and feeder bus services.
  - Adding a lane generally results in **improved travel times** (decrease in Vehicle Hours Traveled, "VHT") on I-290 as well as the arterial system.
  - Adding a lane on I-290 generally results in an **increase in expressway travel** (Vehicle Miles Traveled, "VMT") and a **decrease in arterial travel** (VMT).
  - Adding a *general purpose* lane attracts the most ***traffic*** onto I-290, while adding a *managed lane*, with higher vehicle occupancy rates and/or pricing, allows more ***people*** to travel through the corridor ("daily person throughput").
  - Travel time savings provided by a **tolled managed lane** makes the I-290 corridor relatively more attractive for **longer distance trips**, and consequently, longer distance trips shift onto I-290, and VMT is increased. However, there is a corresponding **decrease in VHT** due to the additional capacity provided.
  - **Tolling**, even with adding a lane to I-290, generally results in **relatively** lower **performance on the arterial system**. Tolling makes I-290 slightly less attractive for shorter trips that would otherwise divert from the arterial system to I-290.
  - Managed lanes shift some trips away from transit because of the added capacity and I-290 travel time improvements.
  - **Managed lanes result in net improvement in travel times in the remaining general purpose lanes.** Existing (and future) carpoolers are drawn to the managed lane and away from the remaining general purpose lanes.

Not Adding a Lane to I-290

- The alternatives that **did not include an additional lane on I-290**, even in combination with a HCT and supporting bus services, **performed relatively poorly**.
  - The lack of an additional lane, coupled with congestion pricing or existing lane conversions that restrict flow on I-290, **causes a significant shift of travel to an already congested arterial system**.
  - Value (congestion) pricing shifts longer distance trips onto I-290 (increased VMT), but congestion pricing, without adding lanes to I-290, also **has a net negative effect upon**

regional and arterial VHT due to the added capacity constraints imposed on the overall system.

Transit Service Expansion

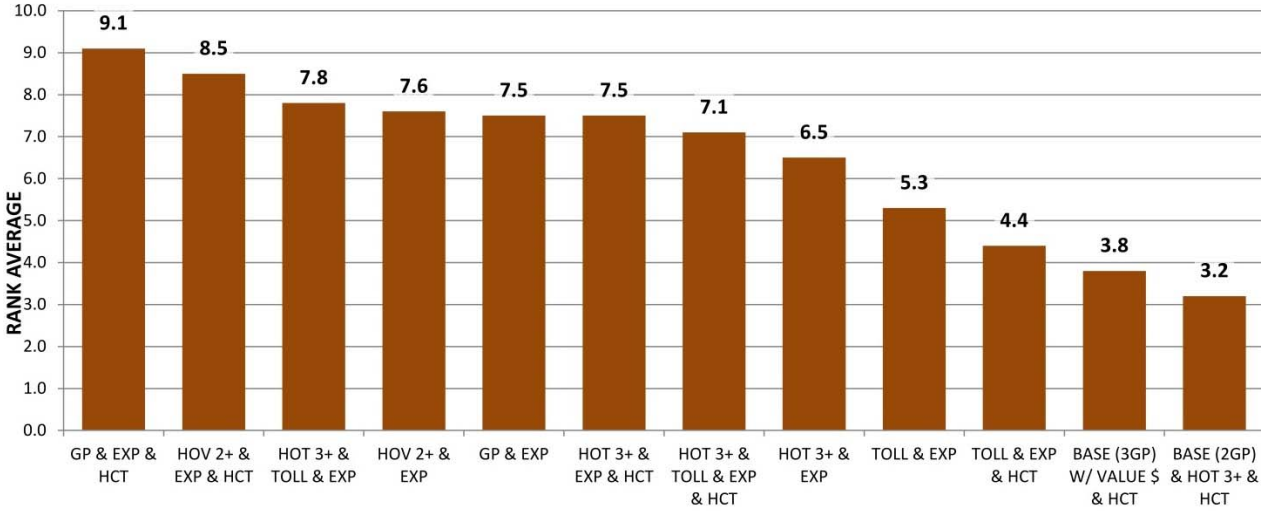
- The alternatives that included HCT and supporting bus services created the relatively **highest number of new transit trips**, but over 50% of the total ridership consists of trips diverted from other existing transit services.
- The alternatives that included HCT and supporting bus services provide **new high capacity options for the reverse commute**.
- The alternatives that included HCT and supporting bus services **generally resulted in increased VMT**, as compared to alternatives without these transit components. This is because the HCT improvements in the study area shift some medium and shorter distance trips from auto and on to transit. This frees up capacity for longer distance trips to shift on to I-290.
- The alternatives that include HCT and supporting bus services provided **slightly better safety performance** as compared to alternatives that did not include HCT, due to the shift in trips to transit (and to I-290), which has a higher safety performance.

The results matrix for the Round 2 evaluation of the 12 combination mode alternatives is provided in Appendix G. The results of the Round 2 screening are summarized below by each principal need point and measure evaluated.

6.3.1 Improve Regional and Local Travel Findings

Seventeen measures were evaluated to arrive at a combined ranking for the Improve Regional and Local Travel need point. As summarized in **Error! Reference source not found.**, when individual measures are combined, the GP & EXP & HCT Alternative is the highest ranked alternative, followed by the HOV 2+ & EXP & HCT Alternative. The BASE (3GP) W/ VALUE $ & HCT and BASE (3GP) & HOT 3 & HCT alternatives were ranked the lowest for this need point. Since Express Bus (EXP) service is included in all alternatives, for simplicity, 'EXP' has been left out of the descriptions in the following discussions.

Figure 6-4. Improve Regional and Local Travel - Round 2 Results



Improve Regional and Local Travel – By Measure:

1.3 I-290 Average Peak Period Travel Time Changes: This measure is divided into two parts: the reduction of time on the general purpose lanes and the reduction of time on the toll, HOT or HOV lane(s). Each alternative reduced the peak travel time on the facility as compared to the 2040 No Build Alternative (average of 17.2 minutes to traverse the study area during peak periods) for both the general purpose lane and for the managed lane, where it existed. The GP+EXP+ HCT (general purpose lane addition) delivered about 8% time reduction. The other HOV2, HOT3, and TOLL alternatives delivered between 9% and 12% time reduction. The HOT3+ & TOLL and BASE (3GP) W/ VALUE $ had 35% to 40% time reductions on I-290, and achieved this result because the value pricing on all existing lanes caused I-290 traffic to divert onto parallel arterials.

1.4 Daily Hours of Congestion on I-290: This measure is divided into two parts: the sum of daily hours of congestion on the general purpose lanes and the sum of daily hours of congestion on the toll, HOT or HOV lane(s). The 2040 No Build has 18 hours of congestion per day on the existing GP lanes. Each alternative reduced the daily hours of congestion, measured as Level of Service "D" or worse during a one hour period of the day. The alternatives that reduced congestion at the highest rate were the BASE (3GP) W/ VALUE $ and the HOT 3+ & TOLL. The reason for this outcome is that the pricing on all lanes caused I-290 traffic to take alternate routes, primarily the parallel arterials.

1.5 Daily Person Throughput: This measure captured the number of persons moving through the study area in a day by auto (SOV, HOV, and HOT) and transit. Each alternative increased the number of persons moving through the corridor over the 2040 No Build Alternative providing increases from about 10,500 to over 40,000 persons. The following contributed to the increase in person throughput in the alternatives:

- The transit alternative used in the scenario – if HCT & EXP was used as opposed to EXP alone, the person throughput increased as travelers switched to transit, and from bus to HCT to make their trip. Also the use of the additional road capacity improved person

throughput in those alternatives by providing additional lanes in the existing 6-lane section.

- Vehicle occupancy – when the opportunity to travel at a higher speed on an HOV or HOT lane is available, some travelers shift from drive-alone to carpool travel to take advantage of the time savings.

1.6 Daily Vehicle Miles of Travel (VMT): This measure is regional in scale and includes both autos and trucks, although autos dominate overall traffic. In all alternatives there is an increase in VMT. In cases where a capacity enhancement is being tested on an important, heavily traveled urban interstate, an increase in VMT is expected. These facilities offering increased capacity and the resulting increased speed entices travelers to take advantage of the new capacity. These travelers may have a similar overall travel time for their trip, but it will actually be a slightly longer trip due to increased speed provided by the facility with the added capacity. Thus, at the regional level, while the miles traveled are slightly higher, it is expected that the total regional time traveled would be lower.

1.7 Daily Vehicle Hours of Travel (VHT): This measure is regional in scale and includes both autos and trucks. There are regional VHT savings for all the alternatives except those where there is no additional capacity increase on I-290. This savings ranges from 1,200 to 28,500 hours saved per day. The alternative with the highest value, 28,500 hours saved is GP & EXP & HCT (general purpose lane). The reason that this alternative achieves this level of VHT savings is that trucks are permitted to use the added capacity, thus reducing hours of travel for all vehicles. The "auto-focused" HOV/HOT alternatives add lanes that do not permit trucks, thus shifting trucks back to the slower general purpose lanes or arterial streets and muting the net change in VHT.

1.8 Congested VMT: This measure is regional in scale, includes autos and trucks, and is reflective of the level of regional congestion change induced by each alternative. All alternatives have a reduction in congested VMT except the BASE (2GP) & HOT 3+ & HCT. The highest reductions occur in the HOT 3+ & TOLL and the GP & EXP & HCT. In analyzing the congested VMT it is important to keep in mind that some capacity additions, such as a general purpose lane, offer shorter less congested routes to both truck and cars – the reason the GP performs well. Others, such as HOT and HOV lane additions, help autos directly since they can use the new lane. Trucks benefit by using the capacity created by the auto diversions. The net regional reduction in congested VMT is often a blend of higher congested VMT in one market and lower in another. For example, this can result in overall relief due to more efficient movement on I-290 offsetting worsening congestion on the arterials parallel to I-290. The alternative HOT 3+ & TOLL, for example, has improved regional congested VMT while worsening I-290 parallel arterial measures. The alternative BASE (2GP) & HOT3+ & HCT retains only 2 General Purpose lanes and converts the third lane to HOT 3+. The constraint on throughput, especially for trucks, is severe, since it is a step down in truck capacity from the 2040 No Build. Accordingly this alternative has slightly more congested VMT than the No Build.

1.9 Hours of Delay: This measure is regional in scale, includes trucks, and should be reflective of the level of delay relief offered by each alternative. All alternatives have a reduction in hours of delay except the BASE (2GP) & HOT 3+ & HCT. The highest reductions occur in the GP & HCT and in the HOT 3+ & TOLL alternatives. Similar to the congested VMT

measure, the alternatives that can offer capacity to trucks as well as autos perform more effectively under this measure. Again the alternative BASE (2GP) & HOT 3+ & HCT which retains only 2 General Purpose lanes and converts the third lane to HOT 3+, shows a counter-intuitive result; hours of delay increase. The reason is that the constraint on throughput, especially for trucks, is severe, since this alternative is a step down in capacity from the 2040 No-Build. Accordingly this alternative has slightly more hours of delay than the No-Build.

1.10 Truck Miles of Travel (TMT): This measure is regional in scale. The results are mixed with most alternatives showing some decrease in TMT. This measure demonstrates that trucks find a more efficient (shorter) distance when provided with the I-290 alternatives. The alternative that does not show a TMT decrease are the GP alternatives. In these alternatives, TMT responds to alternatives that delivers the largest direct increase in truck capacity, which are the GP add lane alternatives. Trucks, on average, travel a bit farther so as to be able to make a faster trip.

1.11 Truck Hours of Travel: This measure is regional in scale. The results are mixed with most showing a decrease in truck VHT. The alternatives showing the greatest truck VHT savings are the GP and the HOT 3+ & TOLL. The GP alternative as mentioned above, delivers the largest direct increase in truck capacity, thus decreasing regional truck hours. The HOT 3+ & TOLL & EXP which has three tolled lanes all admitting trucks that are willing to pay toll, gets the biggest decrease in trucks hours. This savings is achieved by the parallel arterials carrying the extra truck traffic.

1.12 Congested TMT: This measure is regional in scale, addresses trucks only, and is reflective of the level of congestion relief offered by each alternative to trucks. All alternatives have a very small reduction in congested Truck Miles Traveled with the exception of BASE (2GP) & HOT 3+ & HCT. The alternatives with the greatest congested TMT savings are the GP and the HOT 3+ & TOLL; the reason for the reduction in TMT is that those alternatives have added lanes that allow trucks. The exception cited above is due to a constraint on throughput, especially for trucks, since this alternative is a step down in capacity from the 2040 No-Build since trucks may not use the HOT lane. Accordingly this exception alternative has slightly more congested Truck Miles Traveled than the No Build.

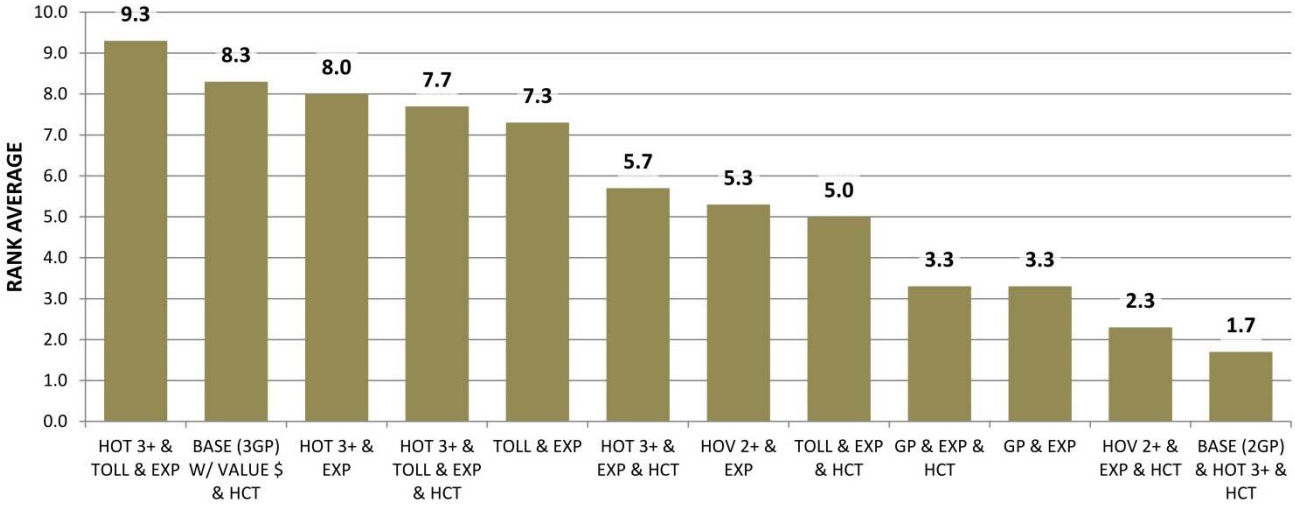
1.13 Truck Hours of Delay: This measure is regional in scale, addresses trucks only, and should be reflective of the level of delay relief offered by each alternative to trucks. All alternatives have a reduction in truck hours of delay. The alternative with the greatest truck hours of delay savings is GP & HCT because the added capacity of this alternative permits trucks, and the addition of HCT induces some mode shift to transit resulting in more available capacity for trucks.

6.3.2 Improve Access to Employment Findings

The overall results of the Round 2 combination mode alternatives evaluation for the Improve Access to Employment need point are presented in Figure 6-5. Three measures were evaluated to arrive at a combined ranking for this need point. As summarized in , when individual measures are combined, the HOT 3+ & TOLL alternative is the best performing, for access across all modes, followed by the BASE (3GP) W/ VALUE $ & HCT and the HOT 3+ alternatives. The HOV 2+ and BASE (3GP) & HOT 3+ & HCT alternatives were ranked the

lowest for this need point as a result of poorer performance in access to jobs by auto as compared to the other alternatives.

Figure 6-5. Round 2 Improve Access to Employment Results



Improve Access to Employment – By Measure:

2.1 # of Jobs Accessible within 60 Minutes (Auto): 8 of the 12 alternatives show an increase in the number of jobs accessible within 60 minutes by auto. The key factor in this measure is travel speed; the faster the overall trip travel speed, the greater the area (and number of jobs) can be reached within 60 minutes. The auto accessibility scores generally follow the speed improvements on the I-290 facility. The exceptions are those alternatives such as HOV 2+ where the improvements are provided to a subset of commuters – carpoolers instead of to all drivers. Those alternatives that reduce traffic or manage added capacity on I-290 also get resulting increased speeds, making more employment sites accessible within 60 minutes.

HOT 3+ & TOLL alternatives generally show the greatest improvement compared to the 2040 No Build Alternative. This is primarily due to the indicating the greatest travel time improvement on I-290 that tolls provide by managing added capacity and diverting varying amounts of I-290 traffic to other routes including parallel arterials. The decreased travel time results in more jobs being accessible to the study area via I-290 in the same amount of time. Also, due to higher travel speeds in the HOT 3+ lanes, users of the HOT 3+ lanes have access to greater number of jobs in the same amount of time. The TOLL and HOT 3+ alternatives showed the next best improvement in I-290 average travel time.

2.2 # of Jobs Accessible within 60 Minutes (Transit): All alternatives return an increase in jobs within 60 minutes by transit. The set of two transit scenarios, EXP and EXP & HCT return a fixed increase in transit accessibility across all alternatives because the transit improvement scenarios assumed are the same for EXP and EXP & HCT.

With respect to transit accessibility to jobs, alternatives with only EXP showed slightly greater accessibility to jobs than the EXP & HCT alternatives as compared to the 2040 No Build Alternative. This is primarily due to the bus to HCT transfer location between HCT and EXP alternatives. For the EXP alternatives, the transfer takes place at the existing

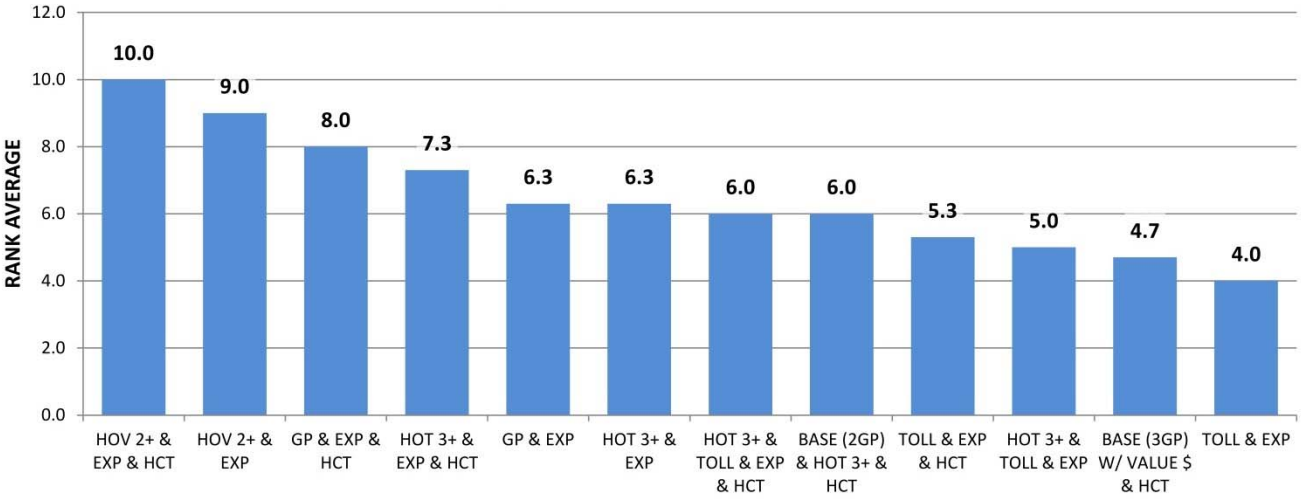
Forest Park terminal station of the CTA Blue Line. For the EXP & HCT alternatives, this transfer takes place at a terminal near Mannheim Road, several miles west of the Forest Park Terminal. Transfers between EXP and HCT that take place further to the west are subject to three additional stops along the HCT alignment, versus an express bus ride to Forest Park station. These additional stops increase the travel time slightly, resulting in fewer jobs accessible in 60 minutes.

2.3 # of Jobs Accessible within 60 Minutes (Transit & Auto): All alternatives return an increase in jobs within 60 minutes using the sum of auto and transit with the defining input being the auto portion. The alternatives with very high speed reductions on I-290 rated highest for this measure.

6.3.3 Improve Safety for All Users Findings

The overall results of the evaluation of the Round 2 combination mode alternatives for the Improve Safety for All Users need point are presented in Figure 6-6. In Round 2, the primary variables used to evaluate the relative safety performance between alternatives are traffic volumes and person throughput. Three measures were evaluated to arrive at a combined safety ranking. As summarized in , when individual measures are combined, the HOV 2+ & HCT Alternative is the best performing, followed by the HOV 2+, the GP & HCT, and the HOT 3+ & HCT alternatives. The TOLL and the BASE (3GP) W/ VALUE $ alternatives were ranked the lowest for this need point, relative to each alternatives performance against the no-build condition.

Figure 6-6. Round 2 Improve Safety for All Users Results



As alternatives are better defined in subsequent evaluations, additional design variables will be incorporated.

Improve Safety for All Users – By Measure:

3.1 Arterial Safety: GP & HCT and HOV 2+ & HCT show the most improvement in arterial injury and fatal crash rates as compared to the 2040 No Build Alternative because these alternatives indicate the largest decreases in volumes along the study area arterials. Larger the declines in study area arterial volumes results in better improvement in the injury and

fatality vehicle crash rate since arterials have a higher baseline rate of injuries and fatalities as compared to expressways. Conversely, any alternative that applied a toll to the mainline either one lane or all lanes indicated a decrease in safety as compared to the 2040 No Build due to the these alternatives experiencing a relative increase in traffic volumes on study area arterials. The worst performing alternative with respect to arterial safety is the BASE w/ VALUE $ that tolls all existing lanes and does not add any additional capacity to I-290.

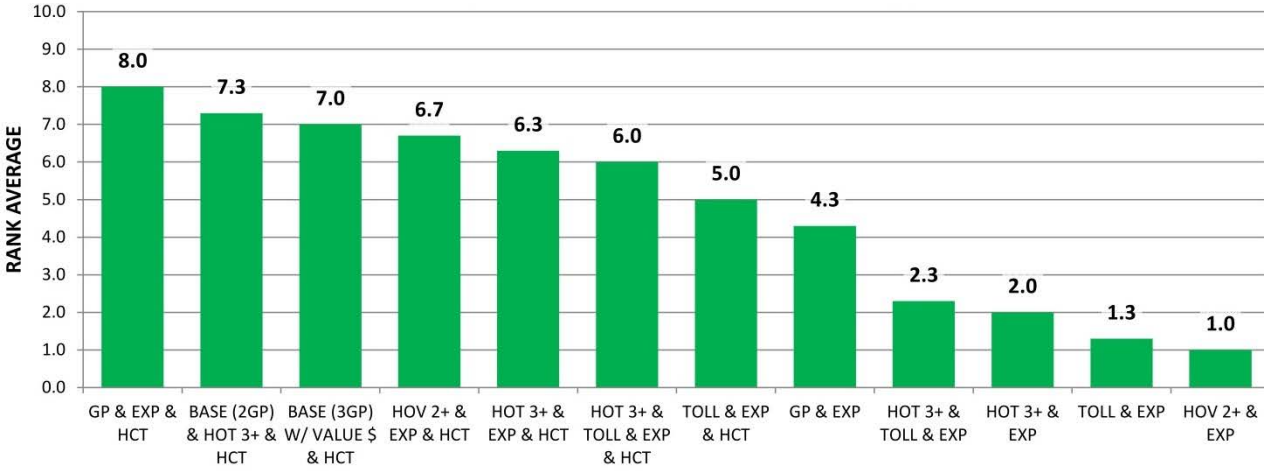
3.2 **Expressway Safety**: For safety related to the I-290 expressway in the study area, the BASE w/ VALUE $ alternatives showed the greatest improvement in safety performance as compared to the 2040 No Build Alternative primarily due to the most study area expressway volume reduction of all alternatives, resulting in relatively less exposure to potential for crashes. Also, the addition of a fourth lane in each direction also has improved safety characteristics as it conveys the expressway volumes more effectively than three lanes. Of the 12 combination mode alternatives evaluated, alternatives without a High Capacity Transit extension show slightly better expressway safety performance than their non-HCT extension counterpart. In all cases, the addition of HCT results in a slight increase in traffic volumes on I-290 as compared to the same alternative without the HCT. This is primarily due to a change in trip distribution with HCT, making I-290 more attractive for longer, regional trips and HCT more attractive for trips starting or ending in the study area. The higher traffic volumes result in slightly decreased predicted expressway safety performance in HCT alternatives compared to their non-HCT counterpart (Appendix G summary matrix, measure 3.2).

3.3 **Overall Safety**: Overall alternative safety performance considers the arterial, expressway, and transit systems in the study area, based on person miles traveled rather than vehicle miles traveled. This measure evaluates crash rate with respect to person throughput via transit and auto (assuming that there are no injuries or fatalities for transit users). The calculated annual injury and fatalities for the expressway and arterials was totaled, then divided by the number of individual person miles traveled by auto (including multiple passenger cars) and on transit (bus & rail) through the study area. Based on crash rates per person miles traveled, the HOV 2+ & HCT alternatives indicate the highest safety improvement as compared to the 2040 No Build alternative, followed by the HOV 2+ and GP & HCT alternatives. This is due to the more balanced safety improvements between the arterials and expressway by these alternatives (as opposed to the BASE (3GP) W/ VALUE $ & HCT and TOLL alternatives) and the generally higher vehicle occupancy of these alternatives. Also, of the five combination mode alternative pairs with and without an HCT extension, alternatives with an HCT extension show slightly better overall safety improvements. This is due to a relatively higher person throughput in the corridor for those alternatives with an HCT extension as compared to those without (see measure 1.5).

6.3.4 Improve Modal Connections and Opportunities Findings

The overall results of the evaluation of the Round 2 combination mode alternatives for the Improve Modal Connections and Opportunities need point are presented in . Three measures were evaluated to arrive at a combined ranking for this need point. As summarized in , when individual measures are combined, the GP & HCT alternative is the best performing, followed by the BASE (2GP) & HOT 3+ & HCT alternative. The TOLL and HOV 2+ alternatives were ranked the lowest for this need point.

Figure 6-7. Round 2 Improve Modal Connections and Opportunities Results



Improve Modal Connections and Opportunities – By Measures:

4.1 – New Transit Trips: While a High Capacity Transit extension and Express Bus Service generally improve transit service in the corridor, all but one alternative results in a slight reduction of regional transit trips as compared to the 2040 baseline condition. The GP alternatives showed the best transit performance, with the GP & EXP & HCT Alternative resulting in an increase of 1,300 transit trips, and the remaining alternatives all showing decreases in transit trips as compared to the 2040 No Build Alternative. The GP alternatives are more compatible with transit, whereas the managed lane alternatives such as HOT, HOV, an even tolling an value pricing, all compete with transit resulting in a net decrease in regional transit ridership. However, from a physical and operational perspective, the HOV, HOT, and Tolling options provide a managed lane for express bus operations, rather than relying on shoulder riding in the GP alternatives.

When comparing an alternative with an HCT extension with its counterpart without an HCT extension, transit trips are greater. This is due to HCT providing a higher level of transit service than express bus, with decreased headways and higher running speeds.

4.2.1 & 4.2.2 – Access to Transit within 0.5 Mile for Household and Employment: The transit assumptions for transit service location is identical across all alternatives with or without a High Capacity Transit Extension. Therefore, each alternative with an HCT extension achieves the same number of additional households and employment within a half-mile of a station, as does each alternative without the HCT extension.

6.3.5 Alternatives to be Evaluated in Round 3

Based on the results of the Round 2 evaluation, four alternatives are being advanced for further evaluation in Round 3.

Figure 6-8 summarized the four alternatives. These four were selected because they were the overall top performers that had the overall highest scores. A logical cutoff exists between the fourth and fifth ranked alternative, where the largest scoring gap between two successively ranked alternatives exists.

Overall/Combined Performance – Top Four Alternatives

As noted above, the top four alternatives scored relatively higher than the other eight alternatives that were considered in Round 2. The following is a description of the combined performance, including all four need points, for each of the top four alternatives.

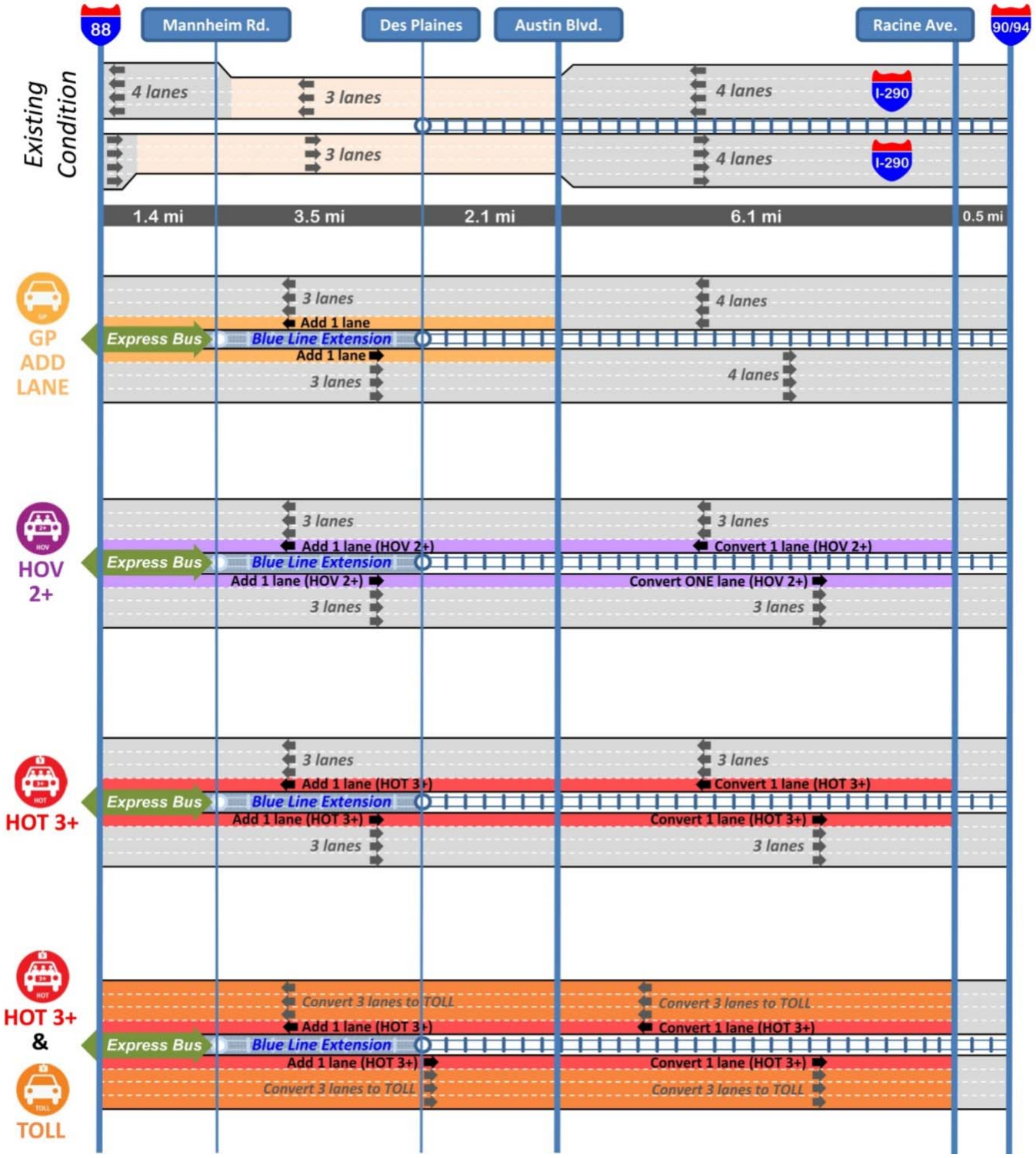
- The GP & HCT alternative provides the best overall score of 28.4, driven by having the highest regional and local travel and modal connections and opportunity improvements, as well as providing good safety performance. The added capacity attracts longer distance trips from the arterial network and onto the expressways for which they are intended. This shift from arterials also improves arterial performance in the study area, giving GP lanes the relatively highest overall performance for improving regional and local travel. The GP lane combination alternatives showed a lower accessibility to jobs and safety performance compared to other alternatives. Accessibility to jobs for the GP Lane combination alternatives is improved over the baseline condition, but not to the same extent as the managed lane alternatives. This is due to the managed lanes providing a faster path than the GP Lanes, allowing users of the managed lanes to access more jobs located further away in 60 minutes or less. With respect to safety, GP Lane combination mode alternatives provide more vehicle throughput than the managed lane combination mode alternatives. This increased throughput slightly increases the potential for crashes relative to the managed lane combination mode alternatives.
- The HOV 2+ & HCT alternative scored second best overall at 27.5, and provided the best safety performance, and the second highest improvements to local and regional travel, as well as ranking as one of the top three for modal connections and opportunities. HOV lanes provided as much as a 40% reduction in daily hours of congestion in the managed lane, and over 11% in the general purpose lanes. This is due in part to the already high percentage of HOV 2+ vehicles in this corridor that could use the HOV 2+ lane. The HOV 2+ combination alternatives indicated the highest safety performance improvements due to the combination of increased expressway traffic volume and increased person throughput.
- The two HOT 3+ combination mode alternatives (with and without TOLL) showed good overall performance with two HOT 3+ combination mode alternatives in the top 4 overall performers. The two HOT 3+ alternatives in the top four both scored the same overall, with a need point rank sum of 26.8. The two HOT 3+ alternatives, reflected the highest performance related to access to employment due to HOT 3+ use restrictions that better manage operations that results in a relatively faster route (as compared to other combination alternatives) to jobs from the study area. The HOT 3+ & TOLL induces further reduction in demand along I-290, resulting in additional travel time savings that translate into more jobs accessible in 60 minutes. Safety performance in these alternatives was generally better compared to other combination alternatives due to relatively lower traffic volumes (less risk of crashes) and higher person throughput. It should be noted that

conversion of existing non-tolled GP interstate lanes to HOT or Toll lanes is currently restricted legislatively, although there are federal programs that allow conversion of HOV lanes to HOT lanes, and the conversion of GP lanes to value pricing.

Identification of Combination Modes for Evaluation in Round 3 (DEIS Alternatives):

The results from the Round 2 combination mode evaluation establish the set of alternatives for further evaluation in Round 3 in the DEIS. As noted above, the top four alternatives overall scores were relatively higher than the remaining eight alternatives, and as such, the top four alternatives, shown in Figure 6-8, will be carried into Round 3 for further evaluation. The proposed Round 3 DEIS alternatives will be refined to improve their performance with respect to each need point, with access to employment being a particular focus. Additional engineering detail will be added to these alternatives, which will allow for an expansion of the evaluation criteria, including social, economic, environmental and cost factors. As shown in Figure 6-8, the following four alternatives are being advanced into Round 3:, GP & EXP & HCT, HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and HOT 3+ & TOLL & EXP & HCT. These alternatives will be further refined and evaluated in Round 3 for the expanded study area from I-88 to Racine Avenue.

Figure 6-8. Four Alternatives to be Evaluated in Round 3



Alternatives Identification and Evaluation Report

November 2011

APPENDIX A

Initial Alternatives Identification & Pre-Screening

Draft

1. Overview of Design Concepts and Pre-Screening Results

Over 570 suggestions were submitted by project stakeholders on how to address the Purpose and Need of the I-290 project. As part of the pre-screening process, the suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Based on the stakeholder suggestions, each of the three groups was expanded to include distinct categories of concepts (example: add general purpose lanes to I-290). After reviewing the comments and suggestions from stakeholders, 33 concept categories emerged to which each suggestion or comment was assigned. A pre-screening of the 33 concept categories was performed to determine the concepts that would be carried forward into Round 1, not carried forward for further consideration, or deferred to a future round of evaluation. Table 1-1 summarizes the results of the pre-screening process. The sections that follow provide the general functional description of each concept and the pre-screening finding.

Table 1-1. Summary of Pre-Screening Findings

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
Roadway Improvements			
A1. Add general purpose lanes to I-290	✓		
A2. Add a high-occupancy vehicle (HOV) lanes to I-290	✓		
A3. Add a high-occupancy toll (HOT) lane in each direction	✓		
A4. Toll I-290 lanes	✓		
A5. Arterial Widening	✓		
Transit Improvements			
B1. Extend CTA Blue Line to O'Hare Airport		✓	
B2. Extend CTA Blue Line west	✓		
B3. Extend CTA Blue Line west via Illinois Prairie Path	✓		
B4. Add CTA Blue Line express service			✓
B5. Extend CTA Green Line to Maywood		✓	
B6. Add BRT via Prairie Path	✓		
B7. Add BRT along I-290	✓		
B8. Add BRT along east-west arterials		✓	
B9. Improve existing commuter rail		✓	
B10. New commuter rail service		✓	
B11. Convert the existing CTA Blue Line to BRT	✓		
B12. Remove the existing CTA Blue Line		✓	

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
B13. Add High Speed Rail		✓	
B14. Add Inner Circumferential Commuter Rail		✓	
B15. Express Bus	✓		
B16. Add Automated Guideway Transit		✓	
B17. Add Light Rail Transit		✓	
Related Improvements (that can be combined with other concepts)			
C1. Add express bus service within the project area			✓
C2. Interchange improvements and design			✓
C3. Improve non-motorized facilities			✓
C4. Improve transit stations			✓
C5. Improve transit operations/connections			✓
C6. Add Transportation System Management /Active Traffic Management/Intelligent Transportation Systems			✓
C7. Add a cap over the expressway			✓
C8. Double-deck I-290		✓	
C9. CTA Blue Line in Subway/Tunnel or Elevated			✓
C10. Arterial Improvements			✓
C11. Other			✓
Pre Screening Category Totals	11	11	11

DRAFT

A Roadway Improvements

A1. Add general purpose lanes to I-290

General Functional Description

This concept would add capacity to I-290 as general purpose travel lanes. This category includes concepts with additions of one or more lanes in each direction along I-290.

Pre-Screen Finding: *CARRIED FORWARD*

A single add lane concept is being carried forward for evaluation in Round 1 screening evaluation because adding capacity along I-290 would serve the identified east-west travel market and improve facility conditions in the project area. Adding one lane in each direction through the study area was carried forward for evaluation since it would provide a consistent eight-lane section between I-88 and downtown Chicago. Due to right-of-way (ROW) constraints in this urban corridor, a 10-lane section was not carried forward into Round 1. A map representing this concept is provided in Appendix C.

- [GP LANE] General Purpose Add Lane From I-88 to Central Avenue along I-290 (Add 4th lane each direction)

A2. Add high-occupancy vehicle (HOV) lanes to I-290

General Functional Description

High Occupancy Vehicle (HOV) lanes restrict the use of a travel lane to vehicles that meet the required occupancy requirements (typically two or more people per vehicle including the driver). This category includes all concepts that add HOV lanes to I-290 in the study area with either 2+ or 3+ configurations and several beginning- and end-point suggestions.

Pre-Screen Finding: *CARRIED FORWARD*

Six different variations of the HOV concept are being carried forward into the Round 1 screening process to capture several different termini and operating parameters. Maps representing these alternatives are also shown in Appendix C.

- [HOV 2L] HOV 2+ From I-88 to Racine Avenue along I-290
- [HOV 2W] HOV 2+ From Oak Brook (IL 83) along I-88 and I-290 to Central Avenue
- [HOV 2LL] HOV 2+ Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue
- [HOV 3L] HOV 3+ I-88 to Racine Avenue
- [HOV 3W] HOV 3+ Oak Brook (IL 83) along I-88 and I-290 to Central Avenue
- [HOV 3LL] HOV 3+ Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue

DRAFT

A3. Add a high-occupancy toll (HOT) lane in each direction

General Functional Description

HOT lanes allow higher occupant vehicles to access a toll lane without paying a toll, while all other vehicles using the HOT lane are required to pay a toll. This concept adds HOT lanes along I-290.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward to the Round 1 screening for further evaluation, with 3+ person vehicles allowed to use the HOT lane without paying a toll, and all other vehicles paying a toll to use the HOT lane. Two variations on termini will be evaluated to identify the effects of the different termini. Maps representing these alternatives are provided in Appendix C:

- [HOT 1] HOT 3+ from Oak Brook (IL 83) along I-88 and I-290 to Central Avenue ($1.00 Toll for 11 miles)
- [HOT 2] HOT 3+ from Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue ($1.50 Toll for 16.5 miles)

A4. Tolling of I-290

General Functional Description

Tolling concepts include flat or variable tolling of all vehicles in existing lanes and/or new lanes along I-290 in the study area. Variable tolling changes the cost of travel depending on the time of day or the level of congestion on the roadway. A flat toll keeps the cost of travel the same, regardless of the time of day.

Pre-Screen Finding: *CARRIED FORWARD*

Two tolling concepts are being carried forward for evaluation in Round 1. The two variations on tolling include tolling the existing lanes only, and adding an additional lane in each direction and tolling all lanes. Maps representing these alternatives are provided in Appendix C:

- [TOLL 1] Toll Existing I-290 Lanes from I-88 to Cicero Avenue
- [TOLL 2] Toll I-290 with an Add Lane in each direction between I-88 and Cicero Avenue

DRAFT

A5. Arterial Widening

General Functional Description

This concept would expand Roosevelt Road and Madison Avenue to four continuous through lanes (2 lanes each direction). Roosevelt Road would be expanded between I-294 and Cicero Avenue; Madison Avenue would be expanded between 25th Avenue and Cicero Avenue.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward into the Round 1 evaluation

- [ART 1 & 2] Widening of Roosevelt Road and Madison Avenue to 4 continuous through lanes (2 lanes each direction). Roosevelt Road from I-294 to Cicero Avenue and Madison Avenue from 25th Avenue to Cicero Avenue.

DRAFT

B Transit Improvements

B1. Extend CTA Blue Line to O'Hare Airport

General Functional Description

This concept would extend the existing Chicago Transit Authority (CTA) Blue Line to O'Hare airport from the existing CTA Forest Park station. The extension would follow the Canadian National (CN) railroad line and create a Blue Line loop.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not carried forward for further consideration in the I-290 Study because it would not serve the identified east-west travel market.

B2. Extend CTA Blue Line west

General Functional Description

This category includes concepts that would extend the CTA Blue Line from the existing Forest Park station to points further west of Forest Park along I-290. This sub-category includes all suggestions to extend the Blue Line along I-290. These concepts also include enhancements to existing local bus service to provide feeder service to the proposed new CTA stations and park-and-ride sites for the new stations.

Several distinct termini locations for a Blue Line extension from the Forest Park CTA terminal were suggested, which are shown in Appendix C.

Pre-Screen Finding: *CARRIED FORWARD*

Two versions of the Blue Line extension are being carried forward into the Round 1 evaluation because they extend existing high capacity transit service and serve the identified east-west traditional and reverse commute travel markets in this corridor. Two of the five versions of Blue Line extension are being carried forward into Round 1 to evaluate performance sensitivity related to extension length. Maps representing these alternatives are provided in Appendix C:

- [HRT 2] Blue Line extension from Forest Park to Oak Brook (IL 83) in the I-290 median (at grade), and parallel to I-88 (elevated)
- [HRT 3] Blue Line extension from Forest Park to Mannheim in the I-290 median (at grade)

DRAFT

B3. Extend CTA Blue Line west via Illinois Prairie Path

General Functional Description

This category includes concepts that would extend the CTA Blue Line west from the existing Forest Park station to points west using the existing Illinois Prairie Path alignment. The concepts include enhancements to existing local bus service to provide feeder service to the new CTA stations.

Stakeholders suggested several different variations of the Blue Line extension via Illinois Prairie Path, which are shown in the Appendix C.

Pre-Screen Finding: *CARRIED FORWARD*

A Blue Line extension via Illinois Prairie Path is being carried forward for evaluation in Round 1 because this would extend high capacity transit service and serve the identified east-west traditional and reverse commute travel markets in this corridor. Maps representing these alternatives are provided in Appendix C:

- [HRT 1] Blue Line extension along the Illinois Prairie Path, Butterfield Road, and 22nd Street (elevated) from Forest Park to Oak Brook (IL 83)

B4. Add CTA Blue Line express service

General Functional Description

This concept would add new express rapid transit service along the existing Blue Line between downtown Chicago and western portions of the study area with limited stops in between.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in future evaluations.

B5. Extend CTA Green Line to Maywood

General Functional Description

This concept would extend the CTA Green Line to Maywood along the Union Pacific west rail line.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because it would duplicate existing Metra UP-W service that serves Maywood and it would not directly address the need to serve the identified east-west travel market along the I-290 corridor.

B6. Add BRT via Prairie Path

General Functional Description

This concept would create a dedicated bus rapid transit (BRT) facility along the Illinois Prairie Path (IPP) to points further west. The BRT system would connect the Forest Park CTA Terminal to Oakbrook following IPP and Butterfield Road.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward to the Round 1 evaluation because it would serve the identified east-west traditional and reverse commute travel markets in this corridor. The concept includes enhancements to existing local bus service to provide feeder service to the proposed new CTA BRT stations. A map representing this alternative is provided in Appendix C:

- [BRT 1] Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path

B7. Add BRT along I-290

General Functional Description

This concept group includes suggestions to create a dedicated bus rapid transit (BRT) facility along I-290. The BRT would connect the Forest Park CTA Terminal to points west following I-290. This sub-category also includes suggestions from the Cook-DuPage Corridor Study (e.g. the J-line).

Pre-Screen Finding: *CARRIED FORWARD*

Three BRT concepts were carried forward into the Round 1 evaluation because this transit mode serves the identified east-west traditional and reverse commute travel markets in this corridor. Three variations of BRT via I-290 are being carried forward for initial single mode evaluation in Round 1. These concepts include enhancements to existing local bus service to provide feeder service to new BRT stations. Maps representing these alternatives are provided in Appendix C:

- [BRT 2] Oak Brook to Forest Park CTA Terminal – parallel to I-88 (elevated) and I-290 median (at-grade)
- [BRT 3] Oak Brook to Cicero Avenue – Parallel to I-88 (elevated) and I-290 median (at-grade)
- [BRT 5] Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

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B8. Add BRT along east-west arterials

General Functional Description

This concept adds bus rapid transit (BRT) service to east-west arterials in the study area.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward since arterial BRT has already been included in the background bus improvements assumed for the 2040 travel demand model.

B9. Existing Commuter Rail Improvements

General Function Description

This category includes concepts for station improvements, station consolidation, and additional capacity improvements along the existing commuter rail lines in the study area.

Pre-Screen Findings: *NOT CARRIED FORWARD*

These concepts are not being carried forward in the I-290 study since the majority of the commuter rail improvements are included as committed projects and are in the 2040 baseline network, or are being studied by Metra as part of their UP-West Line Alternative Analysis study.

B10. New Commuter Rail Service

General Function Description

This concept includes a new commuter rail line within the I-290 corridor, along either the CN and CSX rights-of-way.

Pre-Screen Findings: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration in the I-290 Study because it would not serve the identified east-west travel market in the case of the CN routing, and because it duplicates service already provided by the CTA Blue Line in the case of the CSX routing. Also, several other existing proposals by area transit providers, including the Inner Circumferential Commuter Rail and the Mid-City Transitway, would connect O'Hare and Midway airports (see Section B14 of this document).

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B11. Convert the existing CTA Blue line to BRT and extend to west

General Functional Description

This concept would convert the existing CTA Blue Line between the Ashland Avenue CTA station and Forest Park CTA station with BRT service and would extend BRT service west of the Forest Park station along the I-290 corridor.

Pre-Screen Finding: *CARRIED FORWARD*

The concept to convert the existing Blue Line to BRT and extend to the west is being carried forward to the Round 1 screening for further evaluation. A map representing this alternative is provided in Appendix C:

- [BRT 4] Oak Brook to Ashland Avenue – parallel to I-88 (elevated) along I-290 median (at-grade), convert existing CTA ROW to BRT from Forest Park to Ashland Avenue.

B12. Remove the existing Blue line

General Functional Description

This concept would remove the existing CTA Blue Line to the west of the medical center (Ashland Avenue) and build a new transfer station for Illinois Medical District (IMD) and access to yard and shop at 54th Street.

Pre-Screen Finding: *NOT CARRIED FORWARD*

The concept to remove the Blue Line without replacement of any other transit service is not being carried forward because it would remove existing service to east-west transit markets.

B13. Add High Speed Rail

General Functional Description

This concept would add high-speed commuter rail to the I-290 corridor. High speed rail is generally defined to be commuter rail service that runs on grade-separated ROW connecting long-distance destinations at speeds in excess of 100 mph.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because high-speed rail is intended to serve long distance inter-city travel markets, and is not suited for this corridor and the identified urban/suburban markets the project needs to serve.

B14. Add Inner Circumferential Commuter Rail

General Functional Description

The Inner Circumferential Rail Line (ICR) would provide commuter rail service along the Indiana Harbor Belt Line Railway from O'Hare airport to Midway airport.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration in the I-290 Study because ICR proposal focuses on providing service for the north-south travel markets of O'Hare and Midway airport, and would not serve the identified east-west travel market along the I-290 corridor. A feasibility study has been completed for this concept, and the project is listed in the CMAP Go To 2040 regional plan, but is not included as a financially-constrained project.

B15. Express Bus

General Functional Description

This concept includes various express bus services in the study area, along I-290 from DuPage and northwest Cook counties to and from the Forest Park CTA terminal. Buses would run on the I-290 shoulder, in existing lanes, or in a managed lane.

Pre-Screen Finding: *CONSIDERED*

An express bus concept is being carried forward to the Round 1 screening for further evaluation because it would serve the identified east-west traditional and reverse commute travel markets in this corridor and is compatible with existing transportation services. A map representing this alternative is provided in Appendix C:

- [EXP] Express Bus to Forest Park CTA

B16. Add Automated Guideway Transit

General Functional Description

This concept would add an automated guideway transit (AGT) within the I-290 project area. AGT is an automated (driverless) transit system that runs on a fixed guideway.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because AGT primarily serves as circulator and distributor of travelers and it generally has very closely-spaced stations. It does not provide commuter service with station spacing of one mile or more.

B17. Add Light Rail Transit

General Functional Description

This concept would add a light rail transit (LRT) line within the I-290 project area. LRT are steel-wheeled electric vehicles that may operate in mixed traffic or in a dedicated right-of-way.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because Heavy Rail Transit (HRT) already exists in the study area. It would be more effective to extend the existing HRT rather than add a new rail mode that requires all new vehicles, a transfer at the Forest Park station, and a new maintenance and yard facility.

C Related Improvements (that could be combined with other concepts)

The related improvements category includes suggestions that are compatible with other concepts. All of the concepts in this category were deferred to future rounds of evaluation since Round 1 focuses on evaluating single mode alternatives.

C1. Add express bus service within the project area

General Functional Description

This concept would add local express bus service within the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C2. Interchange improvements and design

General Functional Description

This concept would involve the redesign of and improvements to existing interchanges within the project area. This category includes suggestions to reconfigure left-hand exits to right-hand exits, and right-hand exits to left-hand exits. This category also includes suggestions for roundabouts in the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C3. Improve non-motorized facilities

General Functional Description

This category includes concepts that improve non-motorized facilities. Concepts include improvements to bicycle and pedestrian facilities along cross roads, adjacent arterials, and frontage roads, new non-motorized crossings of I-290, and bike and pedestrian trails along I-290.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C4. Improve transit stations

General Functional Description

This concept would improve the existing CTA Blue Line stations within the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C5. Improve transit operations/connections

General Functional Description

This category includes concepts that would improve local transit bus operations within the project area by adding additional routes, improving transit service, and/or improving transit connections.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

DRAFT

C6. Add Transportation System Management /Active Traffic Management/ Intelligent Transportation Systems

General Functional Description

This concept includes Active Traffic Management (ATM), Intelligent Transportation Systems (ITS), and Transportation System Management (TSM) upgrades on both the I-290 mainline and adjacent arterials. This category also includes signage improvements along the corridor or on adjacent arterials. The specific design of these systems has not yet been defined.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C7. Add a cap over the expressway

General Functional Description

This concept would place a cap or cover over the I-290 facility in the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C8. Double-deck I-290

General Functional Description

These suggestions are variations on the theme of building a two-level structure to carry I-290 traffic through the study area.

Pre-Screen Finding: *NOT CARRIED FORWARD*

Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the study area would create a third roadway level approximately 50-55 feet above the existing I-290. Due to the noise, lighting and aesthetic impacts of an elevated facility, as well as increased construction and maintenance costs, this concept is not being carried forward for further consideration.

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C9. CTA Blue Line in Subway/Tunnel or Elevated

General Functional Description

This concept would relocate the existing or proposed extensions of the Blue Line underground as a subway or to elevated structure.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C10. Arterial Improvements

General Functional Description

This category includes concepts that would improve arterial operations, including but not limited to improvements to the pavement, traffic flow and light synchronization on the two principal alternate parallel routes, Roosevelt Avenue and Madison Street.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C11. Other

General Functional Description

This category includes other suggestions that are location-specific and can be combined with other roadway or transit improvements. For example, park and ride and intermodal transfer facilities are included in this sub-category.

Pre-Screen Finding: *DEFERRED*

These concepts are being deferred for consideration as part of alternatives in subsequent evaluations.

DRAFT

2. Concepts Carried Forward to Round 1

A total of 21 concepts identified in Sections B and C of this appendix are being carried forward into the Round 1 evaluation as single mode alternatives. These 21 single mode alternatives can be further broken down into transit improvements, expressway improvements and arterial improvements and are summarized in the tables shown below. In addition to these single mode alternatives, 11 other categories of related improvements, as identified in Section C of this appendix, are being deferred to future screening rounds (i.e. Rounds 2 or 3).

Transit Mode Alternatives (9 total)

MODE	ID	Description
Blue Line Extension (HRT) 	HRT 1	From Forest Park CTA Terminal to Oak Brook via IL Prairie Path, Butterfield Road., and 22nd Street (elevated) from Forest Park CTA
	HRT 2	Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	HRT 3	From Forest Park CTA Terminal to Mannheim via I-290 median (at-grade)
Express Bus 	EXP	Various service from DuPage and northwest Cook counties to the Forest Park CTA terminal
Bus Rapid Transit (BRT) 	BRT 1	Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path
	BRT 2	Oak Brook to Forest Park CTA Terminal – parallel to I-88 (eleveated) and I-290 median (at-grade)
	BRT 3	Oak Brook to Cicero Avenue – parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 4	Oak Brook to Ashland Avenue – parallel to I-88 and along I-290 median (at-grade) – CTA Blue Line conversion to BRT from Forest Park CTA terminal to Ashland Avenue
	BRT 5	Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

Expressway Mode Alternatives (11 total)

General Purpose Add Lane			GP LANE	General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	HOV* Lanes	2+ Riders	HOV 2LL	Oak Brook to Racine Avenue
			HOV 2L	I-88 to Racine Avenue
			HOV 2W	Oak Brook to Central Avenue
		3+ Riders	HOV 3LL	Oak Brook to Racine Avenue
			HOV 3L	I-88 to Racine Avenue
			HOV 3W	Oak Brook to Central Avenue
	HOT Lanes*		HOT 1	Oak Brook to Central Avenue, 3+ Vehicles Free
			HOT 2	Oak Brook to Racine Avenue, 3+ Vehicles Free
	Toll Lanes		TOLL 1	Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			TOLL 2	Toll I-290 with Add Lanes , I-88 to Cicero Avenue

*Both the HOV and HOT alternatives assume that two existing general purpose lanes (one in each direction) would be converted to HOV/HOT lanes along I-88, and along I-290 from Central Avenue to Racine Avenue. Along I-290 from the I-88/290 split to Central Avenue, two new HOT/HOV lanes (one in each direction) are added to the existing lanes.

Arterial Mode Alternative (1 total with 2 variations)

Arterial Widening	With Parking	ART 1	Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). • Roosevelt Road from I-294 to Cicero Avenue • Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	ART 2	

ID #	Proposed Alternative Comment	Disposition
1	I sent this comment in an email as well: I travel from downtown to Oak Brook and back daily M-Th, and have a suggestion for improving the westbound flow of traffic. It seems to me that much of the congestion before and after Austin Blvd. could be avoided if there were simply more signs earlier indicating that the left lane will become an exit-only lane. Obviously removing the left hand exits altogether would be the ultimate fix, but I believe that additional signs would allow a high percentage of drivers to move out of the left lane earlier than they normally would, i.e. before they have to come to a complete stop on the ramp and cut off people in the adjacent lane thereby causing a major slowdown.	**C6**
2	At Harlem Ave and Austin Blvd, please strongly consider replacing the center lane entrances/exits with traditional right lane entrances/exits. It seems that merging vehicles and exiting vehicles travel more slowly than typical center lane traffic. This results in more frequent lane changing or weaving by those trying to maintain the higher rate of speed typically found in the center lane.	**C2**
3	Reconstructing Eisenhower Expressway - main cause: Having driven this for years, I agree that 8 lanes to 6 lanes is a problem. My thought is that Oak Park with its lane 1 merges is also a major cause of the problems when combined with too many merges in too short a distance. Most drivers in this area have difficulty with merges to the inside lane. A more standard merge system in this area would be merges and exits to and from the outside lane #3 only. This may help the congestion also. It seems traffic mostly flows smoothly till Oak Park from either direction, then the problems start.	**C2**
4	I take I-290 daily and it is miserable. It is obvious new lanes are needed. HOV lanes would be a benefit also. I am happy to help any way I can.	**A1, A2**
5	Widening the Eisenhower seems like a smart and important move for IDOT. Has IDOT explored additional ideas? I-66 in Northern Virginia allows HOV traffic to use the right shoulders during rush periods. This adds capacity for merely the cost of lane markers and signs. I also support the extension of the Blue Line to Yorktown Mall, if it is run as an express service to downtown. The Eisenhower median provides enough room for 4 tracks - this opportunity should be explored. Also, the new line should, if possible, use the Illinois Prairie Path right-of-way between Forest Park and I-294.	**A1, A2, B2, B3, B10,**
6	The Eisenhower between Mannheim and Austin needs to be fixed. This has always been a problem. Make this section a 2 level road. This must be fixed ASAP!	**C8**
7	Need express lanes directly out to I-88.	**A2, A3**
8	You may want to consider thinking in three dimensions . . . lanes can be added vertically, as well as horizontally. Instead of taking away land from neighborhoods, express lanes (no trucks, destination downtown and Manheim) can be constructed on an elevated portion, with structure in the center median.	**C8**
9	Eisenhower needs to add a lane in both directions from Austin to Mannheim to ease congestion. Need to move Austin Blvd. and Harlem Avenue ramps from center of expressway to sides. Plus when the Ike gets backed up everyone uses Roosevelt Rd. and our side streets become busy because were the 1st southbound St. from Central Avenue.	**A1, A5, C2, C10**
10	Please consider work of the DuPage/Cook Corridor committee. Widening the ditch is not smart in light of the carbon economy that is coming in the near future. Augmenting public transit with extension of CTA Blue Line (light rail) BRT is a smarter long term strategy. Revitalization of the old inner ring suburbs with public transit (illegible word) design will help with the (illegible word) along the corridor. Land acquisition along the corridor will be costly. *Disrupt.	**B2, B7, B14, B17**
11	Please consider alternative route exiting I-290 to 25th through Wedgewood then to Beach. When I-290 is backed up people exit and block commercial building from entering or leaving. Cars doesn't help local commerce. Taxes in Broadview are outrageous. Many tenants will be willing to sell their building if the taxes don't improve.	**C2**
12	Encourage metro commuter usage by providing quick, safe, convenient, high speed rail from key West node of I-290/I-294/I-88 to downtown at abandoned U.S. Post Office Building in the Southwest Chicago loop.	**B13**
13	Considering trends in future oil prices and the need to cut carbon emissions the best plan is to look to the future and figure out how to get people out of their cars. Enhanced public transit via a blue-line extension makes more sense than adding lanes for increased vehicular traffic. Please consider the input of regular citizens, especially those living near the expressway.	**B2**
14	Please also work with the CTA to extend the blue line. The blue line should be extended as far west as possible (Aurora-wishful thinking). Due to limited land you might consider an underground subway city like New York. There would be less car congestion if a railway system was extended. There should be 5 or 4 lanes on each side, preferably 5. Right now, the Hillside strangler is congested because there is too much traffic from I-88, 290 (West), Roosevelt Rd, and Mannheim Road. Please look at Detroit's expressway system, they have 5 lanes on each side. If Detroit can do it then Illinois can do it too. Please get rid of the ramps on the center of the expressway, they should all be on the right side. Sign should be in big fonts and highly visible before the exits so people don't switch lanes at the last minute. Another idea is to look at Germany's expressway system. They control the flow of traffic electronically. They close and open lanes based on traffic.	**A1, B2, C2, C6, C9, C11**
15	Currently, I-290 is a four-lane roadway (both inbound and outbound) from downtown Chicago to Austin Blvd. During times of heavy traffic, it is typical for outbound traffic to become congested at this choke point and back up for miles. We need to add a lane to both sides of the expressway, and especially on the outbound side.	**A1**
16	25th Street ramps cause tremendous back ups not only on the Eisenhower (East Bound) but cause congestion under the train tracks along Beach St. all the way to 25th. Business locations along Beach have trouble exiting onto Beach at times because of the way the ramp is located so far from 25th street. Back ups also occur on the Eisenhower because of the stop sign at the end of the ramp. Trucks use 25th because they missed the Mannheim exit coming from 88 East Bound.	**C2, C10**
17	Thank you for holding this meeting but: By holding this meeting in an area not easily accessible by public transportation you are skewing the results greatly. Extension of the blue line at least to Mannheim, preferably to Oak Brook, would eliminate enough automobile traffic to, very likely, eliminate the need for expansion. This is the least disruptive, possibly least expensive because no land would need to be purchased, option. Try it first! If it doesn't solve all the problems, expansion can always be considered later. Our kids want expansion of public transportation.	**B2**
18	Don't stop blue line until you reach the internetion of I-290, I-88, I-294. Add High speed rail for commuters. Conduct study that determines how much time.	**B2, B13**
19	The road obviously needs to be widened but the state should not neglect the available land that exists in the current footprint of the CTA rails. Turning the rail into subway and widening the road into currently owned land is a financially responsible decision. Also, new expressway should be designed with the capability to be come "double-deck" in the future as capacity needs increase.	**A1, B2, C8, C9**

ID #	Proposed Alternative Comment	Disposition
20	Extend the Blue Line and don't widen the Ike! We spent $140 million on the "Hillside Strangler" and did not reduce travel time at all. Widening the Ike would be a colossal waste of money.	**B2**
21	To add lanes w/out widening the trench, more. CTA tracks under ground! Make it a subway, like much of it already. Make it toll with congestion pricing.	**A4, C9**
22	A possibility would be eliminating Harrison , or as previously considered, use the CTA's "right of way" lanes to add a lane. Stop patching the pavement and rebuild it! I'm concerned that, due to funding or politics, that this study will not get past Phase I and then it will start all over again in another 5 years.	**A1, C10**
23	The loss of property to Columbus Park is minimal. Must importantly is that both East and West bound traffic with entrance and exits be retained at Central and Eisenhower. 2010 parishioners exit W. I-290.	**C2**
24	Please consider going to Congress Washington D.C. to inquire the feasibility of moving the R.R. in Forest Park on the Southside of the expressway. Or can the El train be truly elevated above and in-between the directions of the expressway.	**C9**
25	A subway dug by the deep tunnel machines could help obtain the space now taken up by the above ground train. Express trains from Oak Brook area to downtown on the hour would make it more appealing. This would greatly reduce the land acquisition needed and could start moving people into mass transit.	**B4, C9**
26	Extending the CTA (Blue Line) toward the west suburbs will give alternatives to commuters both to Chicago or to the west shopping centers. Yes to the Oak Park Cap.	**A1, C11**
27	1. We must think long-term on this. 2. We must extend rail transit along the corridor above all else. 3. We must discourage automobile commuting. 4. HOV lanes will not Work-- You need 7 lanes each way and still more will drive. 5. Widen the highway and still more will drive. 6. Make the CTA to Hillside or Oak Brook run express to the Loop and suburbanites will take it and especially every-day commuters.	**B2, B4**
28	If lanes are added, more people will drive downtown and back fill them up, just as happened after the "Hillside Strangler" was fixed. We must encourage more people to take public transit, not drive. Extend the CTA. Don't add lanes to to Ike. Find a spot in the trench for a bicycle route. Add parking near Metra stops. Get more cars off the roads, for the sake of our planet. And convince me this whole process isn't a sham.	**B2, C3, C11**
29	No Cap of Ike through Oak Park--Estimated to cost billions we don't have. Acquire CN Railroad property as needed from Central to DesPlaines.	**C11**
30	Thank you for soliciting public input on this issue. Also, thank you for following the context sensitive solution decision process for this study. Briefly my concerns are as follow. The Blue Line stations in the study area all need 100% repair to improve access and usage. Include BRT as a solution option. Move the Oak Park ramps to the outer lanes. All the bridges in Oak Park over I-290 need 100% replacement to improve safety, access, and traffic flow. Support the decision of the I-290 ditch between Austin Avenue, and Harlem Avenue--Cap the Ike!	**B7, C2, C5, C7**
31	I live six houses south of Garfield-- near I-290. I oppose the expansion on I-290 to add lanes. This would completely disrupt our neighborhood and negatively affect property values, encouraging increased traffic is a step backwards for the environment-- expansion of public transportation should be considered instead.	**B2**
32	Couple of Points: 1. EB ramps (left) from 290 to Harlem and WB ramp (right) from 290 have green light at the same time making it very unsafe. Should have separate phasing. 2. Too much traffic on Harlem Avenue (North leg from 290). Need improvements on Harlem. 3. Left ramps should be taken out along I-290. Temporary fix could be to provide warning signs on I-290 explaining that next ramp is on left side.	**C2, C6, C10, C11**
33	Concerns with the possible annex of Community for roadway expansion? Need more noise abatement (sound barrier between Laramie and Central. Also concerned with excessive traffic on Flournoy when traffic exit at Laramie travel down Flournoy to advance around traffic and Central. Excessive speed-trucks etc.)	**C6, C10**
34	Comment Form 1: 1. Retain interior ramps at Harlem and Austin! 2. Minimize taking of land/existing properties! 3. Recognize that additional lanes will not ever be large enough to accommodate traffic growth in area. 4. Forget HOV lanes- won't be used 5. Expand rail service and systems Comment Form 2: 1. Retain interior exists at Harlem and Austin! 2. Publicly identify potentially affected properties.	**B2, C2**
35	What is the impact on the neighbors of highway? No need for additional lanes. Spend $ on public transit instead, look at regional transit studies, fund 3rd phase of RTA study, no need for more lanes.	**B2, C2**
36	DO NOT WIDEN THE HIGHWAY. BUILD MORE RAILLINES FOR METRA, CTA, AND FREIGHT. DO NOT BUILD A CAP.	**B2, B10**
37	What about using managed lanes to increase the throughput. Will Need a combination of alternates (roadway, rail, and transit) to meet long term needs.	**A2, A3, B2**
38	I would like to express my concerns about the upcoming 1-290 rehabilitation/expansion. understand that the roadway is in desperate need of repair. And while 1 am a proponent of increasing public transportation options in order to decrease congestion, I am not deluded enough to think that there will be no expansion of 1-290 from Austin Blvd to Mannheim Road. ram however concerned how this will effect my family and home because of my proximity to the current roadway. Any expansion that moves me from my house is unacceptable. I would 1 ike to see a plan that takes a number of issues into account. First, not to be so shortsighted as to think that only roadway xpansion or increased public transportation optIOns will be the answer to local traffic congestion. A concerted effort needs to be made to include expansion of both in order to be successful of expansion. Second, I am of the opinion that there is much wasted space in the current configuration that, with the proper planning, could be used to add lanes to 1-290 and increase public transportation. Case in point: the freight train tracks next to the CTA lines at Oak Park avenue have been used as a storage for an empty container train. This train has been in the same place since April, 2009. If this line is so unneeded, then the hree sets of tracks there can be condensed. Third, I feel that the CTA Blue Line is an essential part of the area and it needs to be rehabilitated. The Austin, Oak Park, and Harlem stops are a disgrace to the area and Regional Transit Authority. I have only seen this much rusting corrugated steel in third-world shanty towns. The Blue Line has the ability to go underground, as it does through downtown and at other points along the line as it travels to O'Hare. 1 do not see a reason why the Blue Line cannot operate under a section of I-290 through Oak Park in order to make room for additional lanes of traffic without expanding the size of the current "canyon" that divides my town. Finally, I \vould hope that covering, or capping, parts of 1-290 would still be an option as part of any rebuild of the roadway. While 1 would hope the citizens of Oak Park would understand that a full "cap" of the Ike is not feasible, 1 still believe that a partial cap is necessary. A previous study conducted by the Village of Oak Park showed that partial "caps" in a couple of areas would help reclaim lost space and help unite the village that is shaved offby nearly a third by the canyon of the roadway. Thank you for you time and for taking my concerns seriously.	**A1, B2, C5, C7, C9**

ID #	Proposed Alternative Comment	Disposition
39	I am writing on behalf of myself and the many concerned citizens of the area potentially impacted by proposed expansion of the 1-290 corridor between Austin Avenue and Mannheim Road. We strongly oppose plans to expand this corridor with additional lanes or reconfiguration of exits. I support ONLY the extension of the Blue Line west to Oak Brook, either as a surface line or subway, but not any of the other proposals involving HOV or other added lanes. Only this solution will reduce congestion and offer the residents of the city and these west suburban communities who don't own cars access to the businesses, employment and shopping opportunities of the western suburbs. There are a number of folks out there that believe adding lanes, moving the exits. and other highway-based improvements will solve "the problem." However, such positions reflect a fundamental misunderstanding of the problem and insufficient awareness of alternative solutions. 1-290 was congested in 1959, a mere four years after having opened. Will a short section of added highway capacity make an appreciable difference? The only true solution to congestion in heavily traveled urban highway corridors is to get people out of their cars. In order to do that along 1-290 between Oak Brook and Chicago, there must be a rail extension to the Oak Brook area, perhaps combined with other incentives to encourage mode shift. Models suggest that congestion could be reduced as much as 30% to 40% simply by combining rail transit and increasing the cost of driving. If you keep doin' what you've always been doing, you'll keep gettin' what you've always got: Added highway capacity yields added congestion. If you build it, they will come!	**B2**
40	As a resident of and the Sustainability Manager for the Village of Oak Park, I am writing to urge lOOT to adopt a regional transit solution, rather than the formerly proposed highway expansion, for the 1-290 corridor between Oak Brook and Chicago, Illinois. There must be a new paradigm for the 1-290 corridor, one in which it is envisioned as a 21 st century high-performance transit corridor that disfavors peak period automobile traffic, reduces congestion by getting people out of their cars, improves air quality, reduces greenhouse gas emissions, and provides for solution permanence. Bus Rapid Transit (extra long buses called "BRr) and carpools (HOV) simply can't do that on 1-290, between Chicago and Oak Brook, a heavily congested urban corridor where population and job densities call for rail solutions. A rail solution is not only appropriate, but the only solution that can achieve permanence and not simply serve as a placeholder for the next major investment to "solve congestion." Sure, we can build our way out of congestion by routinely adding highway lanes on a periodic basis, but how many lanes and at what costs, including economic, social, and environmental considerations for communities along the 1-290 corridor like Oak Park? Ten highway lanes would be required to move the same number of people that a CTA train does, and the CTA train does so with significantly fewer adverse environmental impacts. Where density is appropriate, and it is along the 1-290 study area, rail is truly the only real solution; a placeholder HOV/BRT facility is imprudent where conditions already warrant and would support rail service. Let's create the first high performance transit corridor of the 21st century, rather than the last great highway project of the 20 th century. The communities along this corridor are confronting the leading edge of a perfect storm fueled by national security concerns, environmental degradation, economic stress, and a federal highway fund that is insufficient to meet current and anticipated highway needs. Surely we have the collective sensibility to recognize that more rubber tires on more highway lanes using more and more foreign fuel is not the way to survive the storm. While highways continue to provide great value, the manner in which we manage mobility and urban congestion during peak usage periods is receiving a failing grade. It is time for change. Therefore, I am urging lOOT to forego the idea of highway expansion along 1-290 and adopt a regional rail solution which includes expansion of the CTA Blue Line as the only long-term solution to congestion along this urban orridor.	**B2**
41	Can we have bike lanes? I hope so.	**C3**
42	Be more visitor friendly if you want more revenue. Give plenty of earning with signage for Austin and Harlem. (Make them larger so people can see them from a distance.)	**C6**
43	This region needs to develop a managed lane network with high performance bus transit on the expressway and tollway system. This would complement existing (illegible word) transit/commuter rail network. I-290 could be a (illegible word) first element of such a managed/ ok network. We need to diversify our investment in transportation by using highway effectively for cars and transit. prefer this strategy (managed lane) over ideas like the STAR Line/ Circle Line, or other rail line extensions.	**A2, A3, B7**
44	I would encourage the study team to: A) ease pedestrian access to Blue Line Stations via bridges over the 290. B) Include best technology to reduce noise impact to local community (e.g. road surface, walls, etc.) C) Look at ways to mitigate heavy truck traffic in adjacent communities.	**C3, C11**
45	NO LANE EXPANSION!!! 1) Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. 2) If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. 3) More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. 4) Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
46	Do not widen the existing profile of the Eisenhower Expressway. Use alternate solutions. More cars, noise, pollution is not the solution. Extending public transit and capping the Ike [I-290] are good solutions.	**B2, C7**
47	Please DO NOT expand the Eisenhower X-way. What we really need are more public transportation options--how about extending the Blue Line westward, or getting some express buses on I-290?	**B2, B15**
48	The days of destroying communities to build bigger roads is over. Please think about serving transportation needs in fresh ways that conserve energy. Could the Blue Line be extended westward?	**B2**
49	More lanes on the Eisenhower means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
50	I strongly oppose plans to widen the Eisenhower or otherwise encourage auto traffic. Instead, we must expand public transit. I will be watching this project closely, as will my friends.	**B2**
51	I do not support the addition of more lanes for the Eisenhower Expressway. I believe adding an extension to the Blue Line CTA is a much better solution on many levels.	**B2**
52	Increasing public transportation is a better long-term use of funding than expanding the Eisenhower. Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**

ID #	Proposed Alternative Comment	Disposition
53	I would like to add my voice to the opposition to any effort to add lanes to the Eisenhower from Cicero Ave to Mannheim Rd. I have driven that route both as a commuter and for personal reasons for many years. I also live in Oak Park. I believe we must offer a Blue Line extension with park & ride options to limit the negative impact of additional traffic lanes. More lanes will translate to more cars and traffic, thereby increasing noise and pollution. In the long-term there will be negative effects in the surrounding neighborhoods where there are lovely homes and trees. Undoubtedly, adding a Blue Line and even a Green Line Extension would be better and cheaper. Offering a park & ride option reduces the already stressed parking situation in Chicago and is less expensive for the commuter. Traffic safety would be assured given that many people tied up in traffic are not attentive - talk on their cell phones and text while driving. Those activities may be safely conducted on the train with no danger to other motorists.	**B2, B5, C11**
54	What about improving public transportation? And, keeping rider costs low?	**C5**
55	Regarding the I-290 expansion, I would like to say that no matter what is done to expand the Ike [I-290] to a larger lane format, traffic congestion will continue to build and grow unless a convenient alternative method is devised. Strong consideration toward public rail expansion with possible express trains and use of driving lanes using hybrid alternative fuels, to deter added pollution and unwanted traffic. It has to be part of the deal.	**B2, B4**
56	Why are you expanding the Eisenhower? Why are you not creating Mass Transit for this cooridor? The North Shore has over 30 miles of Mass Transit available to them and the Westside has 10! Why such a disparity? GO GREEN!! Spend the money on Mass Transit!!!!	**B2**
57	Please consider a different apporach to traffic in Illinois. If we lengthen the Blue line to Hillside or even to Oak Brook-- we are saving the environment, reducing traffic (thereby increasing flow) and strengthening our public transportation system. I take the Blue Line everyday from Oak Park to Clinton Stop---I love it! PLease consider that expansion over adding more lanes- remeber the Hillside expansion at mannheim was supposed to reduced traffic flow and its still the same. Lane additions are not the answer! Thank you! Christine Horwitx Oak Park, IL	**B2**
58	I wish to let the IDOT know that I oppose plans to add capacity to the Eisenhower Expressway. I feel that extending the CTA Blue Line to Hillside and beyond is a better solution. The Chicago area lags behind transportation systems in other major cities, such as Washington D.C. and London. Let's solve a 21st century problem with a 21st century solution.	**B2**
59	I attended the forum in Hillside but I have to say I have little confidence in your work project. It seems that IDOT could really care less about the users of the system or the neighbors. I drive for a living and am continually reminded of this reality every day. Why is it cheaper to black top than to use hardened cement for roads. The answer is because you put no value on my time. This is unfortunate because your interference with my work days reduces my income potential. I guess that is someone else's problem to a bureaucrat. This reality is only exacerbated by the rolling mid-day work crews. Who cares that it causes accidents and interferes with peoples lives as long as my budget is ok. As far as the Ike [I-290], as an Oak Park [resident] I am confident you will take more land, change the exit ramps because it's simple and really who cares what we want? Leave the left hand exit, use a cantilevered structure where there is no dirt to remove, have your extra lane and leave a minimal impact, please.	**C2**
60	Do not add more car lanes. Add protected bicycle lanes, mass transit, and parking for mass transit. WAKE UP!!!	**B2, C3, C11**
61	It seems that rather than increase highway capacity, which usually encourages additional automobile traffic, IDOT ought rather to be partnering with other local transportation agencies to create alternative commuting and transit options. The tremendous expense of fixing the Hillside strangler made such a minor impact and only moved the congestion elsewhere. If the CTA Blue Line were extended to Hillside, daily commuter conditions would likely improve more than the impact of adding lanes.	**B2**
62	Expanding the Ike [I-290] will not solve the problem, that has been proved nationally; build it and they do come. It is time to try some new thinking. We suggest you try alternate forms of transportation. Also a national green alliance will form to defend historic Columbus Park already been scared by roadway expansion, others will protest the taking of any land and the demolition of any residences. It is time for a change.	**B2**
63	I know not much information is available yet regarding this study, but I would be strongly opposed to widening the Eisenhower, even if the additional lanes will only be HOV lanes. We need to focus as a country on getting people out of their vehicles and giving them alternative forms of public transportation, not encourage continued use of the car by providing a bigger "parking lot." Vehicular congestion will always be an increasing problem if we do not make a shift in our culture and move away from our dependence upon the car. I understand there could be potential to extend the CTA Blue Line to Oak Brook, which I feel would be a much better alternative to widening the Eisenhower. I have also heard about the possibility of high speed bus lanes being proposed in our area, and am wondering if that is also being considered as an option for this project. It is not as ideal as extending the el lines, but I feel it would be a better step than a wholesale widening of the expressway with "carpool" lanes. Regarding the CTA expansion, I know that IDOT does not have any control over what happens with the CTA, but if enough residents and commuters bring this up, I would hope the information could be passed on to the CTA or RTA.	**B2, B7**
64	I live in Oak Park, and I am opposed to the proposed expansion of the Eisenhower. We do not need more air pollution and noise in our communities and it's time to think of greener alternatives. We learned from the last expansion (Hillside Strangler) that adding more lanes do NOT reduce congestion very much at all. Commute times remain virtually the same after all that money and effort! Extending the Blue Line makes much more sense from an economic and environmental perspective both. It would reduce congestion, be a greener solution, and would improve our communities rather than create even more urban congestion.	**B2**
65	I was unable to attend the public hearing on expanding the Eisenhower through Oak Park, but want to comment that I find the idea very troubling. We western suburbanites badly need expanded rail transportation options, NOT more highways which primarily benefit the wealthy, and continue the degradation of our local biosphere. Extend the Blue Line, please!	**B2**
66	Please don't widen the Eisenhower without extending the Blue Line FIRST. Please, do that and observe how much traffic is reduced by this necessary and forward-thinking improvement!	**B2**
67	Let Illinois show how "green" it can be by finding a solution to the Eisenhower's congestion that IS NOT more congestion. If you make another lane, more cars will come. Add on to the already existing CTA or find low emissions buses for commuters. Making one of the existing lanes each direction could be designated an HOV lane. Think people, THINK.	**A2, B2**
68	As a long time Oak Park resident, I do not want the additional pollution another lane on the Ike [I-290] would cause. The lane would also not solve the congestion problem. Many studies have shown new lanes just increase traffic, creating more pollution for my family. We need public transportation that would allow movement to the western suburbs.	**B2**

ID #	Proposed Alternative Comment	Disposition
69	Please do not add additional lanes to I-290. I feel that public transportation by means of extending the Blue Line further west is a much more environmentally-friendly option and we should be encouraging people to take public transportation. I think the additional lanes will only increase traffic and do little to improve commute times.	**B2**
70	I am particularly concerned about the fact that there is serious consideration about widening the Eisenhower Expressway. There have been numerous studies which suggest that expanded expressways are obsolete before the expansion is completed because of the increased volume of cars. In this economy, we cannot spend money in such a foolish fashion. We expect more of our government. Another very important consideration is that as we as a country are trying to become less reliant on fossil fuels, it makes more sense to spend the money to invest in public transportation options. Besides the obvious "green" considerations, public transportation would clearly help more people save money, find and travel to jobs and such a move would most likely help with the redevelopment of some of the western suburbs that have fallen on hard times and the City of Chicago as well. We do not need government wasting more money on antiquated transportation systems. NO EISENHOWER EXPANSION.	**B2**
71	I heartily oppose the widening of the Eisenhower Expressway between Cicero Ave and Manheim Rd. Traffic studies have shown that adding lanes to existing highways only attracts more and more cars, with the attendant pollution, congestion, and property acquisition. As a resident of Oak Park, I object very much to the idea that parts of our village would be lost to this kind of property take-over. The Hillside Strangler is an example of how $140 million was wasted, in order to "fix the problem", but it has not fixed the problem. The congestion just moved down the road. As a resident of Oak Park, I would much rather see the money go for an extension of the CTA Blue Line to Hillside. This would ultimately benefit the economy by increasing our shopping options and it would contribute to a greener world. Let's not waste money again! Please listen to our voices! Don't widen the Ike [I-290]!	**B2**
72	There is currently an issue on the eastbound side with motorists who use the Mannheim Road exit as an 'express' lane to get back on the Eisenhower further east. This causes an unnecessary merge near 25th Ave and the resulting congestion. It also poses a safety issue as these motorists tend to congest the ramp for motorists who use the ramp for its intended purpose (to exit). Need a pilot study to determine if enforcement of the 'exit only' nature of the ramp eases congestion. If the Roosevelt Rd entrance is closed at rush hour, force all traffic to exit at Mannheim. The other option would be signs on the east bound side warning motorists that they must heed the 'exit only' designation or face a citation.	**C2, C6**
73	Heading east, right before the Manheim spur, can be a total mess (I'm sure you all know this already, but I'm just saying). It'd be great if you got the 4 lanes going down to more than one under that viaduct. [Darmstad Rd]	**C10**
74	As someone that uses the Eisenhower regularly and lives within three blocks on the interstate in Oak Park, I want to lodge my opposition to any lane expansion of the Eisenhower. Many studies - and our own experience in the greater Chicago area - have shown that additional lanes do little to ease traffic congestion. The disruption to homes and lives that such an expansion would cause would bring much greater harm than the expansion warrants. I recommend that IDOT look to innovative traffic relief measures that include expanded public transportation through the extension of the CTA's Blue Line to address traffic problems rather than spending scarce resources on additional lanes.	**B2**
75	As an Oak Park resident, I feel this would have VERY DETRIMENTAL affects to our community and my family's quality of life. Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
76	How about adding an elevated non-stop year round bike lane along or on top of the Eisenhower? This would alleviate cyclists that drive downtown because they are tired of getting accosted by folks hanging out in the city, especially on the West side. Also widen the pedestrian/bike/disabled bridge that crosses the I-290 at Home Ave in Oak Park. Also extend the CTA Blue Line West to further reduce automotive traffic.	**B2, C3**
77	I am opposed to widening the Eisenhower expressway between Cicero Ave and Manheim Rd. This is an expensive project with little or no benefit. I would support a long term solution such as expanding the reach of the CTA Blue Line further west. We have seen time and again that expansion projects, such as the Hillside strangler 'fix', yield little to not reduction in congestion.	**B2**
78	DO NOT EXPAND EISENHOWER. Adding lanes won't reduce traffic congestion. Look at the Hillside Strangler problem. A better solution is extending the CTA Blue Line to Hillside. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
79	Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities. Please oppose the expansion!	**B2**
80	It seems that the problem of getting people and goods from east to west focuses on the Eisenhower Expressway. That is a limited view of a problem. If the problem moving automobiles from east to west then perhaps that expanding the Eisenhower Expressway would be a temporary solution. Yet the true problem of moving people and goods will remain unresolved. The solution would be multi-faceted and seeking multiple solutions from a variety of sources. Unfortunately, it does not appear that the Illinois Department of Transportation has that capability. It lacks a broader perspective of the true problem, and focuses on the automobile-an inefficient and damaging form of transportation of people and of goods. When I.D.O.T. and policy makers view and defines the problem differently, then perhaps a change for people, the environment, for communities and the future of transportation will be addressed appropriately.	**B2**
81	Please do NOT widen the Eisenhower expressway. Extending the Blue Line is a much more fiscally and environmentally responsible option. Encouraging more car travel is the last thing we need to do. It will only bring more pollution, more noise, more global warming. Is it worth all that to save a few people a few seconds of travel time? Obviously not. Widening the Eisenhower is an incredibly short-sighted "fix" that ignores the long-range problems. Please don't waste our money on this!	**C5**
82	I urge that serious consideration be given to extending public transportation (e.g., the CTA Blue Line) west in lieu of destroying portions of communities in order to add additional lanes to the Eisenhower. We have recently experienced high gas prices and will likely do so again and again. I firmly believer that it is in the public interest to provide public transportation alternatives to driving.	**B2**
83	Extending the Blue Line is the best way to go. Adding more car/truck lanes is very backward thinking and I doubt that it will solve anything.	**B2**

ID #	Proposed Alternative Comment	Disposition
84	I am writing to let you know I am opposed the expansion of the Eisenhower between Cicero and Manheim. Our communities would be better served by extending the Blue Line. This would reduce pollution and provide people more affordable ways to travel. Adding more lanes to the Eisenhower is not a long-term solution. Expanding public transportation should be the first option.	**B2**
85	Please do not widen the Ike [I-290]. It will not solve the congestion problem. You would need at least 10 lanes to solve part of the problem. Oak Park does not need more pollution. Extend the Blue Line to Hillside! Extend the Blue Line to Hillside!	**B2**
86	The expansion of this expressway is essential. It is ridiculous that there are horrible delays due to the narrowing of the lanes at Austin, and that this has continued for years. I live in Oak Park, and I am an advocate of the addition of one additional lane in each direction. Perhaps the lowering of the lanes would prevent housing loss. Is this an option?	**A1**
87	I fully support adding a fourth lane to the Eisenhower Expressway between Austin Blvd and Mannheim Road. This would correct one of the worst traffic bottlenecks in our region and fix a design flaw that has existed since the highway was built in the 1950's. Hopefully the fourth lane can be added in the existing right of way or "trench" that the highway currently occupies. Every effort should be made not to have to take any adjacent property unless absolutely necessary. I would also support extending the CTA Blue Line to Mannheim Road, where a large parking lot and transit center could be constructed at the old Hillside landfill. Free commuter parking could be offered to commuters taking the Blue Line. First and foremost. please fix a fifty year old problem and add the fourth lane to the Ike. I look forward to being able to attend public hearings to support this vitally important project for our regions economy and quality of life.	**A1, B2, C11**
88	Come on folks! Widening the Ike to 4 lanes each direction is a stop-gap measure, just like the Hillside strangler is still poor. What we need is MASS TRANSIT improvements!!!	**B2**
89	I'm an Oak Park resident who opposes widening the Eisenhower for several reasons, namely: Adding lanes will not reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. Why spend tens of millions more to end up with the exact same problem? Research shows that the Ike [I-290] actually would require an additional six to eight lanes to handle congestion. Given that this is not going to happen, a better solution to congestion needs to be created. Expanding the Ike [I-290] will only contribute to the problem of climate change—at a time when we should all be looking for solutions. One alternative would be to extend the CTA Blue Line to Hillside. This would improve congestion problems and contribute to, instead of detract from, our communities. This is such an opportunity for Illinois to be a leader, instead of a joke on late-night TV. Please don't blow it.	**B2**
90	I think expanding the Eisenhower is a bad idea. You spent $140 million expanding the Ike [I-290] at Hillside and all it caused was more congestion. You need to please start thinking about increasing public transportation through the corridor. Rail lines leading out to the western suburbs makes a lot more sense than expanding a lane of highway for the 4 or 5 miles up to Austin, it will only increase vehicle usage and create the same problems with no solution. Public transportation ridership is way up, capitalize on this and expand rail.	**B2**
91	As a resident of Oak Park and user of the Eisenhower Expressway, I'm concerned about efforts to increase the freeway's capacity for two reasons: 1) it would increase pollution and noise in the adjacent communities, and 2) it incents further use of automobiles (typically containing only one person) for commuting. Before we do anything to widen the Ike [I-290], let's first extend the CTA Blue Line west to Hillside (or beyond!) to provide greater commuter capacity. This would help contain emissions, reduce congestion and energy use -- and would probably provide a financial boost for the beleaguered CTA!	**B2**
92	I have developed these comments for IDOT's Phase 1 (Environmental and Engineering Study) for the I-290 corridor evaluation. Will IDOT re-engineering a few on/off ramps along with increasing lanes really solve the transportation challenges facing the Chicagoland region? Will increasing capacity relieve automobile congestion for more than a few year period? I say that the money invested in re-engineering I-290 could be better spent on thinking beyond roads and automobiles. When evaluating transportation needs, I would hope IDOT would expand its mind set from the road/automobile paradigm to a more holistic view of transportation. The continued expansion of roads is not a long-term viable solution to our society's transportation needs. IDOT should think beyond highways to increasing mass transit option for residents i.e. CTA Blue Line extension/expansion, bus and Metra service increases, regional transportation hub development along I-290, etc. Additionally, the inevitable rise in gasoline costs, a known finite resource, should be strongly considered. With increasing gas costs, more individuals will shift to mass transit use. When IDOT is evaluating the environmental aspects of the expansion, I would hope IDOT would consider global climate change and the health of the communities near the highway. Increasing automobile traffic will only allow our region to increase their CO2 emissions (adding to global climate change) and adversely affect the health of the residents the highway transverses (increased air pollution). The Chicagoland area has an extraordinary amount of public transit options for an American city; however there is room for so much improvement. Increasing the "livability" of the region will cause people to flock to Chicago as a place they want to live. Also, increasing mass transit needs will make this a place where everyone can thrive. Increasing the highway capacity of I-290 only benefit a small group of people with extra disposable income who can afford a car but it adversely affect many other people with less financial options by increasing air pollution by their homes and creating a situation that isolated them financially. If IDOT shifts their view and looks more at a holistic way to solving public transportation issues (i.e. expanding the CTA Blue Line west), this will be money spent that will benefit everyone. It will help many more individuals have more access to commerce and job opportunities. In summary, I believe that: I-290 should not expand the number of lanes; I-290 on/off ramps should remain as is; Public transit should be increased i.e. CTA Blue Line extension/expansion, increase in bus and Metra services, regional transportation hub to be expanded/developed; Any money spent towards expanding I-290 will benefit only a few individuals with higher disposable income but adversely affect many communities; and money should be spent on increasing mass transit therefore helping many more individuals have more access to commerce and job opportunities. In closing, I am perplexed why IDOT is performing this evaluation. The communities along the I-290 corridor went through a thorough public meeting / workshop process when evaluating these same topics in the Cook Dosage Corridor Study. I would hope that IDOT would not spend tax dollar money redoing a study so thorough performed before – the issues haven't changed.	**B2, B9, C11**

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93	I support the expansion of the Blue Line west, the addition of bus rapid transit service, and increased Metra service to address the transportation needs of this corridor. Furthermore, the Blue Line expansion should include a third track for express trains. There exists room in the current right-of-way for such track. The "problem" in this corridor is one of moving people, NOT vehicles. Widening I-290 will NOT result in less congestion. IDOT spent $140 Million to "solve" the problem of the Hillside Strangler and yet travel times remain virtually unchanged from before the solution of widening the road. I read of one study that found that the additional time lost by a car drivers during the construction phase will never be made up by sufficiently reduced travel times post-construction. The fact that travel times are virtually unchanged is testament to this fact. To add more lanes will only result in more people choosing to drive. This choice will then result in more pollution, more negative quality of life impacts, and, ironically, more congestion and NO reduction in travel times. Tax dollars will be better spent by expanding choices, i.e. expanding the Blue Line, better connectivity between the 'el, Metra and Pace. Expanding I-290 and incentivizing people to drive is irresponsible considering the fact that Chicagoland has the highest asthma rates in the nation. With a small exception, I-290 bisects communities that are lower income and suffer from higher asthma rates, especially among youth. More vehicles will only mean more missed school days and hospitalizations. I urge IDOT to truly become a department of transportation and not just highway building.	**B2, B9**
94	I live within two blocks of I-290 in Oak Park and I would urge you to consider all transportation options as you review the future of I-290. I am aware there are several community groups who have provided numerous solid alternatives to expanding I-290, so I will not repeat those here. Instead, I would like to your team to consider the benefits of being a leader in addressing the situation. IDOT and the other stakeholders have a unique opportunity to partner together and develop a solution to the traffic issues of I-290 in a way that is creative and environmentally friendly. In this way, your work on this project could serve as an example on how communities, government agencies, and action groups can work together to solve problems in an innovative way. Regardless of the specific benefits and plans being offered, please consider this an opportunity to be on the forefront of transportation planning and execution, which will serve your organization well and offer benefits in this project and future projects for years to come. Bottom line: true innovation often is rewarded more than merely repeating what has been done in the past. By executing smartly on this project, your team well be well positioned to secure additional funding and resources in the future.	**B2, B7**
95	I strongly urge you to reconsider your proposed expansion of the Eisenhower Expressway. In this era of improving our environment, creating 6-8 additional traffic lanes to accommodate cars isn't a wise choice when we are aiming to reduce noise and air pollution as well as preserve the beautiful landscape and structures around Oak Park and surrounding areas. A much better solution is to expand the Blue Line transit system. On a personal note, my family consciously decided to use our one car only when necessary; we much prefer using public transportation when going to the city; it saves us money and helps make our environment cleaner. For the sake of future generations, help us reduce global warming, put much-needed dollars towards the CTA through the Blue Line extension, and leave Oak Park the desirable community it is by not expanding lanes on the Eisenhower.	**B2**
96	If you built 8 lanes each way it will still be problematic. Any discussion of widening the Ike [I-290] must START WITH the idea of simultaneously extending the Blue Line to Lombard / Oak Brook.	**B2**
97	Please consider expanding public transit.	**B2**
98	As a resident of Oak Park, I am unhappy that IDOT has decided to try to ram through this project and ignore the studies that have been done concerning I-290 area near Oak Park. While your department may think that roads are the answer to all problems, this is a time in history where we need to focus much more on public transportation rather than widening roads. Expanded public transportation to the western suburbs is a much better solution to the traffic problems than is widening an already wide highway. Plus, widening I-290 through Oak Park will destroy some our most valuable assets: a library, a conservatory, and numerous homes. Such destruction is absolutely unwarranted and shows gross disregard for other options for improving transportation and gross disregard for the residents of our village.	**B2**
99	A net air pollution benefit is likely to result from an increase of capacity on the Eisenhower Expressway. An extension of the CTA Blue Line is less appropriate for the context, an expressway corridor. Significant transit capacity exists and improvement will result for flexible bus service traveling in an uncongested express toll lane connecting to the Forest Park Blue Line and other locations. The Eisenhower Expressway study should include as a principal alternative the addition of an express toll lane in each direction from Mannheim Road to Austin Boulevard. The Chicago Metropolitan Agency for Planning released preliminary measures for capital projects at the October 23, 2009 Transportation Committee, in which the results for such a project are very impressive. Additional capacity on the Eisenhower is forecast to reduce regional congestion by 50,000 hours per day. While no one can expect uncongested freeway travel this project has more benefit than any other evaluated. Result in a net air quality benefit. Slow moving or stop and go vehicles are more polluting than those traveling at speeds more typical of urban expressways. Pollution due to vehicle volume increase is offset by an improvement in the rate of pollution from each vehicle. Among highway projects only the Eisenhower expansion project indicates a net benefit for both fuel vapors and oxides of nitrogen. Result in a minimal diversion from transit of 3700 transit trips out of over 90,000 in the corridor. However, the CMAP model did not include improved and new bus service with uncongested travel to the Forest Park Blue Line Station. A express toll lane providing uncongested bus travel between the Forest Park Blue line and job centers in DuPage and Northwest Cook Counties is likely to attract thousands of additional riders. Enumerating existing transit infrastructure and daily trips questions the value of a Blue Line extension: Metra BNSF: 60,000 trips per day; Metra UPW: 25,000 per day; Pace Route 747: 1010 per day; Pace Route 313: 1278 per day; Pace Route 322: 2187 per day. Further, Metra has a New Start proposal to improve service on the UP-West to match that of the BNSF. Consider the land use context and the desire to see compact urban development, rail transit lines in expressway medians that necessitate long walks to the final destinations are less successful. The most successful transit lines in our region are within their own corridors. The north main branch of the CTA, that is the Red, Brown, and Purple lines, supports 180,000 riders per day. Metra's UPN, UPNW, MDW, and BNSF are examples of rail service to vibrate suburban downtowns, all running in their own corridor. An express toll lane supports transit service, allocates the scarce highway resource, and supports a portion of the construction cost. Tolls typical provide a modest subsidy to the accompanying transit service. A variable price in the toll lane will ensure good utilization; the lane will not be empty. High occupancy vehicles should not travel for free due to the availability of transit and the need to move more persons than is possible in private vehicles. In Houston and New York busses move up to 40,000 thousand people per lane per hour. Finally, some measure of reconstruction funding for the Eisenhower expressway, a benefit to all in the corridor, can be gained through toll funding of the single new express toll lane. The remaining lanes can remain untolled.	**A3, B2, B7, B9**
100	I hope that we don't just look at expanding an expressway here. With the upcoming need for a high-speed-rail corridor, adding high speed rail along side of, and near the Oak Park corridor under, the roadway would be a smart plan.	**B13**

ID #	Proposed Alternative Comment	Disposition
101	I am in support of IDOT closely examining a road improvement project that would provide a consistent 4 lanes on I-290 from the loop in Chicago to Mannheim Road. This type of project makes total sense for environmental and efficiency reasons. An incredible amount of time and gas are wasted in the unnecessary traffic jams caused by the reduction in travel lanes from 4 to 3 between Mannheim and Central Avenue in both directions of travel.	**A1**
102	A simple one, move the entrance/exit ramps to the outside of the expressway at Austin and Harlem to help reduce the amount of congestion caused by people not knowing the exit side or people waiting until the last minute to merge unto the next lane when not exiting the expressway. Plus a ramp at Oak Park Ave would be nice.	**C2**
103	I think we need to separate the questions of increasing capacity and design deficiencies. If a truly good and impartial study shows that design deficiencies are significantly slowing traffic then I am in favor of a redesign of the Oak Park section of I-290. However, redesigning the Oak Park section cannot and will not significantly increase capacity. An extension of rail service is a far better response to trying to increase capacity than adding extra lanes (especially HOV lanes) throughout I-290 and capacity certainly needs to increase. If people are interested in carpooling to use an HOV lane, they will be willing to use public transit and then rail is a preferred alternative.	**B2**
104	There is no question that the Eisenhower needs to be widened. When it was built in the mid-50s, the three lanes west of Austin Blvd were sufficient. That is no longer the case. I would suggest that if you are going to widen the expressway, do it right for once and for all. Widen it to four lanes and extend the Green Line (is it?) out to Oak Brook at the least and preferably Yorktown. That area is growing and has no public transportation to speak of. An extension of the el would be a boon to the depressed towns of Maywood, Broadview, Bellwood and Hillside.	**A1, B2**
105	I live in Oak Park. I see the problem with congestion not stemming from "too few lanes" but from not enough public transportation out to areas like Schaumburg where a lot of the jobs seem to be going. Why not take a better look at where all of this traffic is coming from...and going to...then make a decision as to whether or not to cut a new lane into a historic suburb like Oak Park. Expanding rail...there's your answer. How about a collar Metra line running North/South and intersecting with some of the lines that go into the city?	**B10**
106	Do not relocate the exit/entrance ramps at Harlem and Austin in Oak Park. These are absolutely necessary.	**C2**
107	The lane exit at Austin is wonderful. Likewise at Austin entering the Ike [I-290], works well. Harlem going west isn't as smooth. Considering the population base of Oak Park and surrounding communities improving Harlem and leaving Austin's exit as is makes sense.	**C2**
108	Thanks someone can see a problem and does something to fix the problem. Add 2 more lanes, add 4 more lanes, but fix the problem. Maybe public transportation will be great in 2040. For now, we have millions of vehicles we need to move east and west through the I-290 system. Also, EXIT to the right.	**A1, B2, C2**
109	The exits at Austin and Harlem would work better if there was a lane dedicated to exiting at those spots! People use the lanes to ditch and get in front of the other traffic that is westbound and not exiting at these streets. We need more lanes to help carry the load of traffic here.	**A1, C2**
110	Please, please, please widen the Eisenhower at Harlem !!! Get rid of the bottleneck.	**A1**
111	Leave the expressway ramps open at Harlem Ave and Austin Blvd.	**C2**
112	I would like to go on record as being opposed to the expansion of I-290 to add additional lanes. I live very close to the expressway in Oak Park, and have many concerns: decrease in property values; increase in pollution; disruption to community during construction; not a viable solution - traffic will only increase (fairly recent expansion at Hillside did NOT solve the problem it was intended to solve - let that be a LESSON LEARNED). Public transportation should be expanded instead.	**B2**
113	I am in favor of a fourth lane in each direction thru Oak Park as long as: It is accompanied by an extension of the CTA BLUE LINE to the outskirts of Cook County with parking garages at stations; the State of Illinois gives tax credits to those who live within 10 miles of their place of work; the City of Chicago increases the fees for downtown Chicago parking; the State of Illinois gives tax credits for economic automobiles (smaller user tax fee at purchase); noise walls are erected along the Eisenhower from Westchester to Oak Park; all expressways in Chicago are turned over to the Illinois State Toll Highway Authority so that those who choose to use them will be taxed on that use; and it is not dependent on taking additional right-of-way. It is not in the best interest of the driving public or Oak Park to maintain a bottleneck from Westchester to Oak Park.	**A1, A4, B2, C11**
114	I live in Oak Park and feel strongly that the Eisenhower Expressway should NOT have additional lanes added. The problem in our society is that we constantly want more and don't spend time figuring out how to get by with less. If we add more lanes, then more people will drive and we will be back to the same problem of increased traffic in the future. If people are forced to think of alternatives to driving (like using public transportation) because there is too much traffic, then they will. We need fewer cars on the road and better public transportation, not more lanes to accommodate more cars.	**B2**
115	Crossing the Eisenhower Expressway as a pedestrian in Forest Park is very difficult and dangerous. There is a high traffic volume from a number of locations at Harlem and Des Plaines and the Circle Avenue bridge has narrow vehicle lanes and narrow sidewalks adjacent to the roadway. Our main park is just along the south side of the Eisenhower Expressway. Forest Park desperately needs a pedestrian walkway over the Eisenhower at Beloit Avenue which is in the middle of our park. Please provide a safe way for pedestrians and bicycles to cross the Eisenhower Expressway in Forest Park.	**C3**

ID #	Proposed Alternative Comment	Disposition
116	The Eisenhower Expressway plan will have a significant and long-lasting impact on the area... well beyond it's projected completion sometime in 2017 or 2018! The planning for this project involves more than IDOT, as we know that the [Cook] DuPage [Corridor] Study and Oak Park Eisenhower Cap have included considerable input and studies into this projected development. In addition, other stakeholders are seeking involvement relative to the future applications in this corridor including freight rail, CTA, Metra, Illinois District 8 Park Districts. The study must include projected transportation demands considering: fall in peak oil production by 2020; 2020 - 2030 global oil demands relative to US fuel costs; projected "Green Generation's" increased dependency on public transportation; expected future capacity of CTA and/or Metra to meet increased commuter demands; evaluation of the similar US cities (i.e. Minnesota, Denver, Salt Lake City, St Louis, Portland) and the likely need for high-speed commuter rail; new 'auto ferry' approach (possible vehicle rail transport between I-290/I-294/I-88 and the south loop); rail or commuter termination within unused building spanning over Congress; convert I-290 to tollway to supplementary fund ongoing operation of public transportation alternatives; private business resource opportunities within the expressway; evaluation of the appropriate sound and environment barriers (avoiding the likes of the now disassembled "Berlin Wall" thru Illinois District 8 communities). There are many vantage points to look at this endeavor. At this critical planning juncture, it needs the leadership to encompass all stakeholder needs, and the vision to successfully merge these ideas.	**A4, B2, B9, B13, C7**
117	Adding more lanes to I-290 is not the answer. All that will do is add more auto traffic to this corridor in the long run. Extending public transportation further west along I-290 is a much better short and long term solution.	**B2**
118	I am opposed to an expansion of the Eisenhower. However, if the Eisenhower is to be widened, I believe any automobile expansion of the Eisenhower should be matched by an equal rapid transit CTA expansion to Hillside. I think the facilitation of automobile traffic will lead to greater urban sprawl which I consider to have a negative impact on the quality of life within our metropolitan region. I would prefer to see the Eisenhower capped and not widened. I believe the day of the car has come and gone. Detroit will be the next Tombstone. Highways will be the next Oregon Trail - just ruts across the landscape. Let's not burden our grandchildren with highways they will not use and will not be able to afford to maintain.	**B2**
119	As a long time resident of Oak Park, I would encourage IDOT to take a comprehensive look at the various options presented to dealing with the transportation needs of the Eisenhower corridor. I urge the study group to consider the various alternatives that have been put forward to simply recommending that the expressway be widened. I particularly urge the study group to support the westward expansion of the Blue Line along the expressway corridor. This option will be beneficial to all western Cook County suburbs and would promote the economic development of the area.	**B2**
120	Concerning the proposed Ike [I-290] land expansion project, we are concerned about the health issues during the construction period. Also we will lose our street, Garfield Ave, therefore, there will be more traffic on other streets. This doesn't seem like [I-290] a good idea, and there will be no advantage to people in our area (south of the Ike [I-290] and east of Harlem Ave). Only disadvantages and hardship during the construction.	**C10**
121	I was just wondering if there is going to be any coordination with CTA in regards to extending the Blue Line west. It seems as though it would be a given that raising money and community support etc. could all be done around both objectives. Also, if bringing the Blue Line west is going to happen perhaps we should consider underground subway system, with this system your property acquisition would be less. It may also speed up the process in that you would not have to hassle with some communities for land.	**B2, C9**
122	I am writing to express my opposition to any widening of I-290. As a resident of Illinois, my hope is that any future development will be with an eye to what our state and our country really need to succeed. Wider highways perpetuate our dependence on a car-based society. A car-based society relies on foreign oil and produces global warming - both things which make this country a frightening place for future residents. Instead of continuing the knee-jerk reaction of adding lanes because we have so many cars, we should take a careful look at what is fueling this need. Are more residents in far-lying suburbs driving daily into the city? How can we plan urban communities to better protect our resources while also helping our citizens. Better public transportation options are the wave of the future and Illinois risks being behind the times if we don't face this reality. As a former resident of Atlanta, I have seen that a city built of 10-14 lane highways built through unregulated urban sprawl, only continues to be clogged with traffic. If you add more lanes, they too will be clogged with traffic with no added benefit to commuters or those whose communities have been destroyed. As a resident of Oak Park, I am even more vehemently opposed to any widening of the Ike [I-290].Our historical homes and libraries and conservatories are national treasures. It will cripple a vibrant community to destroy this. The current Ike is enough of an eye-sore and pollutant. Why isn't there already a barrier wall separating the Ike from Oak Park to cut down on air and noise pollution? Why aren't trees planted on either side to further counter-act the ill-effects of the highway? If IDOT insists upon widening the Ike [I-290],they should consider these kind of options to make it more palatable. In addition, when looking at the current path of I-290 through Oak Park, it is obvious that any construction will impact the Blue Line. If more lanes are really the ONLY option, why not raise the Blue Line, creating a lane for cars underneath? Why not re-route the freight train line to the south of I-290 which is hardly ever in use to create another lane or two without destroying historic homes and the heart of a community? I urge you to act with an eye toward a sustainable future and a heart full of respect for the history and future of a vibrant town.	**B2, C9**
123	I have lived in Hillside for 30 years. I work right in the south loop. The solution seems simple. Move the ramps from the middle of the highway at Austin Blvd and Harlem Ave to the sides. Extend the Blue Line west, maybe as far as Lombard. Add lanes till there are 5 in each direction from the Circle to Wolf Road. Enforce the truck lanes and stop light [metering] on the ramps.	**A1, B2, C2, C6**

ID #	Proposed Alternative Comment	Disposition
124	As someone who lives in Oak Park and commutes using the I-290 I have first-hand experience with the traffic problems there. Expanding I-290 is not a viable long-term solution to the area's congestion problem. While it is true that a bottle-neck exists, where the expressway narrows from eight lanes to six, Oak Park is not the root cause of congestion on I-290. The only way to truly reduce congestion is to reduce the number of low-occupancy vehicles using the roadways at any given time. Some form of public transit is the solution. The six lane constriction of I-290 is not simply an Oak Park issue. The expressway is narrowed in this fashion for six miles between Austin Blvd and Mannheim Rd. Making I-290 wider in Oak Park will accomplish nothing other than a shift in the bottle-neck 1.5 miles and a great deal of destruction in Oak Park simply for being in the way. It solves nothing. Oak Park will loose hundreds of homes and the attendant property tax revenue, many businesses, and a public library. Seven bridges would need to be demolished and reconstructed causing a major disruption on major north/south arterial streets like Austin Blvd, Harlem Ave, Oak Park Ave and Ridgeland Ave. The negative consequences for emergency services are obvious. Five CTA station houses would also require reconstruction. All this and years of construction related traffic disruption for no solution. Fixing the lane issue would require a swath of demolition six miles long from Austin Blvd to Mannheim Rd across several municipalities including Oak Park, Forest Park, Maywood, and Bellwood. This would engulf homes, businesses, schools, parks, municipal buildings, and churches. The acquisition costs for theses properties would be staggering not to mention the permanent loss of tax revenue, and the costs required to replace public buildings. In addition, the relocation of hundreds of graves in Waldheim and/or Concordia Cemeteries would be necessary. The reconstruction of twenty-one bridges will also be needed. However the massive investment of public money, many years of construction and extremely worsened traffic, as well as the years of shutdowns or disruptions of CTA services between Des Plaines and Austin will ultimately accomplish very little but the construction of two terribly expensive expressway lanes. It would be a profligate waste of public funds that no government entity in Illinois can really afford. The pattern in other areas such as Atlanta, GA shows that simply building more and bigger expressways does little to solve traffic congestion problems. Any effort to reverse the eight-to-six lane bottleneck on I-290 will have very limited success at best and at a disproportionately great expense. Expanding I-290 will do absolutely nothing to address the very real congestion issues between Mannheim and Thorndale or Austin and the Loop where no bottleneck problem exists. Other expressways in the region without bottlenecks also suffer from severe congestion during peak use periods. In light of this, the six-lane stretch between Austin and Mannheim can hardly be the sole traffic obstacle of east-west travel. If the growth patterns of the region persists, then there will be even more vehicles on the road negating the benefit of an additional lane by the time such a project is completed unless there is some viable transit alternative to reduce the need for more roads to accommodate more low-occupancy vehicles. Express buses from outlying western suburbs to the city is one low cost alternative that would not require vast expenditures on new infrastructure and can be implemented very rapidly. Such buses would travel between major population/activity centers with very limited stops (e.g. Oak Brook Mall – West Point Mall – Maybrook Court – Loop). A proper study and survey of travel pattern would be needed to designed the best routes. However, any such routes must be active during peak travel times and should not add significant time to commuter's travel compared to driving by making excessive stops. Alternatively, extending the CTA Blue Line further west can serve a similar purpose at greater speed and capacity, especially if express services can be initiated that bypass most stops within Chicago. However the rail option carries with it significantly higher cost than bus routes, similar community impact construction issues, as well as jurisdictional and cost-sharing issues between Chicago and the suburbs an extended CTA rail line would service. Community impact can be ameliorated with a subterranean route, but at higher cost. In the end, IDOT must fully consider all possible transportation options and not focus exclusively on more and bigger roads. Further, there must be an openness to acknowledge that a new or bigger road is not always the best or only solution to traffic mitigation.	**A2, B15**
125	Please look to a public mass transit solution rather than more lanes on the Eisenhower. It is the right thing to do...reducing dependence on oil, creating less pollution and leaving more green space rather than paving more area.	**B2**
126	Regarding the proposed expansion of I-290, I hope that an extension of the CTA Blue Line will be a priority over adding new lanes. I would also like to request a safe bike lane for bicycle commuters. The Illinois Prairie Path ends at 1st Avenue. Why not extend it through to the Lakefront as part of your new plan? Traffic congestion is not solved by more lanes, only by more transportation choices. As a citizen of River Forest, I am affected by any changes to the I-290 corridor. As a bicyclist and commuter, I want public dollars spent of transportation options for all citizens of Illinois, not just able-bodied, wealthy private vehicle owners between the ages of 16 years and 80 years old. Please consider all transit options for all citizens.	**B2, C3**
127	The key component of any I-290 project is to add additional lanes. Why not eliminate the emergency lanes at bridges and expand the emergency lanes between (removing grass embankments) to accomplish this. This is very cost effective. Secondly, a second access ramp for east bound I-290 to I-294 S and I-88 is a must. Create one for I-88, one for I-294, there is plenty of room and could be done immediately.	**A1, C2**
128	Please, please, please make two of the following changes to the this roadway. 1) Widen to 4 lanes all the way to the Austin exit. 2) Change the exits at Harlem and Austin so that they flow from the right lanes and not the center. I've entered and exited those lanes hundreds of times and each time it is dangerous.	**A1, C2**
129	I am a new Oak Park resident who must travel daily to the far SW suburbs. Getting rid of the bottleneck between Wolf and Austin is my primary concern. Obviously, a broader view would dictate some of the public transport options that have been discussed. But the current situation is subtracting years from my life.	**A1**

ID #	Proposed Alternative Comment	Disposition
130	Dear IDOT, To combat the growing tensions over the Eisenhower Expressway, IDOT has thus far viewed the problem as a need for more capacity on I-290, and seeks to expand the highway. There are not sufficient reliable, safe, and affordable transportation options in the study area west of Forest Park. What was originally constructed with great foresight as the first multi-modal highway/heavy-rail corridor in the nation has since devolved into a single-mode corridor beyond the western terminus of the Blue Line in Forest Park. In the environmental community, however, several officials and organizations view the situation differently. In order to understand the problems that are currently present in the Eisenhower Expressway, the foremost issue to be addressed is that of the environmental injustices perpetuated against low to moderate income families. The noise, air pollution, and unsafe pedestrian environment that already exist along the highway will be exponentially increased, decreasing the quality of life for local residents. Conversely, those that will benefit from the addition of lanes to the expressway are those that are already wealthier, and live further away from the expressway. Instead, we recommend that public transit options be considered as an alternative to further highway expansion. The corridor is in desperate need of a safe, reliable, and economical transit option to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. Any option that is accompanied by highway expansion undermines support for these critical needs. Much of the traffic on I-290 could be significantly reduced simply by providing an alternative between the Oak Brook area and the present terminus of the CTA Blue Line. Coupling such an extension with a decent transit option operating between Naperville, Oak Brook, and Schaumburg, while also implementing congestion prices on I-290 during peak periods, would significantly amplify the benefit. Location-efficient housing would become clustered around the new rail stops, decreasing the cost of housing and transportation for low-income populations. In addition to the negative effects felt by denizens of the local neighborhoods, the proposed highway expansion would have a host of negative environmental effects. An expansion of this type will directly contribute to global warming, through the burning of more fossil fuels. The reduced air quality that this will result in will reduce public health, and put a strain on Chicago's hospitals and health systems. I implore IDOT to further examine the benefits of an expanded transit system as an alternative to highway expansion. The environmental, human health, and general societal benefits will be present for years to come. Sincerely, Kate Galbraith Jacky Grimshaw	**B2**
131	Traffic on the Eisenhower Expressway increases between Hillside and Harlem. Efforts to address the problem must include smart transportation such as a multiple rider lane, a dedicated bus lane, and extending surface rail to the far western suburbs.	**A2, B2, B7**
132	There is no doubt the Ike [I-290] needs to be widened. All the work on the "strangler" had minimal impact. The ramps at Austin and Harlem need to be replaced as well. I do NOT wish expressway to be covered in Oak Park, as has been suggested. These dollars should be spent on the project as a whole.	**A1, C2**
133	I am a resident of Oak Park and I am writing to express my opposition to further expansion of the Eisenhower Expressway. More lanes of highway will not reduce congestion, but investments in mass transit will. We have a wonderful regional transit system serving the western suburbs. We should build on it by extending the CTA Blue Line to Hillside to provide a real solution to urban congestion and a reduction to the energy consumption that contributes to global warming.	**B2**
134	As a senior citizen who does not like to drive at night, I feel it would be more useful to many seniors as well as those without autos to have the CTA Blue Line extended thru the suburbs to Oak Brook shopping malls.	**B2**
135	Please place emphasis on increasing and improving rapid transit along the Ike [I-290] as an alternative to adding more lanes in the targeted area. History has proven that increasing capacity on roads quickly leads to having that new capacity filled. So don't add more lanes. Instead extend the CTA Blue Line farther out west, perhaps to Hillside if possible. And see if the existing tracks can be improved to increase speed, lessen noise, and ensure a smoother ride. The transit cars need to be improved as well - with more comfortable seats and better suspension. People will use the CTA more if riding on it was less uncomfortable. We are not cattle. Regarding the repaving of the Ike [I-290] planned for 2010, efforts should be made, if possible, to improve the pavement and traffic flow and light synchronization on the two principal alternate parallel routes, Roosevelt Ave and Madison St. Drivers would be much more likely to take these streets into/out of the city if they weren't so bumpy, if traffic lights were better timed, if there were better street lighting, and if police aggressively enforced the ordinances prohibiting double parking, lane changes without signaling, and similar Third World-like driving practices that now make driving on those streets so stressful and even somewhat risky. We are a First World country and people need to drive as if they live in one.	**B2, C5, C6, C10**
136	Regarding the I-290 study, I adamantly oppose expanding the highway. The expansion will have detrimental effects on the livability of neighborhoods affected by expansion including an increase in noise and air pollution a loss of important through streets adjacent to I-290. Moreover, it is unlikely that any possible expansion will reduce congestion. A better alternative would be to extend the CTA Blue Line tracks further west. This would allow for greater transit capacity and connect areas of disparate opportunities to one another. In particular, it would be useful in opening up quality job opportunities in the suburbs to low-income persons living in the City of Chicago. In an age where we need to build for sustainability and regional equity, IDOT should invest in smart growth. Extension of the Blue Line is much more sustainable and less destructive than widening I-290.	**B2**
137	Build a second deck.	**C8**
138	This is a comment regarding the I-290 Expressway study. I do not feel that expansion of the roadway would be at all beneficial. The "Hillside Strangler" study and expansion project only moved the congestion to another point. I seems better to consider extending the El or similar options further west and having a decent parking area at that end.	**B2, C11**
139	I suggest the Eisenhower be expanded by building up instead of widened.	**C8**

ID #	Proposed Alternative Comment	Disposition
140	I think that this project is a complete waste. There is no reason to expand the Ike [I-290]. It will have little or no affect on traffic and will just encourage more people to try to use it to get into and out of the city. The money should be used to provide viable alternative transportation for people to move back and forth from the outer suburbs into the city that is more sustainable for the economy, the environment and less disruptive of the community. The corridor between Manheim Rd and Austin Blvd is narrow and densely built up and has created a deep division in several of the towns it passes through including Oak Park and Forest Park. In the space of a city block of Oak Park that corridor includes 6 lanes of highway, two CTA train tracks, dedicated space for two more that could allow express trains to operate if the track was extended to west as a transit alternative, and three well-used freight train tracks. Retaining walls and narrow frontage roads for local traffic are all that separates the corridor from business and single- and multi-family homes in Oak Park. Moving entrance and exit ramps to the outside of this gap will put fast moving traffic right next to Oak Park homes and the local traffic creating dangerous conditions and even more noise than currently exists. There is no room for wide curving exit ramps to connect to Harlem Ave, Austin Blvd or Des Plaines Ave to name just a few. There should absolutely be no taking of additional land or demolition of buildings in Oak Park or Forest Park or elsewhere in the area under study. Whatever is done needs to be done fully within the existing corridor property and not destroy the adjacent communities by removing even more of the built fabric of the historic older suburbs so those who choose to live in the outer suburbs miles away from the center of the city can more easily reach their destination. People need to live closer to the places they need to reach or live with long commute times.	**B2, C2**
141	I would urge IDOT to place the highest possible priority on an extension of rapid transit- high speed rail- as the primary solution to our region's auto commuting dilemma on the Eisenhower. We believe adding lanes to the expressway is a short sighted, ill-fated approach.	**B2, B13**
142	I would like to express my strong opposition to adding additional lanes to the Eisenhower Express between Mannheim Rd and Cicero Ave. Past experience demonstrates that such a strategy is self defeating. Improvements to public transit are a more cost effective way to reduce congestion, improve access to transportation services and avoid the public health and other environmental problems associated with increasing automobile traffic. Extending public transit also provides an opportunity to reduce our reliance on foreign oil and the threats of global warming. The extension of the Washington D.C. transit system to the suburban metropolitan area with its remote parking provides a compelling example of the benefits of a modern public transit system. In addition to taking thousands of cars off the road each day the transit stops have become centers of economic development. I urge IDOT to reject obsolete highway strategies and use the I-290 corridor to develop a modern public transit option to meet the region's transportation needs.	**B2**
143	Why not create a two level expressway. A double decker approach would increase traffic flow, shield the road from snow and other weather, allow for construction repairs and not require a substantially larger footprint. It could be built with pre-stressed concrete(flexicore)and this would allow for rapid construction while utilizing superior materials and a much more efficient process. It would also create a sophisticated and advanced look that would positively impact the perception of Chicago.	**C8**
144	This is long overdue. Can the I-290 eastbound to I-294 southbound ramp be included? Backups are notorious as far back as Rte 83.	**C2**
145	For years, my husband has complained as we go from Harlem Ave to Austin Blvd about the control Oak Park has to create unsafe conditions for thousands of people. We definitely think that the "Ike" [I-290] should be widened to 4 lanes all the way! The last time the Hillside Strangler was attacked, I was "strangled" during construction, for I worked at Proviso West HS--and we all could have predicted that the bottlenecks were not going to leave--only to move a bit east. Let's not have such a lot of money spent on something that's NOT a solution again!	**A1**
146	Regarding the IDOT discussion of widening I290 between Cicero Avenue and Manheim Road: Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike would be 12-14 lanes wide. As long as they still have to merge into two lanes to get onto I90/94 or two lanes on Congress, all that will be accomplished is moving the bottleneck farther East. The congestion will continue. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside, and providing parking for commuters near the stations, is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2, C11**
147	I am opposed to expanding the Eisenhower Expressway. I believe that we should extend the Blue Line train to increase the transportation "bandwidth".	**B2**
148	Adding highway lanes has proven to be an ineffective means of reducing traffic congestion. The totality of transportation needs and options of the Cook-DuPage Corridor [study] must be considered. Extending the CTA Blue Line west has to be the top priority. Building new roads is a 20th century solution to the transportation and ecological challenges of the 21st century.	**B2**
149	Expanding the Eisenhower is a short-term solution to a long-term problem. We need to think into the future expanding the El and public transport is the way to go on this issue, not adding more cars, more carbon and frustrated people grid locked in traffic.	**B2**
150	I would like to state that I do not believe widening the Eisenhower Expressway between Cicero Ave and Mannheim Rd is a good solution to the current traffic problem. Rather than increase the capacity we would be better served by reducing the traffic that passes through this area. The extension of the CTA Blue Line further west is more responsible from a global and environmental aspect. The United States needs to develop a mass transit program and teach people the value of it, choosing to expand the CTA rather than using up more land and adding to pollution by accommodating more traffic is a more forward looking and longer lasting solution.	**B2**
151	I do not want anymore pollution or noise by my house which is two blocks from the expressway. Expansion of the expressway only promotes automobile travel. In a few years the expressway will be crowded again. Where do you stop? Why not just build a ten lane expressway? Please leave the expressway as it is currently or expand public transportation.	**B2**

ID #	Proposed Alternative Comment	Disposition
152	This letter presents the views of the Oak Park Environmental and Energy Commission ("Oak Park EEAC") regarding IDOT's current review of its options for reducing congestion on the Eisenhower Expressway. The Oak Park EEAC believes that the current congestion on the Eisenhower imposes unacceptable environmental and economic costs on Oak Park and the other communities that border the Eisenhower, and we urge IDOT to address this problem. But the only environmentally responsible way to reduce congestion is by expanding rail service along the Eisenhower west to Oak Brook. Whatever the other comparative costs and benefits of adding traffic lanes rather than expanding rail service, when it comes to the environment, rail is the only responsible option. The Oak Park EEAC is a citizen commission established by ordinance in 1997 to advise the Village of Oak Park Board of Trustees on energy and environmental issues in the Village of Oak Park. The Commission is appointed by the Board of Trustees. The Oak Park EEAC is submitting its position to IDOT because expansion of the Eisenhower Expressway would have a significant negative impact on the environment in Oak Park. Oak Park has approximately 50,000 residents and is one of several communities that are bisected by the Expressway. Many Oak Park residences and businesses are located within a ¼ mile of the Expressway. These residences and business would be most directly affected by an expansion of the Eisenhower, but the negative environmental consequences of an expansion would ripple throughout Oak Pak, endangering the health and quality of life of the entire community, imposing additional economic costs (most obviously for additional health care) and directly undermining the Village's investments in programs to reduce greenhouse gas emissions and improve air quality in the Village. We encourage IDOT to review the December 2002 "Report on the Potential Impacts of the Proposed Eisenhower Expansion" prepared by the Oak Park Eisenhower Citizens Advisory Committee. The Report contains substantial detail about the environmental impact of expanding the Eisenhower. The goal of this letter is not to replicate that analysis, but to emphasize the primary quantifiable environmental benefits of additional rail – reducing green house gas emissions and harmful pollutants. [Continued] [Continued] First, transporting commuters by rail, rather than bus or car, will reduce pollution and greenhouse gas emissions. According to the 2009 American Public Transportation Association ("APTA") Fact Book, each year public transit use in the United States reduces C02 emissions by 37 million tons from what they would have been if public transit commuters had commuted by automobile. While putting commuters who would have travelled by car into a bus will have a positive environmental impact, most buses burn diesel fuel while CTA trains do not, and the electricity needed to operate CTA trains can be generated by sources other than fossil fuels. Furthermore, even if adding lanes were to reduce some pollution by reducing congestion, prior experience strongly suggests that the number of vehicles on the road will quickly increase, offsetting any such gains. By contrast, adding rail will inevitably take cars off the road, which will necessarily reduce pollution. Second, transporting commuters by rail will save energy. The APTA estimates that each year, use of public transit reduces annual fuel use by the equivalent of 4.2 billion gallons of gasoline. Third, adding additional lanes to the Eisenhower will have a significant negative impact on air quality and, consequently, public health. The additional emissions produced by additional vehicles will increase the exposure of Oak Park residents to diesel soot, ozone, nitrogen oxides, carbon monoxide, hydrocarbons and other carcinogenic substances, not to mention subjecting them to increased noise pollution. This increase in noxious emissions will not only reduce the quality of life of citizens who live along the Eisenhower, it will increase health care costs to treat the respiratory and other ailments that result from these pollutants. For example, the Clean Air Task Force predicts that in 2010, diesel fine particles will cause 540 premature deaths, 707 non-fatal heart attacks, 321 cases of chronic bronchitis, 11,459 asthma attacks, and 67,603 work-loss days in Cook County. The Clean Air Task Force ranks Cook County 17th out of 3,019 counties in the United States in terms of risk from diesel soot. Expansion of the Eisenhower will impose a number of other costs on the Village of Oak Park, and it is far from clear that expansion will produce any long term benefits in the way of reduced commuting times. Indeed, given the costs outlined above, there is a significant risk that choosing to expand the Eisenhower rather than adding rail will have a negative economic impact on the region. For all these reasons, the Oak Park EEAC strongly urges IDOT to solve the congestion problems on the Eisenhower by adding rail, not by adding traffic lanes.	**B2**
153	If you can do what they have done for I-294 and I-80/I-90 on the Eisenhower especially between Hillside and just past Austin Blvd going east and approaching Austin Blvd going west from Chicago you would make the Chicago area expressways the best in the country.	**A1, A4**
154	I'd like to tell you that I'm totally against the widening of the Eisenhower Expressway. We have a two flat in Oak Park that has been in the family since 1917 and four and soon five generations have been raised in that house. By widening the expressway it puts our house in jeopardy. It means more cars, more fuel, more noise, and more pollution. I've been told that the Conservatory would be torn down and the park would become much smaller. Why not expand the Blue Line and spend the money improving public transportation.	**B2**
155	I have lived in Oak Park for over 30 years. Please do not expand the Ike. Extend the EL.	**B2**
156	GET CARS OFF ROADS...RUN HI SPEED RAIL TO FAR SUBS LEARN FROM OTHER COUNTRIES	**B13**
157	I have gone to the meetings and I looked at the maps _____ on google. It makes no sense to just widen a few miles of the Ike. All that will so is add to the congestion! What does make sense is to use that money and extend the Blue Line at least to Maybrook Dr. and then to I294 with the ultimate goal of Oak Brook and _____ to the new ring Metra communities from the North. When I moved to this area in 1970, the commute from the Western suburbs was already a mess just a few years after being built. We must take a different approach to public transportation. Good, clean, safe trains are a much better use of our tax dollars! P.S. Website not working.	**B2**
158	Expanding the Eisenhower is a short term solution to a long-term problem. As a concerned resident who lives directly beside the already existing road I am against expansion, it will destroy our community. A long term solution would be to extend to El-Line and better public transport.	**B2**
159	To have exits all major streets on 290. To widen lanes near Oak Park and Maywood to lessen bottleneck.	**A1, C2**
160	Current Conditions Problems: 1. Too much traffic congestion through the corridor, especially through Oak Park. 2. Over pass bridges in Oak Park are in poor condition, are unsafe, and now-ADA compliant, not wide enough for traffic flow. 3. The negative environmental impact, of poor air quality and extremely excessive noise, from the expressway ditch b/w Austin and Harlem. Solutions: CAP the Eisenhower through Oak Park; extend the Blue Line to Oak Brook; Add a BRT Lane. Do all 3.	**B2, B7, C7**
161	Yes there is congestion, but I worry that widening the Ike will only create more traffic. Please consider either extending the blue line buying a rail line from Canada line and running Metra trains. We need alternatives.	**B2, B9**
162	I am strongly focused in extending public tranportation rather than widening the Eisenhower. Or use land used by rail instead of tearing down houses	**B2**
163	I was a long-time resident of Westchester, now living in Darien. I still use I-290 quite often for business and pleasure and find it frustrating day and night to get through this area of the highway. On an even more personal note my brother was killed in 1988 after his eastbound car stalled on the right side of the highway while approaching Harlem Ave. He attempted to cross the highway on foot to get to the Harlem Ave ramp and was struck by a car in the left-hand lane. That ramp situation as well as the ramp at Austin Blvd I would hope could be moved to the right side as part of this project. While my brothers situation was unique I have always found it uncomfortable trying to enter or exit at those ramps in heavy traffic, maybe because they are not the norm. I don't know if accident statistics support my concern but if so please consider the possibility of moving those ramps.	**C2**
164	Please expand I-290! sooner rather than later.	**A1**

ID #	Proposed Alternative Comment	Disposition
165	(Map Post-it Note) Blue Line stop on Mannheim Rd. Think how many automobiles can be eliminated.	**B2**
166	(Map Post-it Note) How will analysis contemplate/integrate a proposed J-Line, potentially @ a intermodal Oak Brook Blue Line Interface.	**B7**
167	(Map Post-it Note) Add Blue Line stop at Westchester Blvd.	**B2**
168	(Map Post-it Note) Blue Line should extend to Oak Brook area.	**B2**
169	(Map Post-it Note) Continue CTA Blue Line from Forest Park to Mannheim RD via abandoned rail right of way & preserve "Prairie Path".	**B2**
170	(Map Post-it Note) Think about how much traffic would be eliminated with extension of the Blue Line to this point.	**B2**
171	(Map Post-it Note) Don't stop blue line until you reach the intersection of I-290, I-88, I-294-- or-- add high-speed rail for commuters.	**B2, B13**
172	(Map Post-it Note) We need a high performance transit corridor not more highway capacity-- HOV and BRT are not appropriate.	**B13**
173	(Map Post-it Note) Consider HOV lanes through the corridor.	**A2**
174	(Map Post-it Note) Expand the amount of lanes on the highway.	**A1**
175	(Map Post-it Note) Add missing through lane E/B through Oak Park.	**A1**
176	(Map Post-it Note) Add a lane between Austin Blvd. and split @ Hillside.	**A1**
177	(Map Post-it Note) Consider creating an upper level to the expressway, where cars ride on roads that are above the current road.	**C8**
178	(Map Post-it Note) Eliminate a few of the entrance and exit ramps between Mannheim Rd. and Harlem Ave. where Roosevelt Rd. is 4 lanes and could take on some traffic. Congestion is caused by traffic merging on and off the expressway.	**C2**
179	(Map Post-it Note) Better signage signaling lane changes for exit and entrance ramps.	**C6**
180	(Map Post-it Note) Truck-to-rail transfer point (landfill area west of Mannheim and north of 290.)	**C11**
181	(Map Post-it Note) Toll plaza.	**A4**
182	(Map Post-it Note) North bound tollway at East bound I-88 Exit to Park and Ride.	**A4**
183	(Map Post-it Note) North bound tollway at West bound I-290 entrance from Park and Ride.	**A4**
184	(Map Post-it Note) New location for high-speed rail Park N' Ride from Hillside to the old post office building on Congress and Clinton.	**B13**
185	(Map Post-it Note) South bound tollway exit and East bound 290 exit to high- speed rail Park N' Ride.	**B13, C11**
186	(Map Post-it Note) Add parallel track for high speed rail (along rail between Darmstadt Rd and I-290).	**B13**
187	(Map Post-it Note) South bound tollway and West bound I-88 entrance from new high-speed rail Park and Ride.	**B13, C11**
188	(Map Post-it Note) Make I-290 a tollway between Hillside and downtown to finance high-speed rail and support of it's operational costs.	**A4**
189	(Map Post-it Note) Congestion pricing to encourage mode shift. All lanes tolled should be tested.	**A3, A4**
190	(Map Post-it Note) Blue Line stop at 25th Ave.	**B2**
191	(Map Post-it Note) 1. Extend Blue Line as far West as possible. 2. Ramp entrances should be on the right side. 3. There should be 5 lanes on each side. 4. larger exit signs.	**A1, B2, C2, C6**
192	(Map Post-it Note) Blue Line stop at 1st Ave, Maywood.	**B2**
193	(Map Post-it Note) Extend Forest Park "L" to Maywood and further.	**B2**
194	(Map Post-it Note) Blue Line must go further West than Maybrook---to Oak Brook area.	**B2**
195	(Map Post-it Note) Look at intermodal facility at 1st Ave by extending Blue Line, moving shops and bus terminal.	**B2**
196	(Map Post-it Note) Blue Line park & ride (along Maybrook Dr in Maywood).	**C11**
197	(Map Post-it Note) Blue Line park & ride (west of 25th Ave at Prairie Path).	**B2, C11**
198	(Map Post-it Note) Blue Line extension and consistent with the Maywood Comp. Plan	**B2**
199	(Map Post-it Note) Consider BRT through corridor.	**B7**
200	(Map Post-it Note) BRT with HOV without barrier separation is ill-advised.	**A2**
201	(Map Post-it Note) Expand	**A1**

ID #	Proposed Alternative Comment	Disposition
202	(Map Post-it Note) Expand roadway 4 lanes.	**A1**
203	(Map Post-it Note) Build a double-decker expressway.	**C8**
204	(Map Post-it Note) Build double-decker for express traffic over present railroad tracks.	**C8**
205	(Map Post-it Note) Expand at the 1st Avenue area. Traffic always bottlenecks in this area.	**A1**
206	(Map Post-it Note) Emergency lane needed for emergency vehicles going to Loyola (1st Ave.)	**A1, C11**
207	(Map Post-it Note) Muni Plans along IHB, E.G., LaGrange Park, Broadview, etc., anticipate inner circ to Blue Line @ I-290/25th. How will alternatives contemplate these benefits.	**B10**
208	(Map Post-it Note) Project should contemplate accessibility benefits @ IHB--inner circ for O'Hare/Midway job access.	**B10**
209	(Map Post-it Note) I like it the way it is, but bike lanes might be nice.	**C3**
210	(Map Post-it Note) Add bicycle lanes into corridor	**C3**
211	(Map Post-it Note) Connect the Prairie Path to a bike route into the loop.	**C3**
212	(Map Post-it Note) Restore ____ Prairie Path (Old Elgin) Chicago _____.	**C3**
213	(Map Post-it Note) 1) Traffic timing issues for north ramps at 1st Avenue cause congestion. 2) District courthouse is considering expansion. 3) Increase mobility to/from courthouse pedestrian/public transit.	**C3, C5, C6**
214	(Map Post-it Note) 25th Avenue ramp backs up causing traffic problems for business along Beach Street.	**C2**
215	(Map Post-it Note) Reconstruct Roosevelt Rd in advance as alternative during construction.	**C10**
216	(Map Post-it Note) More public transportation, especially coming in from DuPage Co. is very important.	**B2**
217	(Map Post-it Note) Please save our real estate. Extend the Blue Line (surface or subway) to Oak Brook.	**B2**
218	(Map Post-it Note) Extend CTA Blue Line to DuPage County	**B2**
219	(Map Post-it Note) Have the Green Line extend. Consider bicycle lanes to the community.	**B5, C3**
220	Public transportation is the one solution	**B2**
221	(Map Post-it Note) Consider BRT solution through corridor	**B7**
222	(Map Post-it Note) Cost for BRT must include new lanes, etc. BRT can't exist without them.	**A1, B7**
223	(Map Post-it Note) How will alternate modes of transportation like bike lanes and bus and train lines be added or extended within the context of this plan. I fear the only thing considered will be widening I-290.	**B2, C3**
224	(Map Post-it Note) Consider HOV lanes through the corridor.	**A2**
225	(Map Post-it Note) To reduce traffic on I-290 and not just move it downstream past Cicero= the extension of the Blue Line Westward (possibly to Oak Brook). Also add park and rides in westward villages.	**B2, C11**
226	(Map Post-it Note) BRT is a placeholder for rail. The corridor is already dense enough for rail, so a placeholder is a waste of $.	**B2**
227	(Map Post-it Note) This plan is myopic. Instead think of a rail-west with multiple routes.	**B2**
228	(Map Post-it Note) Waste of $ to build more lanes. Spend $ on public transit.	**B2**
229	(Map Post-it Note) Bring the Cta under the roadway.	**C9**
230	Pave it over and add rail. Electric rail (freight and passenger) .	**B10**
231	(Map Post-it Note) Do not add HOV lanes. Put in extension of Blue Line.	**B2**
232	(Map Post-it Note) Put trains underground and run new lanes on top.	**C9**
233	(Map Post-it Note) Can CTA be extended West-- with parking lots out west, ride train into downtown.	**B2, C11**
234	(Map Post-it Note) Extend Blue Line further west.	**B2**
235	(Map Post-it Note) The extension of the CTA Line would be a better solution to the problem . Yes to the Oak Park Cap.	**B2, C7**
236	(Map Post-it Note) Extend Blue Line to Oak Brook. Do not add HOV lanes.	**B2**
237	(Map Post-it Note) I live in Oak Park six houses south of I-290, and I oppose the additional lanes. Expansion of public transportation is the answer--this will negatively impact the entire neighborhood and the investment I have made in my home-- No additional lanes!	**B2**
238	(Map Post-it Note) Extend rail service to Oak Brook and N/S to O'Hare.	**B1, B2**

ID #	Proposed Alternative Comment	Disposition
239	(Map Post-it Note) Blue Line to Yorktown in Lombard/Oak Brook/Downers Grove.	**B2**
240	(Map Post-it Note) Concentrate on light rail. Blue Line to Yorktown.	**B2**
241	(Map Post-it Note) If Blue Line is extended into DuPage county, do not run alignment next to expressway.	**B2**
242	(Map Post-it Note) Local traffic only. Replace highway with electric rail, freight on flat beds to Harlem or Cicero or Circle only. Passengers use CTA.	**B2, B10**
243	(Map Post-it Note) Extend Blue Line at least to Oak Brook (IL 83) or Lombard (Highland Ave).	**B2**
244	(Map Post-it Note) Make El a subway.	**C9**
245	(Map Post-it Note) Extend CTA or add Metra. Do not widen Ike.	**B2, B10**
246	(Map Post-it Note) Extend Blue Line to Oak Brook.	**B2**
247	(Map Post-it Note) Extend entrance ramps. Increase red light by a minimum of five seconds.	**C2, C6**
248	(Map Post-it Note) Build a pedestrian/bike bridge over the Ike at Beloit for access to park.	**C3**
249	(Map Post-it Note) Move ramp and aid traffic flow	**C2**
250	(Map Post-it Note) Make Austin Blvd and Harlem Ave right exits. There is room to do this without adding lanes or taking land.	**C2**
251	(Map Post-it Note) Move exit/entrance ramps to right side of lanes in Oak Park for safety.	**C2**
252	(Map Post-it Note) Place several "fat bridges" across I-290 to add open space and re-link several neighborhoods.	**C7**
253	(Map Post-it Note) Keep the ramps on the interior of I-290.	**C2**
254	(Map Post-it Note) Minimize land taken for off ramps at Harlem. Increase rail to the west.	**B2, C2**
255	(Map Post-it Note) Reconstruct the Harlem Ave. interchange as a traditional diamond interchange.	**C2**
256	(Map Post-it Note) The pedestrian bridge has all the appeal of a minimum security prison.	**C3**
257	(Map Post-it Note) Remove center lane merges [Austin Blvd, Harlem Ave].	**C2**
258	(Map Post-it Note) Lower R.R. tracks as much as much as possible to avoid raising crossroad bridges.	**C11**
259	(Map Post-it Note) Ped. access of EL on Harlem requires crossing a very busy road. Can this be made safer?	**C3**
260	(Map Post-it Note) Blue Line train station entrance is not safe for pedestrians crossing I-290 on and off ramps at Harlem Ave and Austin Blvd.	**C2**
261	(Map Post-it Note) We need bike lanes, not more car lanes so local commuters can bike downtown safely.	**C3**
262	(Map Post-it Note) Harrison frontage between Harlem and East Ave. is only 1.5 lanes wide. Dangerous for parking or two-way traffic. (See similar comment(#32) for Garfield)	**C10**
263	(Map Post-it Note) Garfield frontage road between Home Ave. and Austin is only 1.5 lanes wide and dangerous to park or drive. (See similar comment (#30) for Harrison)	**C10**
264	(Map Post-it Note) There needs to be a stop sign here on the north side of the bridge @ Circle due to heavy pedestrian traffic by the parks.	**C6**
265	(Map Post-it Note) Oak Park -- Widen the curb cuts and sidewalks for pedestrians at the Harlem Ave. off and on ramps. Much too narrow now.	**C3**
266	(Map Post-it Note) Sidewalk is very pedestrian unfriendly. Roadway is also too narrow to accommodate busses and ____ loading and unloading at CTA stations.	**C3**
267	(Map Post-it Note) See example of Oak Park, Michigan in terms of running expressways through communities without physically dividing them.	**C7**
268	(Map Post-it Note) Extend Prairie Path east to link up with Columbus Park.	**C3**
269	(Map Post-it Note) Jackson Blvd., bikes and pedestrians only. Connect to Prairie Path and Columbus Park.	**C3**
270	(Map Post-it Note) Partial Cap @Oak Park Ave/I-290--Reconnect business district.	**C7**
271	(Map Post-it Note) (Map Drawing) Cap I-290 from Home Ave. to East Ave. for new straight connection to East-West	**C7**
272	(Map Post-it Note) Either have CSX use their tracks or give them up to make room.	**C11**
273	(Map Post-it Note) Cantilever street on north side. Bump over on south side. Do not remove any more houses.	**C11**
274	(Map Post-it Note) Make it toll road $40 minimum.	**A4**
275	(Map Post-it Note) Look at one-way couples on frontage roads.	**C10**

ID #	Proposed Alternative Comment	Disposition
276	(Map Post-it Note) Meet with local communities impacted by the study. Extend Blue Line	**B2**
277	(Map Post-it Note) Move ramps to aid traffic flow.	**C2**
278	(Map Post-it Note) Don't switch ramps to right--use more effective metering.	**C2**
279	(Map Post-it Note) Re-design left exit/enter ramps in Oak Park.	**C2**
280	(Map Post-it Note) Lengthen on-ramps for rush hour traffic.	**C2**
281	(Map Post-it Note) Reconstruct westbound Austin Blvd interchange such that exit and entrance ramps depart and enter from westbound I-290 right lane.	**C2**
282	(Map Post-it Note) Get rid of lane drop westbound at Austin Blvd and all left hand ramps (Austin Blvd, Harlem Ave).	**C2**
283	(Map Post-it Note) Keep the ramps on the interior of I-290.	**C2**
284	(Map Post-it Note) How about building a fly over ramp to avoid the congested area.	**C11**
285	(Map Post-it Note) Provide bus space on bridges where there are rapid transit stops.	**C5**
286	(Map Post-it Note) This ramp catches motorists off guard. Left turn only w. four lanes to 3 lane reduction.	**C2**
287	(Map Post-it Note) Provide ample space for long semi-trailer trucks wanting to enter the Eisenhower or limit trailer length and enforce.	**C2**
288	(Map Post-it Note) Move all entrances/exits to right side of the road.	**C2**
289	(Map Post-it Note) Put CTA below ground.	**C9**
290	(Map Post-it Note) Expand public transit options. Do not add lanes.	**B2**
291	(Map Post-it Note) Extend rail service to Oak Brook.	**B2**
292	(Map Post-it Note) Need to acquire railroad property for moving CTA to the south and add lanes.	**A1**
293	(Map Post-it Note) No additional lanes-- Increase Blue Line track. No cap!	**B2**
294	(Map Post-it Note) Be more visitor friendly by providing many large signs for streets.	**C6**
295	(Map Post-it Note) Have more signs ahead of arriv[ing] at exits for Harlem & Austin	**C6**
296	(Map Post-it Note) Cars sitting in traffic pollute. Need more lanes.	**A1**
297	(Map Post-it Note) Need 4th lane - managed lane with transit - as part of regional managed lane network.	**A2, A3**
298	Would moving the 4-3 lane contraction to a straight road segment (here?) result in less congestion?	**A1**
299	(Map Post-it Note) Add lanes! Keep it in the ditch!	**A1**
300	(Map Post-it Note) Cap on partial cap @ Austin/I-290. Connect Columbus Park with Barrie Park.	**C7**
301	(Map Post-it Note) Blue Line station entrance at Harlem unsafe with pedestrians crossing I-290 on and off ramps.	**C5**
302	Try SPUI [single-point urban interchange] at Austin Blvd and Harlem Ave.	**C2**
303	Oak Park EEC letter, add rail, no adding of traffic lanes.	**B3**
304	Commuter trains should be extended to at least Hillside (the former quarry landfill could be a terminal) or Berkeley (the air space above the Proviso Rail Yards could be a terminal and connection to Metra) It would relieve some of the highway traffic. Adding lanes would of course reduce congestion.	**A1, B2**
305	Intersection saftey at Austin and Railroad south of IKE	**C10**
306	There should be a lane increase between Mannheim and Cicero in both directions, but especially the inbound. No boutique in Oak Park is more important than the precious time of thousands of commuters who are bottlenecked in this area each and every day.	**A1**
307	The obvious solution is to add a lane from Austin to Mannheim. Whoever design I 290 to narrow at Austin must have had the foresight of a rock. Getting rid of that ridiculous bottleneck would vastly improve the flow in peak hours.	**A1**
308	Carpool lanes will not solve any of the problems on the Eisenhower. I doubt that many drivers would pay attention to the restrictions. I think that the CTA lines should be extended at least to Oak Brook.	**B2**
309	Expand the CTA Blue Line west and upgrade the rail lines. Leave the Eisenhower itself alone. We need to lessen our dependence on cars and move to forms of transportation that benefit the environment and do not destroy the community.	**B2**

ID #	Proposed Alternative Comment	Disposition
310	As a resident of Oak Park and one living a block away from I-290, I am writing to express my extreme opposition to any attempt to expand the Eisenhower freeway without a proper, independent and honest environmental impact study. This study should not only look at the deposition of highway contaminants up to 5 blocks away from the freeway's proposed site of expansion, but also the immediate impact of the expansion on air quality in the surrounding area. Additionally, a cost benefit analysis should be done to compare the cost of the expansion over the cost of more environmentally and socially sound alternatives, such as expanding the CTA service. Finally, this analysis should also accurately reflect the true value of HOV lanes (many studies show them to be ineffective) and consider the cost of the decrease in quality of life, property values, and the increase in potential diseases due to increase pollutants in the air and ground. I believe that a fair analysis will show what Oak Park residents have been saying all along, that there are far better alternatives to improve transportation along this corridor without compromising people's health and the environment.	**B2**
311	It is foolish to expand the Eisenhower, given that we are in a crisis regarding availability of oil and of global warming. The only sensible solution involves rapid transit and the Blue Line.	**B2**
312	Please, please provide a safe bicycle path that will run along the new eisenhower expressway. There are many bikers, runners, etc...that would utilize this route into the city, especially from Oak Park and nearby suburbs. The current Augusta bike path is not a safe route and is pretty much a joke - too many gangbangers, crazy drivers and pot-holes. It would be irresponsible not to implement a healthy lifestyle and safe route into the city for the 21st century. Now is the time and Chicago can be a leader in promoting "green" urban development.	**C3**
313	Please consider adding a "green" piece to this project...a separate,protected from traffic, bicycle lane, running parallel to the expressway. This is a wonderful opportunity to provide communities with an alternative method of transportation.	**C3**
314	I would like to see a bike lane incorporated into this project. It's a sensible, green, twenty-first-century thing to do. If the el can exist alongside traffic, so can a bike path. Please consider allowing commuters an alternative means to transportation that reduces congestion and reliance on foreign oil.	**C3**
315	I can not believe in this day and age we are not planning for alternative transportation choices which include biking to work or a day in the City. Come on people and get wtih the times and add a bike/walk path along the Eisenhower expressway while you still have the opportunity to still make this an option.	**C3**
316	The expressway should be rebuilt with the future in mind. Just expanding the size is not what will help the general public. In London you cannot drive in the downtown area without paying a fee. The same thing is going to happen in Chicago so we do not need more cars & trucks going into the city. A much better idea is to expand the public transportation to reflect the growing population. It should be expanded to the suburbs so they will come to the City but not clog it up with vehicles. Better and safer service with Trans (ELS) going out to Aurora and Dekalb & other Surburs on all areas North,South,Southeast & West is the ideal situation, not more vehicles. It will also help keep polution down.	**B2**
317	How about a bike/running lane? Those close to the city could use their own power to get there safe and fast. Perfect time to move toward a more environment responsible plan. Not to do so would be a great mistake.	**C3**
318	The Hillside strangler is worse than ever, especially after the huge project that was supposed to fix it. What is being done to have a set number of lanes the entire length of the highway - i.e. 4 or 5 lanes so the 4 and 5 lanes of traffic downtown and out in the suburbs do not need to jam into 3 lanes in the strangler area.	**A1**
319	It is important to add the idea of "bike paths" to the initial design for the Eisenhower Expressway project. Chicago needs to think more "green". Otherwise, we'll be a city that is always repairing bad decisions.	**C3**
320	I travel the Eisenhower from Wolf Road through downtown Chicago every weekday because public transportation is too difficult to get me to the north side of Chicago. I'm not the first one to register this observation, but the narrowing of the Ike through Oak Park is nonsensical. Let me echo the sentiment of thousands: Add a fourth lane all the entire length of the Ike. Thank you.	**A1**
321	Instead of adding additional lanes to the Ike [I-290] at Austin, your should seriously consider expansion of the CTA Blue Line west into Maywood and Hillside and upgrade the rail lines to accommodate transportation demands.	**B2**
322	Instead of expanding the Eisenhower, the State should re-allocate the funds to extend the CTA Blue Line to Maywood and Hillside. Expanding the Eisenhower is at most a temporary fix. In time more drivers will use the extra lanes causing those lanes to be overcrowded, just as the added lanes intended to solve the "Hillside Strangler" already are. The environmental impact of extending the El is much less than adding lanes to the Ike.	**B2**
323	We need a bike path into the city!!!!!!! It must be incorporated into this plan or we again will be missing out on a golden opportunity to be GREEN!!!!	**C3**
324	I strongly support adding a fourth lane to the Eisenhower Expressway between Austin Blvd and 25th Ave. The fourth lane would correct a design flaw that has existed in the highway since it was built 50 years ago. The daily traffic gridlock caused by this design flaw has a huge economic and environmental cost to our region and even the national economy. The costs of having tens of thousands of cars and trucks caught in the gridlock include a huge loss of productivity, additional pollution and a waste of fuel. The cause of this gridlock is the narrowing of a busy highway from four to three lanes. It is time for the obstructionists to stand aside and let the state add the fourth lane. I believe that there are options to add the fourth lane in Oak Park without widening the existing trench through the village. I hope that the project can be completed without taking any additional, or only very minimal land, in Oak Park. I am also opposed to the fourth lane being only a HOV lane. We do not have HOV lanes in the region, and I see no reason to require that the new lane be HOV. I work in downtown Chicago and ride the Metra from Oak Park on most work days. I do support improvements to public transportation, including looking at extending the Blue Line to Hillside or Oak Brook and expanding service on Metra. But first things first-widen the Ike [I-290].	**A1, B2**
325	Add a lane both eastbound & westbound from Austin to Mannheim.	**A1**
326	It is vital to the transformation of our urban area to have a green and cycling safe connection linking, the near suburbs to downtown. I am a regular bicycle commuter from Oak Park into the Loop. Safety is a huge issue.	**C3**
327	With a critical need to improve physical health, lower carbon emissions and alleviate congestion, we must integrate alternative transportation, like safe cycling and pedways.	**C3**

ID #	Proposed Alternative Comment	Disposition
328	What happened to the proposals which were extensively studied to partially cap the IKE in Oak Park?? Oak Park does not need more lanes widening the IKE. It is plenty disruptive now!! In the 50's the community successfully blocked the exits at Ridgeland Ave. Later the idea of tunring Ridgeland into the Crosstown Xway was shot down along with the whole extreme disruption of the Crosstown route elsewhere..fortunately. The metro area should not have more traditonal expressways - think of European Cities defaced and destroyed by what has taken place in the US - rapid transit must be improved. Build another xway or lane and it will be clogged in no time. I am an 50 year Oak Parker residing on block adjacent to IKE - anmd a cyclist - so would appreciate accomodations in the future for cyclists. Riding from Oak Park downtown to the Lakefront is quite a challenge..no bike lanes, bike lanes which end, etc. Thanks for the chance to comment.	**C3**
329	We are not in favor of the expansion of the Eisenhower Expressway. We would like to see public transportation (rail) expanded instead.	**B2**
330	With everything that we now know regarding automobiles and their impact on the environment, there should be some kind of option for bicycles included in updated version of the Eisenhower. It would add little to the cost and greatly enhance the lifestyle for many Chicagoans. Thank you for listening.	**C3**
331	Has anyone thought of just putting another highway on top of the Eisenhower highway? Please do not cap the Ike. Oak Park should think about selling the property south of the expressway to Berwyn. That way there wouldn't be that seperation problem that Oak Park officials seems to worry about.	**C8**
332	Our concern is the taking away of private property in the communities along the expressway. Our suggestion is to go green and expand the El line further west.	**B2**
333	After years of suffering with the bottleneck of the Eisenhower from Austin to Mannheim, hopefully they will finally widen the highway to what it should have been all along 4 lanes each way!	**A1**
334	I strongly object to the widening of the Eisenhower Expressway. Studies show that widening highways creates more of a demand and increases the numbers of cars. Also, it would take land away from my town, Oak Park. We should put the money into Rapid Transit.	**B2**
335	With this lastest re-paving fiasco: Of which it seems like all of us that go west just got through with stuff and here we are again! Why dont we/you do the real repair on the IKE which is the ebtrance and exits from the left lanes from Central, Harlem, etc and.....the lanes narrow by a lane! Whomever designed the left hand enter and exit on top of a lane reduction - should have to drive the IKE in both directions every day for at leat 5 times per day! I hope whomever is reading this has a sense of humor but it is rediculous! Drivers have a tough time merging to begin with and then when you let them on and off to the left!???!!! That is where we should be working and investing! I also do NOT think I am alone on this!?	**C2**
336	With so much money involved why don't we widen and improve the rail through out the area as well, instead of just resurfacing.	**B2**
337	Station improvements in Maywood at 5th Avenue, Infrequent stop times at Metra Stations	**C5**
338	I live in Oak Park. Make the damn thing 4 lanes. There are people who will support you. Look at how well the I-294 project went. Lets start I-290 in 5 years. Then we can extend 53!!!	**A1**
339	Recommended 'fiscally constrained' solutions identified in the 'Regional Mobility' Section 5.6 - 'Cost and Financing' of the CMAP 2040 Draft Plan (pp. 180-194) indicates alternative transit related projects and upgrades to existing roads and highways. Roads and Highways for 2040: IL 53 North and IL 120 ; Elgin O'Hare Expressway ; I-190 access; Add lanes to I-80; Add lanes to I-88; Add lanes to North I-94; Add interchange at I-57 and I-294; Provide "Managed Lanes" along I-55; Provide "Managed Lanes" along I-90. Alternative Transit for 2040: CTA Red Line Extension; West Loop Transportation Center; CTA North Purple and Red Line Improvements; Metra Rock Island Improvements; Metra UP North Improvements; Metra UP Northwest Improvements and Extension; Metra UP West Improvements; I-290 Multimodal corridor provisions. Regarding the I-290 (Eisenhower) Corridor, the Draft Report states that the "the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor." The report refers to IDOT's phase I engineering work for the modes to be chosen and goes on to state that "a multimodal approach is favored over simply adding lanes to the highway."	**B2**
340	Provide greater evaluation of fraontage roads, safety, on-off ramps and reduced width. Sustainability intiatives	**C2, C11**
341	CTA Forest Park terminal issues • Congested auto access and constrained capacity at the existing park-and-ride facility • Lack of direct express bus access from I-290 to the Forest Park bus terminal • Undersized terminal rail yard facility • Potential for relocation of terminal facilities to a new site between First Avenue and the Des Plaines River in Maywood (and TOD redevelopment of surrounding Maywood area and existing Forest Park terminal site)	**C5**
342	Regarding the purpose and need outline as it relates to the Village of Maywood:What about residential population areas not being served by transit (slide 9). Improve bus connection times between blue, green lines and Metra (slide 16).	**C5**
343	We [the park district] would like assurances that the investment that the community has made will not be laid waste by this project. Without the mass transit component, th econgestion will grow worse instead of better. Extend the Blue line, add some safe, well designed places to park a bicycle, figure out how to fund connecting bus lines, shove over and use some of the rail space for something other than storing flat cars. After these aspects are addressed realistically, then talk to me about taking a street and a line of homes.	**B2, C3, C5**
344	(1) Ultimately the Park District of Oak Park would like concrete evidence that there are absolutely no major impacts to our parks, buildings, or programs, whether it be physically, economicaly, or environmentally. (2) Extend the CTA's El Blue Line farther west to a destination spot, for example, Oak Brook Terrace or Downers Grove. (3)Arterial and non-motorized improvements should be proposed for the intersection at Harlem Avenue and Austin Boulevard. (4) Create a north-south HRT, CR, or LRT line, maybe along I-355, to connect to existing single and multimodal transportation systems that lead into interior suburbs and the City of Chicago.	**B2, B16, C3, C10**
345	Make all exits and entrances from right lanes	**C2**

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346	Can someone take a look at how the traffic on the eastdound Ike exit at Cicero extends all the way to Lavergne and sometimes Laramie Ave. This is a very big accident waiting to happen. It was a very scarry wait for the Cicero light at Lexington to change. Please take a look it happens everyday, especially around 10:am-6:pm When I'm sitting in the local lane waiting It only reminds ME of the kids that were killed when the truck rammed into the car or van they were in Pleas Help before it is too late!!!!!!!!!!!!!	**C2**
347	I attended Your open house on May 18th and YIKES! it was happenning all over again! You took my home for the Hillside Strangler Project and I moved to Elmhurst. I was studying your map of ALTERNATIVE #54 [CORRIDOR ADVISORY GROUP] which showed a rail line coming down Butterfield Road, RTE 56, to Oak Brook. Right past close to where I live! From the time the "Strangler" Project was announced until We received our "offer" From IDOT for our Home, The Real Estate value depreciated from $225,000 to $180,000. If you bring a rail line down Butterfield Road, you'll get Me again, depreciating the value of our property. Nothing like noisy trains to bring down property values. In Hillside, we lived next to the Railway and our home was much cheaper to purchase because of it. It seems like it is intended to bring "customers" to Oak Brook Shopping Center instead of alleviating traffic congestion. It reminds me of when some friends and family worked at NORTH RIVERSIDE SHOPPING MALL a number of years ago. They were always replacing stolen cars. The "JOKE" was --"I'm taking the EL and a bus to North Riverside Mall, but I'm Driving home!". Widen the Expressway from 25th to Austin or Central but don't Play West of Wolf Road.	**A1**
348	The blue line should be extended and light rail should be added. Expanding the IKE should be off the table.	**B2**
349	1. Include Desplaines ave in arterial study 2. Ironic & unfortunate that bicycle travel is not recommended at First Ave and DesPlaines Ave when Prairie path ends at First Ave and there is a pedestrian bridge over Desplaines River at Haybrook Court House 3. Rapid bus on Prairie path? No way!	**C3, C10**
350	1. Improve regional travel: Include Harrison from 1st to Austin & frontage raods (including garfield) along I-290 2. AGT would best serve as express rather station every 1/4 mile 3: Express bus should be express bus. 4. Express rail with Park-n-ride	**B4, B15, B16, C10**
351	Add bicycle lanes along 290 to connect downtown with the western suburbs. Please consider connecting the Prairie path east into the city.	**C3**
352	Take a look at the public trans that extended to the western suburbs. Please remember other plans like the "intercirc" which was going to link O'hare and Midway on the IL Harber belt.	**B2**
353	Fenwick High School advocates the inclusion of CTA Blue Line Rapid Transit Service from Forest Park to Hillside.	**B2**
354	Improve regional and local travel transit mode including people movers.	**B16**
355	Construct an elevated highway over the present expressway with limited access and egress. Extend Blue Line West along Prairie Path.	**B3, C8**
356	Please get rid of the left-lane on and off ramps at Harlem and Austin.	**C2**
357	The stoplight on 1st avenue going south that is near the expressway takes twice as long to turn green than the opposite side street light. Extend the blue line and add lanes.	**A1, B2, C2**
358	Extend Blue Line west, widen I-290 to 4 lanes to Cicero, redo Austin and harlem ramps to right side of expresway	**A1, B2, C2**
359	Bike /pedestrian-maintian (blue) improve(green)-These designations for blue should change to green or improve at Austin, Lombard, Sait and OP Ave. Most important at Austin and OP. Cap over the IKE at OP Ave.	**C3, C7**
360	Focus on better public transportation, green alternatives and cost effectiveness	**B2, C11**
361	The main push must be improving and extending the blue (and green) lines. Toll Eisenhower road during peak traffic okay. Bury the train under highway?	**A4, B2, B5, C9**
362	I strongly oppose adding a lane to the Eisenhower. Blue and green lines should be extended. Park and ride lots at terminal. The blue line could be moved underground. Eisenhower should be a toll road, increased toll during rush hour.	**A4, B2, B5, C9**
363	Raised monorail system from blue line down prairie path to Dupage.	**B16**
364	The roads need to be widened and public transit needs to be extended.	**A1, B2**
365	Extending public transit westward should be the first priority. I would ride my bicycle more if safety was assured. More "improvements" or widening Roosevelt Rd seems like a bad idea.	**B2**
366	I would love to be able to take public transportation that runs 24/7 at least to Oak Brook. I also agree in principle with changing the Harlem & Austin Ave ramps to right-hand ramps.	**B2, C2**
367	Move all Eexit/entry lanes to right side, add lanes to avoid congestion, no bus lanes, no bike lanes next to car lanes	**C2**
368	I really like the people mover concept.	**B16**
369	The project should not seek to increase traffic on local arterials such as Ridgeland Avenue. New interchanges at these types of roadways that cross I-290 should not be part of the project.	**C10**
370	Maintain praire path with new roadway improvements. Provide buffers (physical) & space between bicylle and roadway. Love to see the "round abouts " to help with arterial traffic congestion	**C2, C3**
371	The following conditions need to be included at Oak Park Ave, Home Ave, and East Ave over I-290: "Improved Conditions for Pedestrians"/"Suggested Interchange Improvements"/ "Suggested pedestrian and bicycle improvements."	**C3**
372	I agree we have to ease the congestion on 290, not by adding more lanes or changing ramps, but by extending the current rail lines further west.	**B2**
373	Extend the blue line.	**B2**

ID #	Proposed Alternative Comment	Disposition
374	Consider bicycle and pedestrian crossings/paths for your design. Connections to the Illinois Prairie path should also be considered.	C3
375	Extend the blue line out to Oak Brook along existing infrastructure.	B2
376	Extend blue line. Extend Green Line. Add NS Metra Line N IL 59. No commerical trucks on I-290.	B2, B5, B10
377	Pace, CTA, RTA how can their contribution to the over-all logistical equation be changed go as to decrease individual relinace on single-vehicle traffic.	C5
378	Focus is pointed more toward increasing number of vehicules on road, rather than increasing efficiency & reliability of mass transit. Why? Increasing safety: if there were fewer vehicules on road, the highway would be safer. Increasing mass transit would reduce vehicules on road. Why is this not being emphasized more?	B2
379	The initial alternatives do not include improvements for pedestrian and bicycle crossings at Oak Park Avenue or at the Home Avenue pedestrian bridge. Wider sidewalks, curb cuts and concrete repairs are sorely needed for safety and ease of use of these heavily traveled crossings.	C3
380	1) Suggested one way frontage road (arterial improvement). Am concerned this would create unitended conseguenses of higher traffic in residential side roads. Need the proposed modeling and integration with other soultions to understand what this could mena. 2)Construct additional general purpose lanes. First priority should be to take space from rail not frontage road. Widening expressway beyond existing frontage is couterproductive to goals. Not for optimizing existing footprint is fine.	A1, C10
381	Trains/buses are the way to go. Tunnel from the Hillside Strangler to west of the I-290-90/94 interchange. Put trains and express lanes in tunnel.	B2, C9
382	Include area for wildlife crossings at Des Planines River and Addison Creek	C11
383	Widening the Ike will not relieve congestion. Rapid transit is more environmentally friendy, creates jobs and improves access to jobs	B2
384	Don't close Austin entrance. Just reroute Harlem or Austin Ramps to sides. Fix rapid transit entrances by moving entrances off main street. Last but not least to fix congestion on Eisenhower destrot it completely	C2, C5
385	AGT-Follow 290 route to 88 to Oakbrook/Yorktown. Use the mall lots as park and ride. Do not extend blue line through river forest on old rail tracks. Rather extend blue line as above with AGT to Mannheim.	B16, C11
386	Make more lanes for the ramp for 294 south. Different on and off ramps in the most congested areas. Make semi-truck only lanes.	A1, C2
387	Extending the 4th lane all the way to Mannheim would be a tremendous help. Also, north-south pedestrian/bike routes need to be added at DesPlaines and Harlem.	A1, C3
388	Just restripe, contrinue 4 thru lanes between Central and Mannheim.	A1, C11
389	Expand transit to points west and multi-use trails	B2, C3
390	Have two lanes meet two lanes on the I-290/I-88 merge to become four lanes.	A1
391	Prefer expanding public transit options over "highway only" options. However improvements to entrance/exit ramps needed for improved safety.	B2, C2
392	We support adding the blue line extension, possibly buying and putting metra lines on the CSX railway and adding other forms of transportation (monorail, bus lines).	B2, C5
393	Consider expanding CTA rail corridor west, more public transport options.	B2
394	The best option for reducing congestion seems to be extending the CTA Blue Line (and improving its service). The blue line used to run to Westchester and should once again.	B2
395	Use the Harlem blue line entrance frequently. Not only is it not ADA compliant but it is also very dangerous for all pedestrians. Please use this reconstruction as an opportunity to improve conditions for pedestrians accessing CTA median stations.	C3, C5
396	Yes to pedestrian improvements suggested. Yes to improvements for bikes. Yes to BRT service. No to widening 290.	B7, C3
397	Alternate public transportation items need to to be fully considered. The RTA Cook-DuPage corriodr study outlines a number of these transit options that would reduce inbound/outbound congestion along I-290	A1, B9, C5
398	I favor the following solutions: 1. Add a 4th lane to the Eisenhower between Austin and 25th avenue. Negotiatewith the CN railroad to purchase their right of way through Oak Park so the road can be widened in the existing trench. 2. Improve Metra and CTA service especially the reverse commute options on Metra for commuters who work in DuPage County.	A1, B9, C5
399	Please do not add any more capacity for cars on the Ike…We must have better interconected public transit with easy transfer across systems.	C5
400	Reversible HOV lanes could satisfy most of the peak hour problems of the IKE without requiring a widening of the ditch. In the alternative, I would prefer to see the Blue Line extended to at least 1st ave. A partial cap should be built whether or not lanes are added [through Oak park]. More and better public transportation coupled with policies which discourage auto travel would be the best course of action.	A2, B2, C7, C11
401	Adding a fourth lane will align the highway and eliminate westbound strangle and improve the eastbound trip. I am against tolls. And transit. No more. The area has tons of transit holding up the surface roads. Also an interchange at Norht avenue and 290 to 294 would reduce that strangle on 290.	A1, C2
402	Connect Cermak to 294N to I-88N ramp to divert I-290 traffic that could use Cermak and avoid Oakbrook congestion when going Cermak to I-88 West.	C11
403	I love blue line extension but need express lane to make it successful. (1) Travelers loop to Oakbrook need trip to be short, easy (2) Every day commuters who work in loop/Oakbrook need express can't stop at all stops or will take over.	B2, B4

ID #	Proposed Alternative Comment	Disposition
404	Proposed Prairie Path, Realignment per CMAQ, Butterfield Road Reconstruction Project, Widening: Reconstruction. Prairie path to travel north via Mannheim to Washington, Mannheim then cross, travel west to exist offroad path at Forest.	**B10**
405	Provide additional space for bus loading/unloading. Get rid of center on/off ramps. Provide longer on ramps (thru traffic is hindered by turning vehicles). Build larger turn lanes for long semi-trucks (turn radius)	**C2, C5**
406	(1) Extend blue line to Oak Brook. (2) Ban commerical trucks between Mannheim and Cicero-better to loop. (3) Create tollway authority under state control. (4) Metra line following approx IL RTE 59.	**A4, B2, B10, C11**
407	Eliminate either Central Ave or Austin Blvd interchange. (1) Eliminate Austin Blvd interchange, Have CTA put Central Ave stop on Blue Line back in service and improve pedestrian and bike access at Austin Blvd. (2) Eliminate Central Ave interchange-improve pedestrian, bike and CTA bus access at Austin Blvd.	**B2, C2, C3**
408	Maintain 1 1/2 miles between interchanges. Ie eliminate interchanges at 9th ave, 17th ave, DesPlaines, Central Ave. Improve ped, bike, and bus acess at remaining interchanges. Improve ped, bike, and bus access at DesPlaines, Circle, OakPark, East, Lombard, Central Ave.	**C2, C3**
409	Need better links between Metra and Pace. Especially for reverse commuters.	**C5**
410	Ped crossing at Harlem and I-290 is dangerous due to ramp configuration. Consider express CTA service from DesPlaines station to UIC Halsted, Med Center, or Jackson. Consider BRT along Harlem to Midway and North to O'Hare. Consider widening bridge at Circle Ave.	**B7, B15, C2**
411	BRT along Roosevelt and Mannheim to North interchanges at North, Melrose park station, Prairie Path, Roosevelt. No to "expressway improvements" (ie don't build more lanes). Express Blue Line (take auto lane on each side for 2nd rail line to allow express to pass) expand park+ride to encourage people to use these trains.	**B2, B4, B7, C11**
412	Transit needs are overlooked. We need more options and alternatives to driving.	**B2, C3, C5**
413	(1) Extend the blue line west to at least Oakbrook and eventually to the starline. (2) Improve the current bike trail and extend it into at least Oak park-connect it to the blue line.	**B2, C3**
414	I am writing to provide comments on the DRAFT PURPOSE AND NEED document for the I-290 proposed activities. The plan is geared toward highway expansion which will not alleviate highway congestion in the long run. If more lanes are constructed, more cars and trucks will find their way to I290 and will again become as congested as before the lane additions. A more holistic solutions needs to be found. If transportation issues are to be solved along the I290 corridor, the CTA Blue Line needs to be expanded/upgraded. (Special busing routes should not be created to overlap with the Blue Line coverage, this is spending extra funds on providing a repetitive public service.) More freight traffic can be directed along the rail lines south of the CTA Blue Line to alleviate truck traffic. The left side exit and entrance ramps are said to be unsafe, however in 9 years of living in Oak Park and my 38 years of living in the Chicagoland area, I have never seen an accident along this area. Traffic may slow down from the 70 mph speed of the vehicles, which may cause traffic to slow down to 55 mph - the legal speed limit on the road. If unsafe conditions are being caused, it is not due to the left hand ramps, but to drivers not obeying the speed limit. With the price of gas ever increasing, I am not sure why the state is putting more resources into road expansion. People are reducing their driving and taking public transport to save money. Any state funds need to be reallocated to supporting other forms of transportation. Also, the increase in traffic, will only decrease the living standards and health of the families living along this corridor and beyond.	**B2, C4, C5**
415	The most viable solution to transportation issues in the corridor is the expansion of the CTA Blue Line further west. Such expansion will accomplish the d ual goal 1) moving people through the corridor, and 2) reducing vehicles on I-290. By reducing the number of single occupancy cars, there'll be more capa city for truck traffic; which seems to be an underlying and unstated goal of this study.	**B2**
416	A "managed" lane, using only the existing structure would lead to even worse traffic jams. The Blue Line should be extended farther west, to reflect grow th in those areas. Long term planning should consider a monorail, which would free up more space beneath and be quieter. Unlike most Oak Park reside nts, I do think that it should not lose a lane at Oak Park. Not only is the backup annoying it puts a tremendous amount of fumes into the air. One way to expand the highway without encroaching farther on private land would be to have the blue line be a subway all the way and use its current space for cars . Perhaps more practically, the subway could begin at Austin Blvd, and then a lane could be added without taking any more Oak Park land.	**A1, B2, C9**
417	As a student at University of Illinois at Chicago, I would like to see the Morgan Street exit more aesthetically appealing. I am interested in involving stude nts in a project to build a garden that can enhance its appearance. Who controls the property on the east side of the highway there?	**C2**
418	Extend study area east to Wells or Michigan, Extend Blue line to Hillside and beyond	**B2**
419	As an Oak Park resident, I strongly urge for improvements in pedestrian and bicycle transportation in the Ike corridor, specifically at all crossings (Oak Par k and Ridgeland Ave. especially, repair/improvement of the Home Ave. pedestrian bridge, and more pedestrian bridges if possible. I also strongly oppos e expanding the Ike footprint in Oak Park. There should be no added traffic lane studies have shown it will not ease congestion. We need rail and alternate transportation, not more auto congestion. Further, the existing off ramps sho uld not intrude further on Oak Park. The left exits are unique in the minimal intrusion on our limited space, and giving up space for "modern" off ramps i s moving in exactly the wrong direction.	**C2, C3**
420	better mass transit and bicycle-friendly and pedestrian-friendly features along 290 Beautification of the corridor on all exits entering Oak Park - Harlem, Austin bike friendly curbs and streets along Oak Park Ave. , Home Street and 290 bridge improvements trash removal along highway and exits!	**C3, C5**
421	HRT to oakbrook, AGT to oakbrook, ped and bike improvements	**B2, B16, C3**
422	Extend Blue Line, Improve intersections along I-290	**B2, C2**
423	I strongly support: (1) HRT to Oak Brook or (2) AGT to Oak Brook and (3) non motorized pedestrian and bicycle improvements. I strongly oppose: (1) HOV lanes (2) Expressway expansion/improvements (3) arterial improvements	**B2, B16, C3**

ID #	Proposed Alternative Comment	Disposition
424	You have to look prior to Mannheim. The 294 / 290 interchange needs to be addressed. Traffic coming from 290 east onto 294 south backs up 290 to Yor k road. There is plenty of room here to use the fly over interchange. This is a major interchange and the current configuration squeezes 290 east inbound traffic to 1 lane due to 294 south bound traffic. The same occurs on west bound 290 traffic on a smaller scale when 294 merges onto 290 thru York road. f: congestion after Manheim. I do not understand why there is only 3 lanes from route 83 to Austin. There needs to be a Min of 4. The population of the metro area has exceeded the capacity of the current system. Austin to Circle should be 5 lanes. Traffic at the 53 90 interchange are at times 6 lanes and that over 40 miles from the City. Parking Garages. The court house and CTA would both benefit from parking garages to free up some land move the trai ns in to the parking lot and cars above the trains. g. In the places where land is tight why not use suspension bridges, expensive but effective. I also thin k concrete walls need to be built like they did on the Dan Ryan, even if your not going to expand lanes to the wall, use that space for shoulders to get bro ken down cars out of the way. h. Raised reversible express lanes. I know land is a premium. Also do not do 2 lanes like you did on the Kennedy It only tak es one problem in the express lane to make the solution the problem.	**A1, C2, C11**
425	We live on the south end of Oak Park, and my primary concern is making the El Stops at Oak Park Ave and Harlem Ave more pleasant and easier to use. The overpasses at these two streets are too narrow for pedestrians and bikes. The El stops are unpleasant (compared to some of the new stations in the city). The pedestrian bridges e.g. Home Avenue, over 290 are in horrible shape - dangerous to walk over and worse for biking due to uneven broken con crete.	**C3, C4, C5**
426	Expand the Blue Line to add commuters on the rails not the highway! Expanding the Ike is not solving the problem! Look at ways to make El & Metra acc ess easier for those in the burbs.	**B2, C5**
427	What?? Expand the IKE-our village was already cut in half when you built it and you tore up our trees bringing water to the western suburbs. How about Public transportation..I take the blue line every day. Extend it, make it cleaner and safer and I think you may have a solution that will save lots in oil consumption, congestion and our tax dollars.	**B2, C4, C5**
428	Encourage public transportation!! Another waste of our tax dollars. We need alternatives and when people have an option that saves them money they will use it. If you have to have consultants-use some that are from the area!! Not Denver residents that don't have a solid public transport system....how about some commone sense here-quit wasting our taxes on consultants!!	**B2**
429	We need to reform and expand the CTA and Metra options in order to be a viable city of the future.	**B2, B9**
430	I am shocked beyond belief that in this day of $4.50 + /gallon gas and an increased awareness of the health and political costs of our reliance on foreign oil that an major highway expansion is even being considered. Experts in the field (talk to someone at McKinsey & Co. and scientific experts) readily agree that the U.S. is rapidly approaching or has already passed peak oil production. The coming years near to provide replacemens for a car driven culture, not a pathetic attempt by state agencies to get more money by expanding our roads. Most middle class people cannot afford a $5/gallon commute from the far western suburbs on top of expensive city parking. We need to reform and expand the CTA and Metra options in order to be a viable city of the future.	**C5**
431	Please reconsider widening the IKE in the Oak Park area. Please DO consider more public transportation	**B2**
432	I am in favor of expanding blue line service to the far western suburbs. Not only would expanded blue line service relieve traffic congestion on the Eisenhower, but it would also offer a less expensive way for people to commute to downtown Chicago from the western suburbs. Widening the Eisenhower, by contrast, will encourage more people to drive to work, thereby increasing pollution. Widening the Eisenhower will also have a negative impact on communities like Oak Park. Housing values will decline as noise and pollution increase from an expanded Eisenhower. I am opposed to expanding the Eisenhower expressway. Widening the Eisenhower is not a cost-effective or environmentally sound solution to reduce traffic congestion.	**B2**
433	As a commuting stakeholder, I have the following comment and suggestions: There's more than enough room currenty on the Eisenhower to transport more than double the people that are currently travelling on the road. The key is to get rid of all of the empty seat hauling that we're doing. Sadly, 90% of all commuter trips have only one person in the car - the driver. 98% of all commutes have only one or two people in each car. The solution is to manufacture and drive narrow cars - cars with all of the passenger seats behind the driver. That way there can be more than double the existing number of lanes on the roads without widening the highways. I couldn't disagree more with widening the road as a solution. There's no reason to believe ultra-narrow car technology won't take over the highways as fast as computers, cell phones, and smart phones have in a 20 year span. To start, then, legalize lane splitting and create "Congestion Passing Lanes" in the middle of the highway where only narrow cars and motorcycles are allowed to lane split. Public service announcements from newspaper, radio, and tv news would communicate the need for careful lane changing in the middle of the highway during congested periods. As people would see the narrow cars and motorcycles passing the congested traffic, more and more people would transfer to this type of vehicle. For more information, see www.deletetheseats.org and www.commutercars.com. Delete the seats.	**C11**

ID #	Proposed Alternative Comment	Disposition
434	This is a time of great opportunity to place Chicago at the forefront of modern transit. Expanding the Ike is not the solution. With gas prices at an all time high, and with such unrest in the Middle East, this is not a time to increase our reliance on oil. This is an opportunity to improve public transit via the CTA and Metra. Now is the time to utilize financial resources towards a state-of-the-art high-speed rail system. I strongly believe that expanding the Ike is NOT the answer. It would be a band-aid not a solution. We must expand our thinking and imagination and use this opportunity to implement alternative commuter resources that do not rely on fuel-reliant vehicles. Chicago suburban-area residents need alternative commuter transportation. The cost of living continues to climb while wages remain stagnant. Forcing commuters to rely on their vehicle is not the answer. Chicago parking rates are ridiculously high. These rates limit my family's participation at Chicago attractions and events. We deserve an alternative mode of high-quality transportation. If resources are or become available, do not force Chicago-area residents to rely more on their vehicles. Give us the opportunity to use our tax dollars towards improved and reliable public transit. Specific factors that could improve the commuter experience are 1) a more accessible and 2) sanitary CTA. The current state of the CTA limits our participation in Chicago events, attractions, shopping, etc. As touched on, we cannot afford parking in downtown Chicago. In addition, we are limiting our car use due to the high price of gas. Therefore we usually take the blue line into the city. However, we have a young child and always travel with a stroller. The limited number of CTA stops with elevator access is unacceptable. Not only that, but the elevators that do exist smell so horrible of urine that it keeps us from visiting the city. Improving CTA and alternative rail systems is the answer. With these improvements, our family would take greater advantage of all that Chicago offers, aka, we would spend more money in Chicago. Expanding the Ike would not be the answer. Chicago can do better. We as arearesidents and tax payers deserve better.	**B2, C4**
435	I commute on the Eisenhower every day. Public transportation isn't an option for me due to the nature of my work. While improving the blue line should be part of this improvement, many people like myself simply can't abandon their vehicle in favor of public transportation. We are at the mercy of a poorly designed road. There is room to improve it and make it flow. Restricting access from other roads would help. Why do we need all the avenues pouring in? Cut off a few and have the merging roads reduced. I like the separated road Eastbound near the old Hillside Strangler. You should extend that to 171 so that all merging/exiting traffic doesn't mingle with the three lanes of the Ike until after 171. The Central access going Westbound is too close to Austin, which is too close to Harlem. Finding a way to route Central onto Austin and eliminating that access would help a ton. Right now people exit at Austin, then jump across and enter on the other side passing 40 cars, but snarling traffic at the merge on the other side. Changing the lights to prevent this will help.	**C2, C6**
436	Please consider the inclusion of a parallel lane for cycling commuters, similar to the lake front path of LSD.	**C3**
437	With the rising cost to operate an auto and the environmental effect of a higher number of cars traveling through the Oak Park corridor it seems that dollars would be better spent to expand the rapid transit system which could use the revenue. Especially with the program being put in place that would take free travel away from senior citizens. There is definately something in this program that clearly shows a hugh profit for individuals that do not deserve it. The time is coming when we will find that if we do not start putting constructive programs in place not only will Oak Park loose its standing as a community that cares, but our state revenue will collapse and the likelihood of an overpriced expansion being completed properly almost impossible.	**B2**
438	Please do not expand the Ike. Adding HOV lanes will not significantly reduce congestion. Only a multi-modal solution of expanding blue line, metra alternatives,and possibly light rail will reduce congestion.	**B2, B9, B17**
439	I am a resident of Oak Park and live near the highway. I am against the expansion of the Ike since it will have a detrimental impact to a historic community and will only perpetuate our reliance on automobiles. Instead of more lanes, the train service should be expanded and improved. For example, lengthening the Blue Line will draw additional commuters from communities not well serviced currently, e.g. Maywood, Westchester, Hillside. A high speed rail system should also be considered. Finally, there are freight tracks that are RARELY used that is taking precious real estate. Perhaps these can be used to create express Blue Line tracks.	**B2, B13**
440	Make it a double decker expressway	**C8**
441	Why can't they double-decker the highway.	**C8**
442	If new lanes are going to HOV lanes, don't bother - waste of money, unless two lanes are added: 1-HOV, 1-unrestricted. "Congestion pricing"? Why penalize commuters for something that's not their fault? If the road was built right in the first place it wouldn't be congested.	**A1**
443	Could an elevated in/out express lane be a possibility? Where possible build it over the Metra tracks until Metra goes below ground and at that point bring it over the east/west lanes that currently exist. Have 5 mile stretches without on/off ramps to handle the suburban traffic and not the intra city traffic	**C8**
444	As a resident of Oak Park for most of the past 25 years, including three in a house facing I-290 and nine in a house within 100 yards of the expressway, I am absolutely against further widening of the expressway through Oak park. The level of noise, soot and air pollution is already a detriment to the quality of life in this area, further widening this expressway will exacerbate these issues without eliminating tarffic congestion or even mitigating it in any meaningful way. Congestion will remain and our community will pay a price for little or no reward/benefit to the greater metro area. What is needed, as soon as poossible, is a sound wall to contain and mitigate the noise caused by the expressway, the blue line, and the rail lines. Further expansion of the blue line makes absolute sense and should be the first priority when reconsidering the Eisenhower.	**B2**
445	Its so easy.Double deck it.You would have twice as many lanes right away.We have the technology to prevent collapse.only have to plow snow on the top lanes.Dont have to buy more property.	**C8**
446	I agree with nearly all of the suggested steps. Definitely: e. Widen the road to three lanes west of Austin to eliminate the bottleneck. f. Extend the CTA Blue Line to Yorktown shopping center, but you would need express trains to speed up the trip. (The CTA used to have 'A'trains and 'B' trains that each made every other stop, except for a few stops where you could change trains. That made sense.) g. Expand parking at the CTA stations. I would use the Blue Line a lot more, but the parking at Forest Park is a nightmare. You should be able to use a credit card to pay for parking.	**A1, B2, B4, C11**
447	With the high cost of adding lanes, which would not necessarily reduce congestion, I think the best solution is to construct an elevated, four lane expressway with limited entrances and exits. Many of the vehicles entering at 294 are headed to the loop. Frames that span the tracks or hammer head piers could support the structure with high level bridges at the existing overpasses	**C8**

ID #	Proposed Alternative Comment	Disposition
448	We believe that it is not possible to build our way out of congestion on I-290. The "Hillside Strangler" project has demonstrated that. There is too much congestion – 17 hours each day – to make a dent by adding another general purpose car lane, as has been suggested. Moreover, adding a lane on I-290 would eventually attract more cars, resulting in comparable levels of congestion but with even more traffic. The best strategy for reducing congestion, improving mobility and safety, and creating better access to jobs in the I-290 corridor is to make it easier for travelers to use transit, biking, and walking for work commutes and other trips. We need a combination of new Bus Rapid Transit service; improved service on existing rail, (CTA and Metra) and bus (CTA and PACE) lines; better, faster bus connections to CTA and Metra rail; and better, safer bike and pedestrian access to transit and jobs. IDOT should focus on these alternatives as the study continues.	**B2, B7, B9, C3, C5**
449	What the Ike corridor needs is not more cars, but more trains	**B2**
450	I would like to suggest that the advisory group consider the addition of dedicated bike lanes in any improved design of the Eisenhower. Dedicated bike lanes would dramatically lower bike commute times, which would in turn increase the number of bike commuters from nearby communities like oak park, forest park and river forest, resulting in lower vehicle traffic volumes. Compared to a multi-modal route, such as walk, train, walk, or bike, train, walk, a unimodal route is typically much preferable. Separate bike lanes on the highway would make biking a competitive option to public transit as well as driving, from communities within 10 miles radius.	**C3**
451	What is needed is 4 LANES in the proposed stretch of road. Save up funds for this and do it right. Maybe do east bound 4th lane first, then west bound later after more money becomes available. (maybe Federal jobs program money) Keep buses off! I see problems with that. Also, no tolls. This was supposed to be a free road. What happened to all the fuel taxes we paid? Keep the Tollway commision as far away as possible from Ike. Why single out Ike for tolls? If Ike is tolled, then why not all exoressways? If nothing else, continue eastbound 4th lane east of 25th Ave. (between railroad bridge abutments, I think there is room.) Also, moving Harlem & Austin ramps to right side of expressway makes sense, but how to do this with RR tracks on the south? If possible, this would almost make enough room for another lane(s) thru Oak Park. If Oak Park doesn't cooperate again, I have a couple of suggestions: e) close all ramps to & from Oak Park. Evidently, they do not need Ike. f) keep ramps open but toll those ramps only Seriously, I've spent a ton a of time in the "suburban squeeze" over decades of commuting on the Ike. Extending the light rail line further west is also a good idea.	**A1, B2, C2, C11**
452	These are my thoughts: e. As much consideration should be given to improving public transportation including the CTA Blue Line as is given to expanding the lanes on the Eisenhower. f. Reversible lanes are a waste of time on the Eisenhower. g. I believe express bus lanes will have a minimal impact on reducing congestion. Going north on the CTA – four train lines occupy the same platform in the most heavily populated area, and three lines thereafter. Although this accommodates mostly rush hour traffic it allows a great deal of flexibility for commuters. If another line could that catered to commuters and expressed to forest park from downtown or maybe Illinois Medical , turned around at Clinton or LaSalle and then ride back out to Hillside or Rolling Meadows. i. I understand there is talk of expanding the CTA line. If it is expanded it should be expanded at a minimum to Hillside and most likely to Rolling Meadows. j. If the goal is to allow commuter to travel to and from work – some attention should be paid to 24 hour transit and bus service. k. Bicycles – A bike only path should extend from downtown out to Forest Park with exits only at certain main streets. The path should be lit have reflectors on the ground and along the sides, and be patrolled by officers on bikes, 3-wheel or 4-wheel carts, or Segways and be closed to other motorized or foot traffic. l. Trucks should be barred from using the Eisenhower during certain time periods. m. Flexible toll rates will force drivers to other routes but will not ease overall congestion. c. Congestion may be eased if a second "elevated" 4 to 6 lane Eisenhower were built for cars only.	**B2, C3, C5, C8**
453	I think extending the Blue Line to Oak Brook would do a lot to cut down on vehicular traffic	**B2**
454	Sure we can use more public transp., but the road needs to be four lanes all the way to 88/294.	**A1**
455	Please consider IMPROVEMENTS IN TRAIN SERVICE including expansion of the Blue Line westward to Oak Brook in order to decrease vehicle traffic that generates noise and pollution in residential areas.	**B2**
456	I have lived near the Eisenhower most of my life. I feel strongly that we need to extend the rail line down the middle of the Eisenhower that would go all out to Oakbrook and beyond. The drive down the IKE is now pushing people away from living here....I hear it all the time.	**B2**
457	I do not think the Eisenhower expressway should be widened. What the area needs is better public tansportation and transportation links instead.	**C5**
458	I would like to see more federal and state monies going to support public transportation and encouraging bike use instead of building more roads or wider roads. We have enough car and oil use as it is.	**B2, C3**
459	It is foolhardy to add highway lanes in the 21st century. We cannot afford financially or ecologically to reinforce automobile travile in urban areas. Extend and improve blue line. I would love to be able to take it to Oakbrook. We go downtown all the time to cultural events, to eat, to shop, no arguments about what lane to be in. no parking fees or hassle. My recent observation of ike drivers while riding the blue line was the high precentage of one occupent cars. HOV lanes arne't going to be very popular and you will have delayed (expensively) the inevetible need for transportation.	**B2**
460	Establish Ramp at Racine, Morgan ramp is inadequate	**C2**
461	My idea would be to make the expressway into a variable speed expressway (VSE).	**A2, A3**
462	Request a high-performance bus alternative as managed lane or dedicated lane as replacement to blue line	**A2, A3, B7**
463	I was unable to attend the last meeting, but my idea is to simply add 2 lanes, but make them toll lanes. Charging a toll would deter much of the traffic from entering what would be express lanes. These would be built on both sides of the expressway, and eventually be paid off by the tolls. The tolls would then help pay for the cost of repairs.	**A3**
464	ITS at access points to I-290.	**C6**
465	Smart Corridors [TSM]	**C6**

ID #	Proposed Alternative Comment	Disposition
466	Station/roadway improvements - ITS/TSP; Roosevelt Rd - bus turnouts & limit peak [-period] parking; park & ride at Wolf; guided bus on [Illinois Prairie] Path - TSP at intersections.	**C5, C11**
467	Shift CTA ROW to CSX for improved stations, increased platform width, and connections to neighborhood. Add park & rides at intermediate stations. Begin shift to CSX ROW at approximately Cicero Ave and extend to Des Plaines Ave.	**C5, C11**
468	Express bus from Metra train station in Maywood along 5th Ave to Loyola. Stops at Washington Blvd, Madison St, and Roosevelt Rd.	**B15**
469	Better connection from Metra train stop to Cook County Court House (not timed right currently).	**C5**
470	Bus routes - Ridgeland Ave and Central Ave route to open Blue Line station at Austin Blvd; Laramie bus to Cicero Ave.	**C5**
471	Redevelop CTA Blue Line Harlem station.	**C4**
472	Redevelop CTA Blue Line Oak Park station.	**C4**
473	Redevelop CTA Blue Line Austin station.	**C4**
474	Increase park & ride capacity at Forest Park and improve connections to roadways for bus and auto, improve connection to Prairie Path, rebuild CTA yard and shop at Des Plaines Ave, widen bridges at CTA connections and bus routes crossing I-290 for improved pedestrian access, bike facilities, visibility, and improve drainage in I-290 corridor including CTA facilities.	**C3, C5, C11**
475	Provide improved connectivity for regional bikeways. 1) Extend Illinois Prairie Path east, connecting with off street bikeway in Columbus Park, further connecting to the City of Chicago "streets for cycling" system. 2) Improve prairie path crossings of SRA's preferably with grade separations. 3) Provide crossing of Des Plaines River Trail (proposed) across I-290. 4) Provide linkages from Prairie Path and Salt Creek Greenway to new and developing commercial uses in Hillside (see Hillside ITEP submittal proposed in 2010). 5) Provide undercrossing of I-290 in Northlake.	**C3**
476	Formal request to analyze the potential for a major new off-road trail connecting to the Illinois Prairie Path and other local and regional bikeways within the study corridor. Create an extension of this trail [assumed Illinois Prairie Path] to connect western Cook County communities to the City of Chicago ... IDOT's current study could be the first step in creating a new Eisenhower Regional Trail.	**C3**
477	Please improve existing pedestrian and non-motorized sidewalk infrastructure (i.e. 1st Ave on east side of street north of I-290). Access across I-290 ditch is poor along I-290 corridor. Limited bicycle parking along I-290.	**C3**
478	1) Improve interchange area non-motorized crossings and safety focus on Austin Blvd, Harlem Ave, DesPlaines Ave, 1st Ave, 17th Ave, 25th Ave, Mannheim Rd (see regional bikeway sheet). 2) Provide wide bike-pedestrian crossing of expressway; where widening is not feasible separate walkways from traffic with a safety barrier. Provide crossings every 1/4 mile where expressway separates communities to eliminate barriers to walking. 3) Provide bike lanes across expressway on non-state roads. 4) Minimize bike/pedestrian crossing distances over heavy-traffic facility. 5) Provide transit access improvements.	**C3**
479	Improve arterial and non-motorized opportunities for intersections at Harlem Ave & Austin Blvd. Maintain bridge access at Lombard Ave, East Ave, and pedestrian bridge at Home Ave.	**C3**
480	Pedestrian/bike improvements at expressway Interchange.	**C2, C3**
481	Use single point [urban] Interchange to minimize pedestrian/vehicle interaction and enhance safety and neighborhood quality	**C2**
482	Change exits to center lane exits (rather than right lane exits) to provide consistency and improve quality of neighborhood experience, and improve pedestrian safety. Interchanges include Mannheim Rd, 25th Ave, 1st Ave, Central Ave, Laramie Ave and Cicero Ave.	**C2**
483	Interchange traffic circles at 4 locations - 1st Ave, Harlem Ave, Austin Blvd, and Cicero Ave.	**C2**
484	Major interchange improvements along I-290 (1st Ave, Austin Blvd, ramp access on & off I-290).	**C2**
485	Same interchanges but modernize them and no left-lane ramps.	**C2**
486	Eliminate interchange to reduce expressway vehicle conflicts and manage expressway VMT. Provide access management on approaches to remaining Interchange through intergovernmental agreements. Provide better local street connectivity (assume existing bridges to remain). Improved local street connectivity will reduce interchange congestion. Complete interchange or expand interchange capacity.	**C2**
487	EZ access on/off ramps from I-290 to Forest Park station.	**C2**
488	Frequent (15 min headway) system of express bus routes on new or converted HOT, HOV, or bus lanes. Routes would originate on the west at the intermodal terminal in Forest Park or Hillside. Bus routes include destinations along 1) Western Ave N & S; 2) Michigan Ave in Streeterville; 3) along Cicero Ave north and Cicero Ave to Midway Airport; 4) to Medical Center (at Ashland Ave); 5) Hyde Park and University of Chicago. Buses operate express along I-290 and limited stop along arterial streets. Intermodal terminal would include park & ride lot.	**B15**
489	Improve park & ride option at Forest Park station based on analysis of need, assuming Blue Line extension.	**C11**
490	Larger parking lot at DesPlaines Ave.	**C11**
491	IDOT Rapid Deployment Emergency Crash Removal Program - Know there is some program presently, but development of emergency lanes and emergency signal/info devices on highway to allow faster access to crash site for removal. Area shown within project limits - Mannheim Rd to Cicero Ave.	**C11**
492	Re-evaluate multiple bridge crossings at Des Plaines and create two way access to and from Van Buren for better access to station.	**C10**
493	Arterial improvements on Roosevelt Rd to improve bus flow and amenities.	**C10**

ID #	Proposed Alternative Comment	Disposition
494	UP-W line-within-a-line from Cicero Ave to Elmhurst for reverse commute. Stops at Cicero Ave, Harlem Ave, 5th Ave, Broadway, Mannheim Rd, I-294 and York Rd.	**B9**
495	Melrose Park and Bellwood have suggested through RTA community planning (former RTAP) process to combine stations with a new station near 25th Ave.	**B9**
496	Upgrade existing Metra service to make it an attractive commute option along the UP[-W] line. Increase frequency of trains, demo fares (fare integration), improved station facilities.	**B9**
497	Capacity improvements on Metra BNSF and UP-W. Five additional peak limited stop trains.	**B9**
498	Upgrade service on Metra's MD-W line.	**B9**
499	3 train service on Metra UP-W line; upgrade signal systems for trains.	**B9**
500	Metra MD-W Service Expansion	**B9**
501	Metra UP-W Service Expansion	**B9**
502	Metra BNSF Service Expansion	**B9**
503	Harlem Avenue	**C10**
504	BRT Roosevelt	**B8**
505	BRT along Cermak Rd from 54th St to I-355.	**B8**
506	BRT in exclusive lane on Roosevelt Rd; integration with J-line on west end.	**B7, B8**
507	BRT line in the existing "ditch" along I-290 from park & ride facility at Hillside to downtown Chicago. Should include express capabilities and have key stops at I-294/I-88/I-290, 1st Ave, Harlem Ave, Austin Blvd, Cicero Ave and Western Ave.	**B7**
508	BRT, Loop to I-355 via Blue Line ROW, I-290 and I-88	**B7**
509	Mid-City BRT	**B7**
510	I-290/I-88 BRT [1st Ave to Highland Ave]	**B7**
511	1st Ave ART	**C10**
512	East and west power line corridor [assume to be adjacent to Illinois Prairie Path]. Busway.	**B8**
513	I-290 managed lane (price and/or occupancy) from Cicero Ave to I-355 with a BRT lane from Des Plaines Ave to I-355. BRT stops at I-355, Main St, Meyers Rd, Summit Ave, Kingery Hwy [IL 83], York Rd, Wolf Rd, Mannheim Rd, 25th Ave, 1st Ave, and Des Plaines Ave.	**A2, A3, B7**
514	DuPage "J" Line	**B7**
515	CTA Green Line extension from Forest Park / Oak Park to Maywood. Stations located at 5th Ave and 19th Ave. (60% of employed Maywood residents work along Green Line).	**B5**
516	Build CTA park & ride, yard, shop at Maywood ComEd site and extend Blue Line. Connect to regional bus system.	**B2, C5, C11**
517	Blue Line extension to Mannheim Rd; new stations at Maybrook Courthouse, 17th Ave and Mannheim Rd; shuttle bus service to Loyola Medical Center and Hines VA [hospital].	**B2, C5**
518	Blue Line extension with north south circulators with interline connectors, employment center/hospital connectors.	**B2, C5**
519	Managed lanes-not new, but rather price all existing without add-a-lane. Blue Line extension west to I-290/I-294 "triangle". Peak period pricing on all existing I-290 lanes. Transit hub to interface with bus service at I-290/I-294 including potential DuPage J-Line operating Naperville/Oak Brook/Schaumburg alignment. Large park & ride facility with car share program in-place on-site. Rebuild I-290 without add-a-lane component.	**A4, B2, C11**
520	Extension of local service Blue Line. Phase 1 to include 4 additional stops to Mannheim Rd over capped landfill. Phase 2 continues connection to I-290, I-294, I-88 expressways with a park & ride oasis. Additional stations at 1st Ave, 17th Ave, 25th Ave and Mannheim Rd. Also renovate existing Des Plaines Ave station. [Also include a new multimodal transit station converting CN rail to express train at Austin Blvd - see Alt 29.]	**B2, B10, B11,**
521	See Cook DuPage [Corridor study] final system map, but limit Blue Line to Oak Brook area, e.g. I-290/I-294, not Lombard or even further west. Key elements: HRT in I-290 corridor, DuPage J-Line connect to HRT, add pricing on all I-290 lanes (existing) with no add-a-lane. Also N/S transit at Inner Circumferential [commuter rail] (25th) area. Rebuild I-290 without expansion.	**A4, B2, B10**
522	HOT lane w/bus (BRT) improvements. Use toll proceeds for transit improvements (extensions of Blue Line to 1st Ave with expanded parking and direct ramp access for parking and bus. Improve/rebuild existing Blue Line).	**A3, B2, B7, B11,**
523	Blue Line extension to 1st Ave with BRT access and park & ride; BRT in HOV lane of I-290/88 to Oak Brook; stations at logical cross arterials; BRT access to major activity centers in Oak Brook; integration with J-Line on west end.	**A2, B2, B7**
524	Extend Blue Line to Courthouse from Des Plaines Ave.	**B2**
525	Extend Blue Line to Oak Brook from Des Plaines Ave along I-290.	**B2**

ID #	Proposed Alternative Comment	Disposition
526	Extend Blue Line to Oak Brook from Des Plaines Ave along I-290. Stations at 1st Ave, 25th Ave, Mannheim Rd, Wolf Rd, York Rd, and Spring Rd.	**B2**
527	Extend Blue Line to Oak Brook with a shared station between 1st Ave and 5th Ave, and at 25th Ave and potential stations at Mannheim Rd and Wolf Rd.	**B2**
528	Extend Blue Line to 1st Ave from Des Plaines Ave.	**B2**
529	Extend CTA Blue Line to Oak Brook in I-290 and I-88 ROW. Under no circumstances should the Prairie Path be utilized.	**B2**
530	Extend the CTA Blue Line along I-290 to encourage better usage of the existing Blue Line capacity.	**B2**
531	Modern, fast, clean, state-of-the-art mass transit from Loop to Oak Brook. Fixed, not bus line. Along I-290 ROW.	**B2**
532	Extension should be a high speed, mass transit application. If new technology is appropriate use it - and replace aging Blue Line currently in place with newer technology. Whatever is built will be used for 60 to 100 years. It should be modern, clean and fast with good station accessibility and planned economic growth linked to the stations. Fixed tech - not bus. Along I-290 ROW.	**B2**
533	Extend Blue Line to Oak Brook along I-290 with key stations at 1st Ave, 25th Ave, and Spring Rd. Also add another rail line or ability to run "express" service between Oak Brook and downtown Chicago and O'Hare.	**B2, B4**
534	CTA Blue Line extension to Oak Brook from O'Hare along I-290 ROW. Stops at 1st Ave, 25th Ave, Wolf Rd, York Rd and Spring Rd. Tourists/visitors take Blue Line to Oak Brook hotels/shopping /entertainment center instead of staying in downtown Chicago. Tax revenue enhanced in DuPage County. A 1/4% tax on hotel stays is enacted to fund transit in the region.	**B2**
535	Extend CTA Blue Line to new terminal at 1st Ave using former Great Western ROW. Move CTA parking and yard/shop to new terminal. Keep existing CTA Des Plaines station, but redevelop remainder of property with T.O.D. This alternative frees up CTA ROW adjacent to I-290 between Des Plaines Ave and river crossing for roadway widening.	**B2**
536	Continue Blue Line to Wolf Rd. Add 5 stops with park & ride capacity. Stops at 1st Ave, 17th Ave, 25th Ave, Mannheim Rd then Wolf Rd.	**B2, C11**
537	Expand Blue Line through old RR ROW to west side of Des Plaines river. Build new transit multi-modal center at Maybrook Court facility. This will allow further expansion for BRT/other transit to the west.	**B2, C11**
538	Possible connection of CTA from Forest Park to [O'Hare] Airport.	**B2**
539	Use the old Great Western right-of-way thru Concordia Cemetery for CTA to access Maybrook Square and continue on Eisenhower west. This alternative is so burials would not have to be moved in cemeteries for widening of highway.	**B2**
540	Use Cook DuPage [Corridor study] Blue Line extension to Oak Brook.	**B2**
541	Blue Line extension (elevated structure) over Prairie Path (maintaining bike use) to Oak Brook via Butterfield Rd & I-88.	**B3**
542	Blue Line extension to Maybrook Courthouse; station at Maybrook Courthouse.	**B2**
543	Extending Blue Line to Maywood court house would alleviate multi-modal traffic issues by riders currently exiting at Forest Park when then have to bus to court house.	**B2**
544	Extend CTA BL to Maybrook Court via Maybrook Drive.	**B2**
545	I-290 Blue Line Extension [FP CTA to Il 83]	**B2**
546	I-290 Blue Line Extension [via I-290/ I88 ROW, FP CTA to Highland Ave]	**B2**
547	Blue Line extension via IPP, to co-exist with IPP [Illinois Prairie Path]. Begins at Des Plaines Ave, ends at Spring Rd in Oak Brook. Stations at 1st Ave, 25th Ave, Mannheim Rd, Wolf Rd, York Rd.	**B3**
548	Blue Line extension to Oak Brook via Prairie Path (maintain bike use) on elevated structure to Oak Brook activity centers adjacent along Butterfield Rd and arterials.	**B3**
549	Extend the CTA's Blue Line farther to the west to a destination spot, for example Oak Brook Terrace or Downers Grove. Create a north/south HRT, CR, or LRT line, maybe along I-355, to connect to existing single and multi modal transportation systems that lead to interior suburbs and the city of Chicago.	**B2**
550	Blue Line extension along I-290 [to I-88/I-290 split] at the edge of the ROW to avoid isolating stations in the middle of the expressway and making pedestrian, bus and bike access difficult. Also restructure local busing to serve HRT at O/D ends.	**B2**
551	More express buses from the west into Forest Park. Rush hour only.	**B15**
552	Express bus from/to 3 major locations.	**B15**
553	Have a dedicated express rail (CR and/or AGT / High Speed Rail). This would transfer auto trips from remote areas to express rail service with minimal stops. Should feature Chicago desired rail from O'Hare to [McCormick] Convention Center. [see Alternative 28 for recommended multi-modal transit station at Austin Blvd.] Collect I-290, I-294, I-88 at park & ride oasis. [see Alternative 28 for Blue Line extension, phase 1]	**B13, B16**
554	Abandon CTA ROW west of medical center (Ashland Ave). Build new transfer station for Illinois Medical District [IMD] and access to yard and shop at 54th.	**B12, C11**
555	Inner Circumferential Rail	**B10**
556	Prairie Path Realignment	**C3**
557	I-290 tolled facility with congestion pricing or peak hour tolling. Include I-55 in strategy.	**A4**
558	I-88/I-290 HOT Lanes [Cicero Ave to I-355] & Express Bus	**A3, B15**
559	I-290 BRT [Cicero Ave to Il 83] & HOV [Cicero Ave to I-88/I-290 split]	**A2, B7**

ID #	Proposed Alternative Comment	Disposition
560	I-290 BRT [1st Ave to Il 83], HOV [1st Ave to I-88/I-290 split] & Blue Line Extension to 1st Ave.	**A2, B2, B7**
561	Express bus using HOV/BRT lanes from Oak Brook to Chicago.	**A2, B7, B15**
562	BRT continues westbound from Forest Park Blue Line station. This option becomes viable with an additional managed/HOT lane. Also see relocation of Forest Park Blue Line terminal to west of river.	**A2, A3, B7**
563	Convert lane to managed lane. Lowest cost transit improvement. Upfront lease payment for 25 years of revenue collection.	**A2, A3**
564	Provide managed lane facility westbound from Circle interchange to I-294 / I-88. Provide managed lane facility eastbound from I-294/I-88 to Cicero Ave. Implement congestion pricing. Implement HOV preferences and Q-bypasses at Interchange. Tighten ramp metering; provide truck bypass and HOV bypass.	**A2, A3, C6, C11**
565	BRT in HOV lane in I-290/I-88 with direct (ramp/lane) access to Forest Park Blue Line; Oak Brook end includes access to major center(s) via arterial lanes; stations at logical major arterials/activity centers; integration with J-line on west end.	**A2, A3, B7**
566	I-290 HOV Lanes (2 + 1 on I-88) [Cicero Ave to I-88/I-290 split, split to IL ? Or I-355]	**A2**
567	In Oak Park section of the Ike [I-290], consider adding 2 lanes from Austin Ave to Harlem Ave by eliminating left hand ramps. Replace ramps with an elevated roadway connecting the 2 streets.	**A1, C2, C8**
568	Add managed lane. Convert lane 1 on I-88. Add managed lane on I-290. No free HOV passage. 25 year optional lease payment.	**A1, A3**
569	Managed lane network on regional expressways and tollways using a conversion of existing lanes in all locations (I-294, I-88, I-290) except along I-290 between Central Ave and 25th Ave where new construction would be necessary to add one managed lane in each direction. Access points at major roadway interchanges, including connection to Blue Line terminus at Des Plaines Ave or 1st Ave.	**A1, A2, A3, C5**
570	Add managed lane or convert existing lane with toll revenue used to fund transit improvements. Begin at Mannheim Rd and extend to Circle interchange.	**A1, A2, A3**
571	WCMC Letter. The WCMC would encourage IDOT to utilize a multimodal approach when exploring all possibilities beyond the traditional roadway approach. We hope that a roadway expansion will only be considered as a last resort or as supplemental to a reasonable transit option prior to disturbing the land use of one of our communities. The Cook DuPage Corridor Study has closely reviewed potential alternatives to improve traffic flow along the Eisenhower. We hope that the work completed during this study will be given due consideration during this Pahse I study.	**B2**
572	In summary, I-290 should not expand the number of lanes, pon/off ramps should remain as is, public transit should be increase i.e CTA Blue Line extension/expansion, increase in bus and Metra services, regional trnasportation hub to be expanded /developed, increasing transit	**B2, B9, C5, C11**

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX B

Summary of Stakeholder Single Mode Suggestions



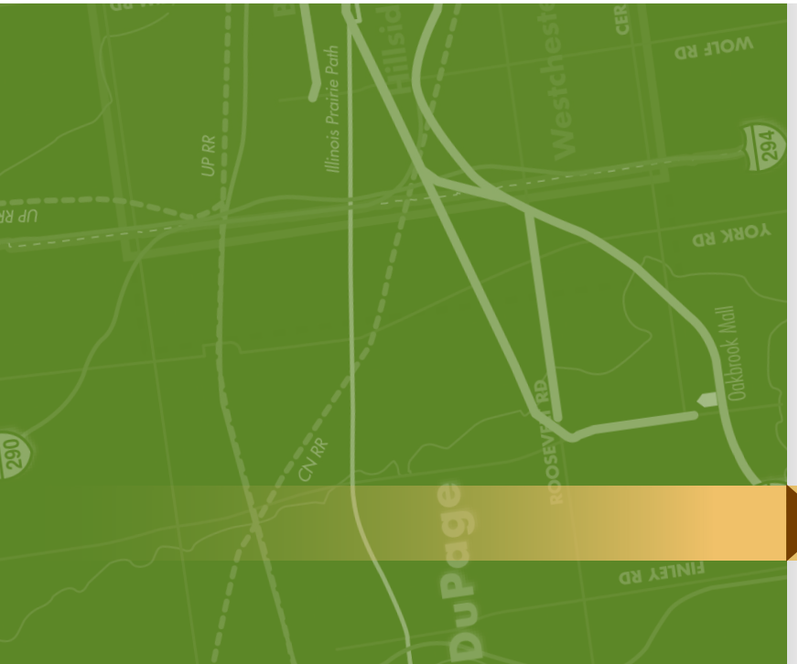
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INTERSTATE 290

Eisenhower expressway

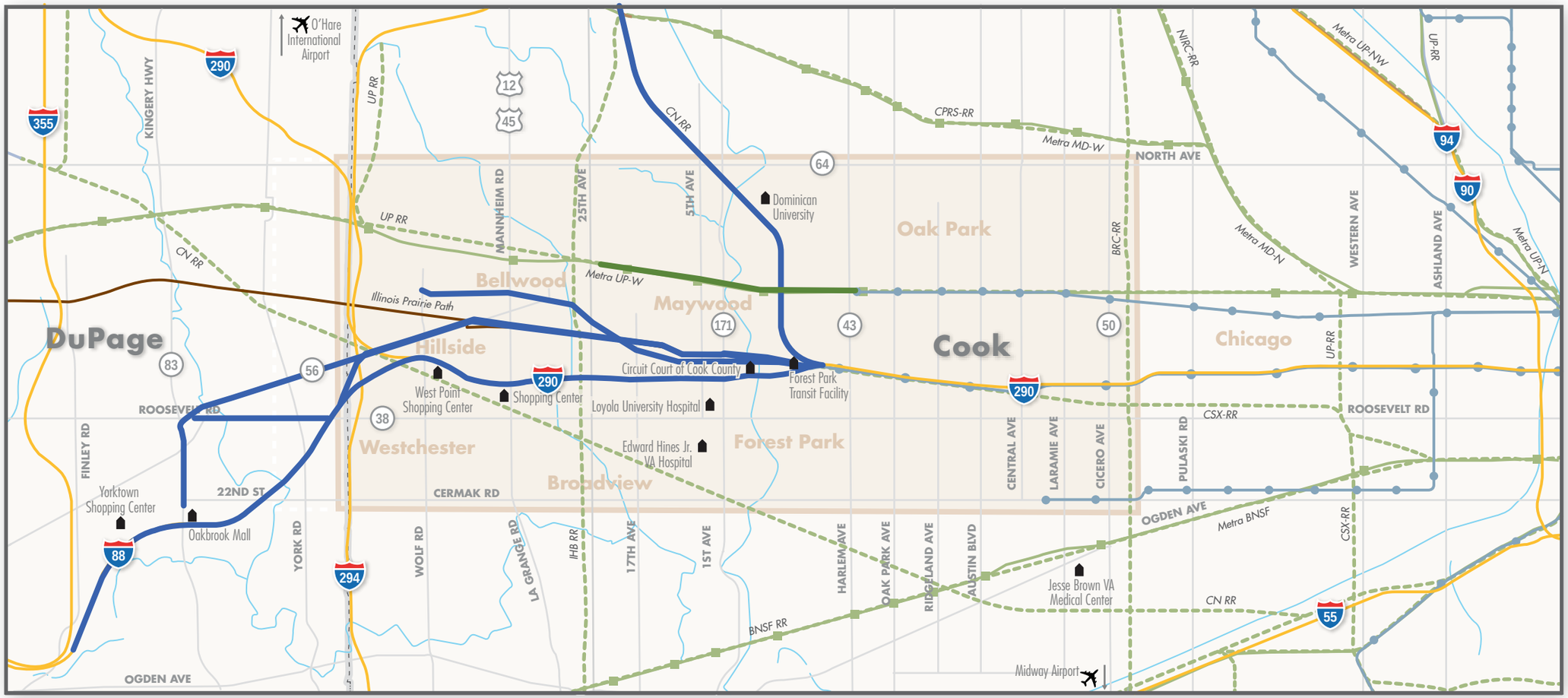
Summary of Stakeholder Alternatives by Mode

October 2009 – January 2011



Eisenhower expressway

Heavy Rail Transit *(HRT)*



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Blue Line Extension
- Suggested Green Line Extension
- I-290 Study Area
- County Boundry
- River

N

**Not to scale*

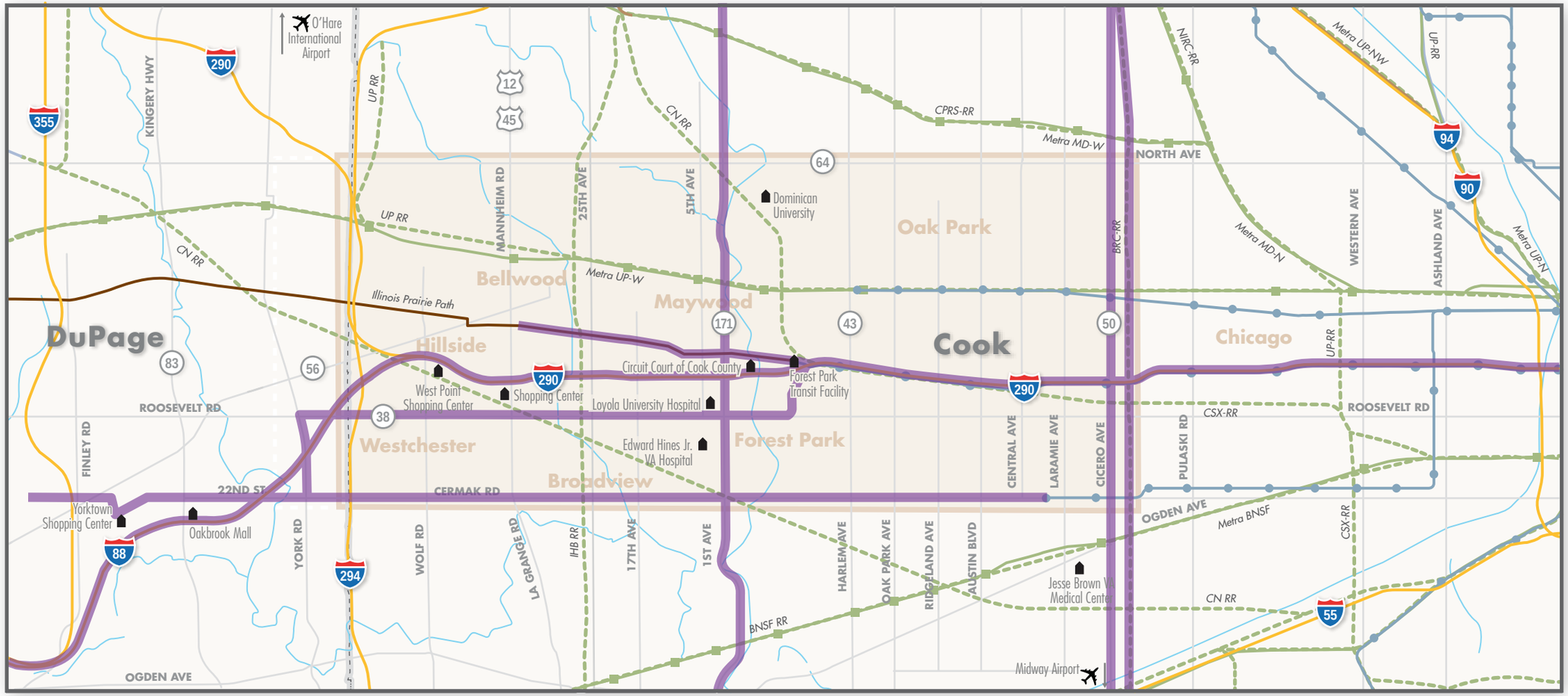
- > Blue Line Extension to O'Hare Airport
- > Blue Line Extension to 1st Avenue via I-290
- > Blue Line Extension to Mannheim Road via I-290
- > Blue Line Extension to York Road via I-290
- > Blue Line Extension to Oakbrook Mall via I-290
- > Blue Line Extension to Yorktown Mall via I-290
- > Blue Line Extension to Wolf Road
- > Blue Line Extension to 1st Avenue via Illinois Prairie Path
- > Blue Line Extension to Mannheim via Illinois Prairie Path
- > Blue Line Extension to York via Illinois Prairie Path
- > Blue Line Extension to Oakbrook Mall via Illinois Prairie Path
- > Blue Line Extension to Yorktown Mall via Illinois Prairie Path
- > Green Line Extension to Maywood

NOT SHOWN:

- > Shift Blue Line to CSX Right-of-Way between Cicero and Des Plaines Avenues
- > Abandon CTA Right-of-Way west of Illinois Medical Center (Ashland)
- > Pink Line Extension (location not specified)

Eisenhower expressway

Bus Rapid Transit *(BRT)*



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Bus Rapid Transit Alternatives
- I-290 Study Area
- County Boundry
- River

N

**Not to scale*

BRT Options include termini at Forest Park CTA Station, Cicero Avenue, Downtown

- > BRT to Mannheim Road via I-290
- > BRT to Oakbrook Mall via I-290
- > BRT to Yorktown Mall via I-290
- > BRT Forest Park to Mannheim Road via Illinois Prairie Path
- > BRT to I-355 via I-290
- > BRT on Roosevelt Road to Oakbrook Mall
- > BRT on Cermak Road to I-355
- > BRT on 1st Avenue
- > BRT on Cicero Avenue (Mid City BRT)
- > BRT on BRC Railroad (Mid City BRT)

Eisenhower expressway

Commuter Rail



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested New Commuter Rail
- Suggested Metra Service Improvements
- Improve Existing Station
- Suggested New Station
- Close Existing Station
- I-290 Study Area
- County Boundry
- River

N

> Upgrade METRA UP-W, BNSF and MD-W Lines

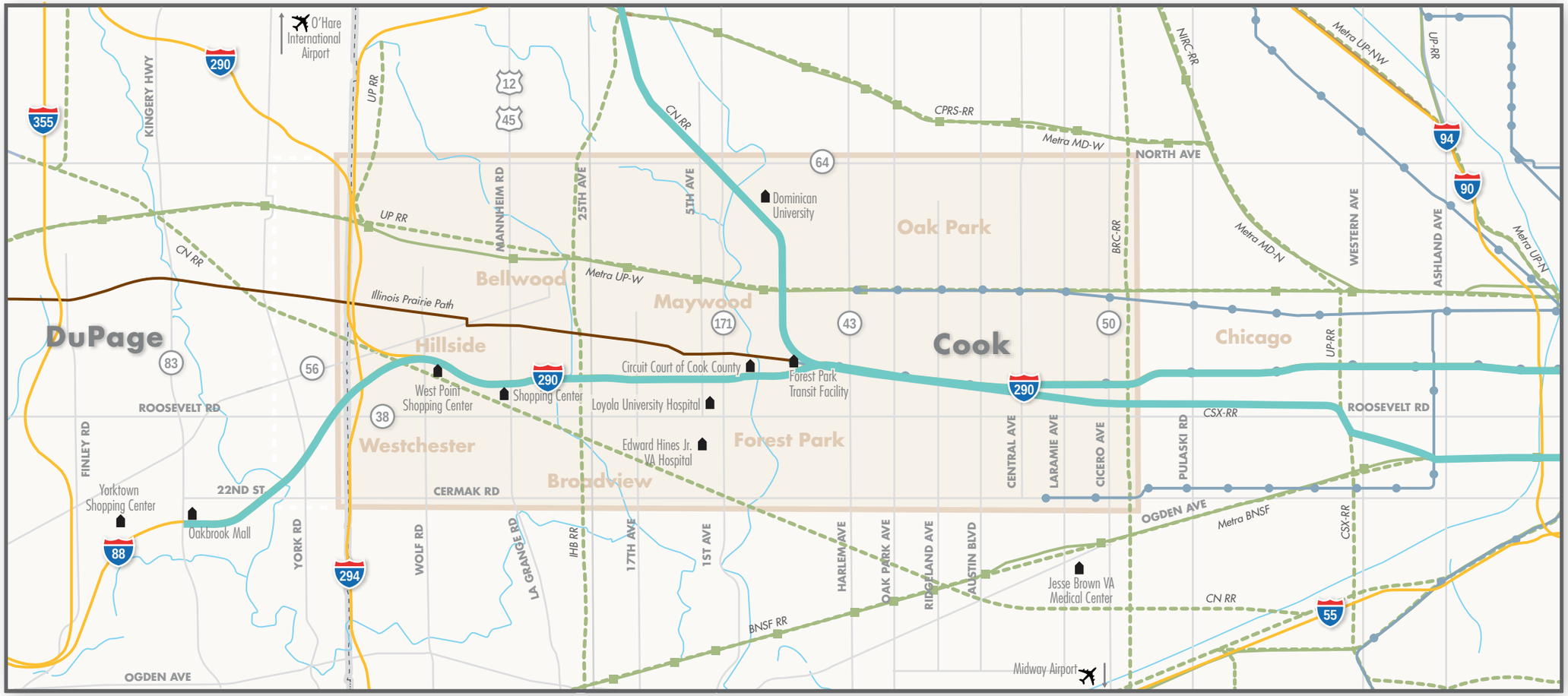
> Downtown to O'Hare Airport (dedicated express)

> Inner Circumferential Rail (O'Hare Airport to Midway Airport)

> Combine Melrose Park and Bellwood Metra stations at 25th Avenue

Eisenhower expressway

Automated Guideway Transit/Light Rail Transit *(AGT/LRT)*



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested AGT/LRT Transit
- I-290 Study Area
- County Boundry
- River

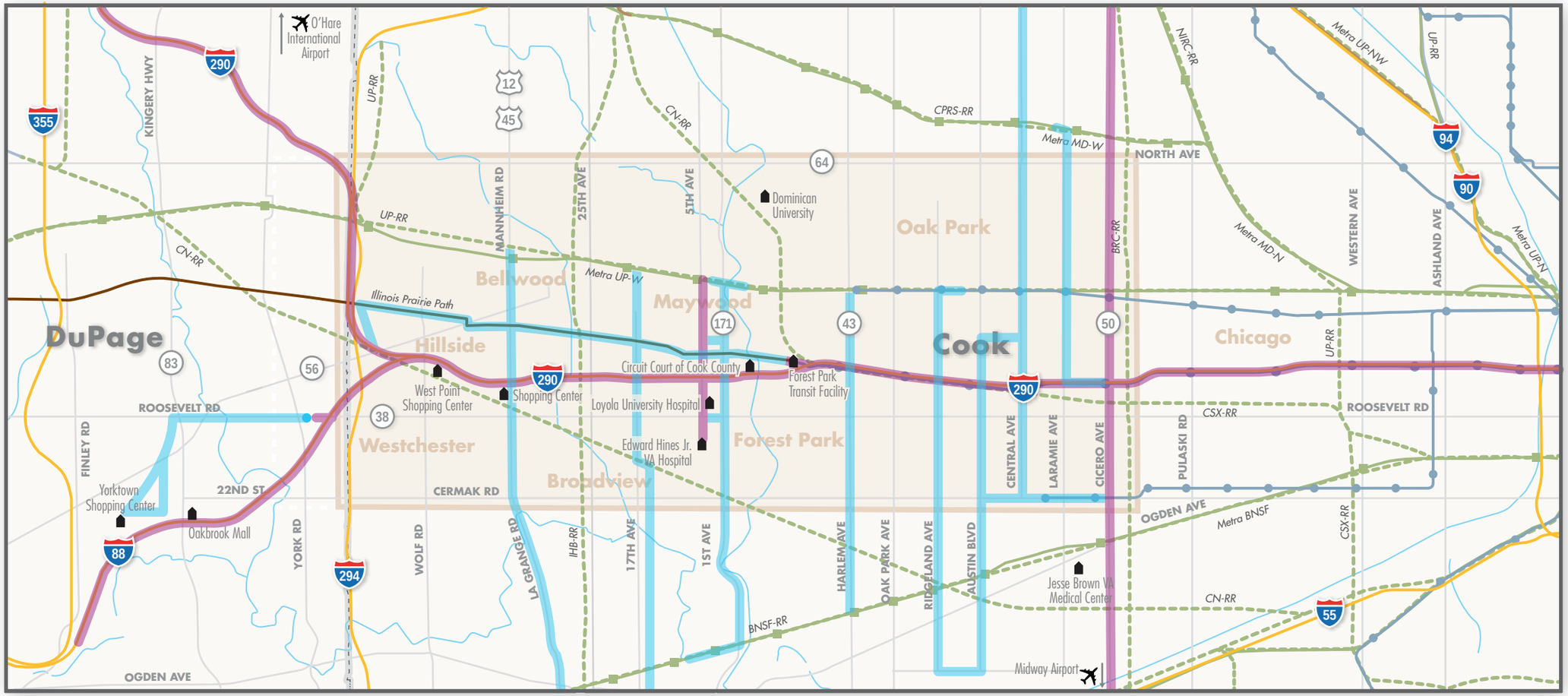
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> Automated Guideway Transit/Light Rail Transit Downtown to Oakbrook Mall

> Automated Guideway Transit/Light Rail Transit to O'Hare Airport via CSX and CN

Eisenhower expressway

Local and Express Bus



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Local Bus Alternatives
- Suggested Express Bus Alternatives
- I-290 Study Area
- County Boundry
- River

N

> Express Bus Ashland Avenue to Elmhurst via I-290/I-294

> Express Bus Ashland Avenue to I-355 via I-290/I-88

> Express Bus on Cicero Avenue

> Express Bus on 5th Avenue
Metra Maywood to Loyola Medical Center

> Local Bus on north-south arterials
(suggested in combination with Blue Line extension)

Eisenhower expressway

Expressway Improvements



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Interchange Improvements
- Suggested General Purpose Lane
- I-290 Study Area
- County Boundry
- River

N

*Not to scale

> I-290 General purpose lane addition Wolf Road to Cicero Avenue

> I-290 Interchange improvements:

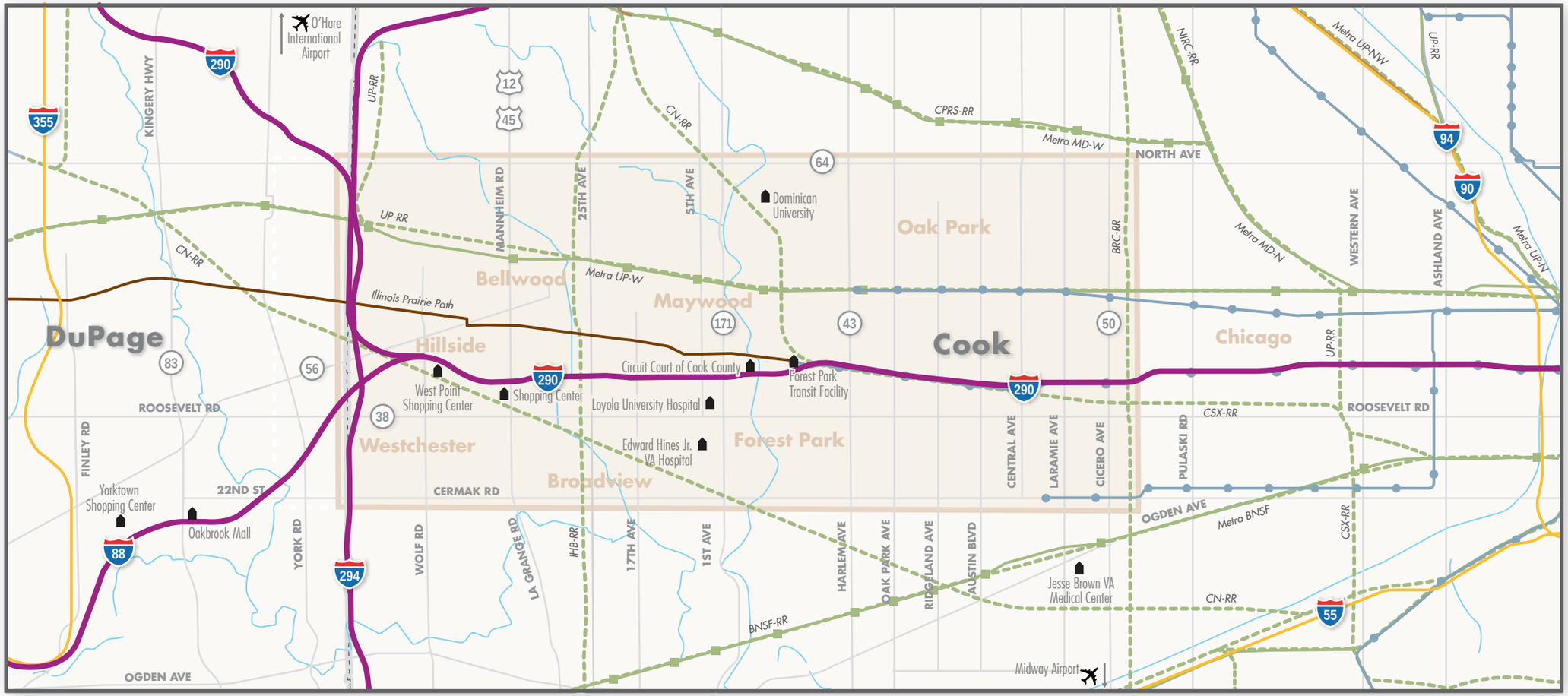
- *Use single point urban interchange*
- *Signal improvements*
- *Reconfigure left hand ramps as right hand ramps*
- *Make all interchange ramps left hand exits*
- *Traffic Circles at 1st Avenue, Harlem Avenue, Austin Boulevard and Cicero Avenue*

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Eisenhower expressway

Managed Lanes



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Single Mode Alternative
- I-290 Study Area
- County Boundry
- River

N

*Not to scale

HIGH OCCUPANCY VEHICLE LANES (HOV)*

> HOV Lanes on I-88, I-294 and I-290 to Cicero
> HOV Lanes on I-88, I-294 and I-290 to I-90

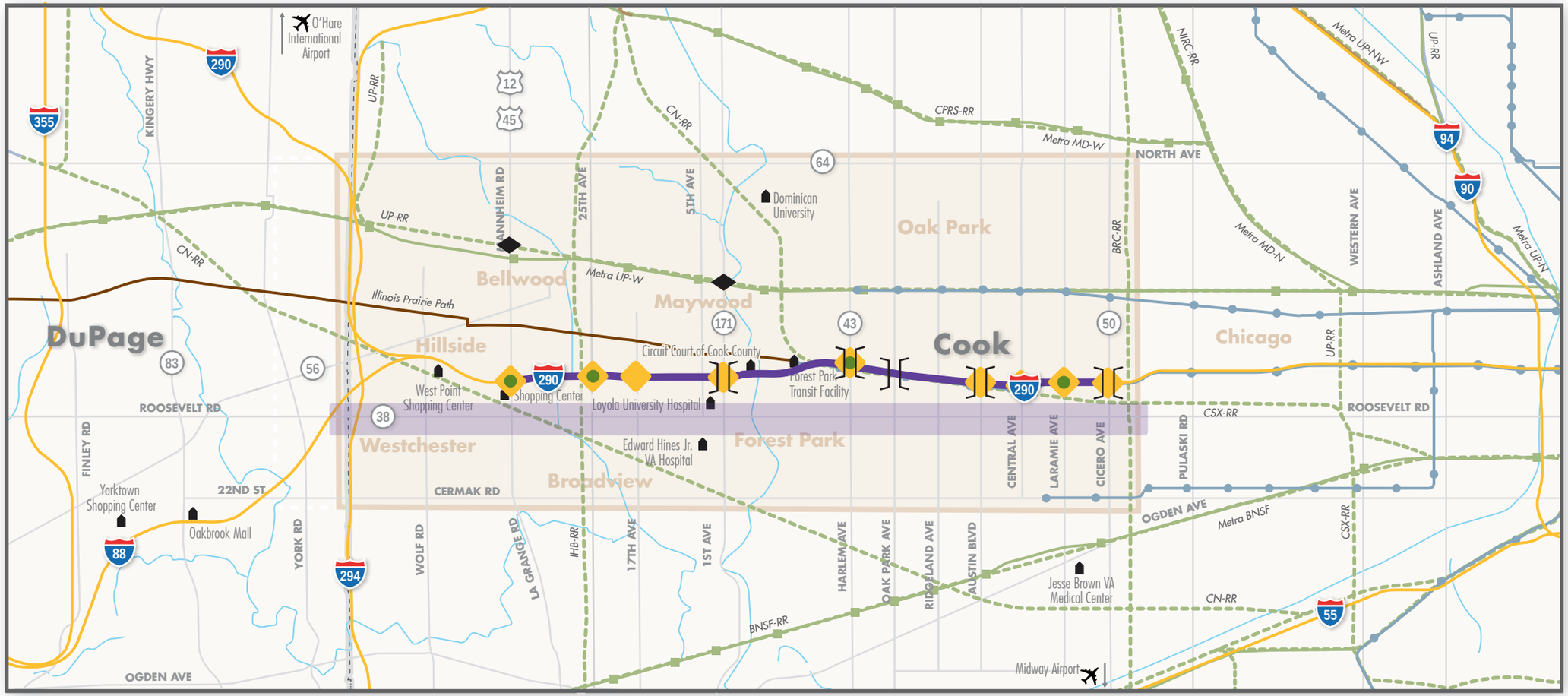
HIGH OCCUPANCY TOLL LANES (HOT)*

> HOT Lanes on I-88, I-294 and I-290 to Cicero
> HOT Lanes on I-88, I-294 and I-290 to I-90

*Various beginning, ending, and access points suggested.

Eisenhower expressway

Arterial Improvements



*Not to scale

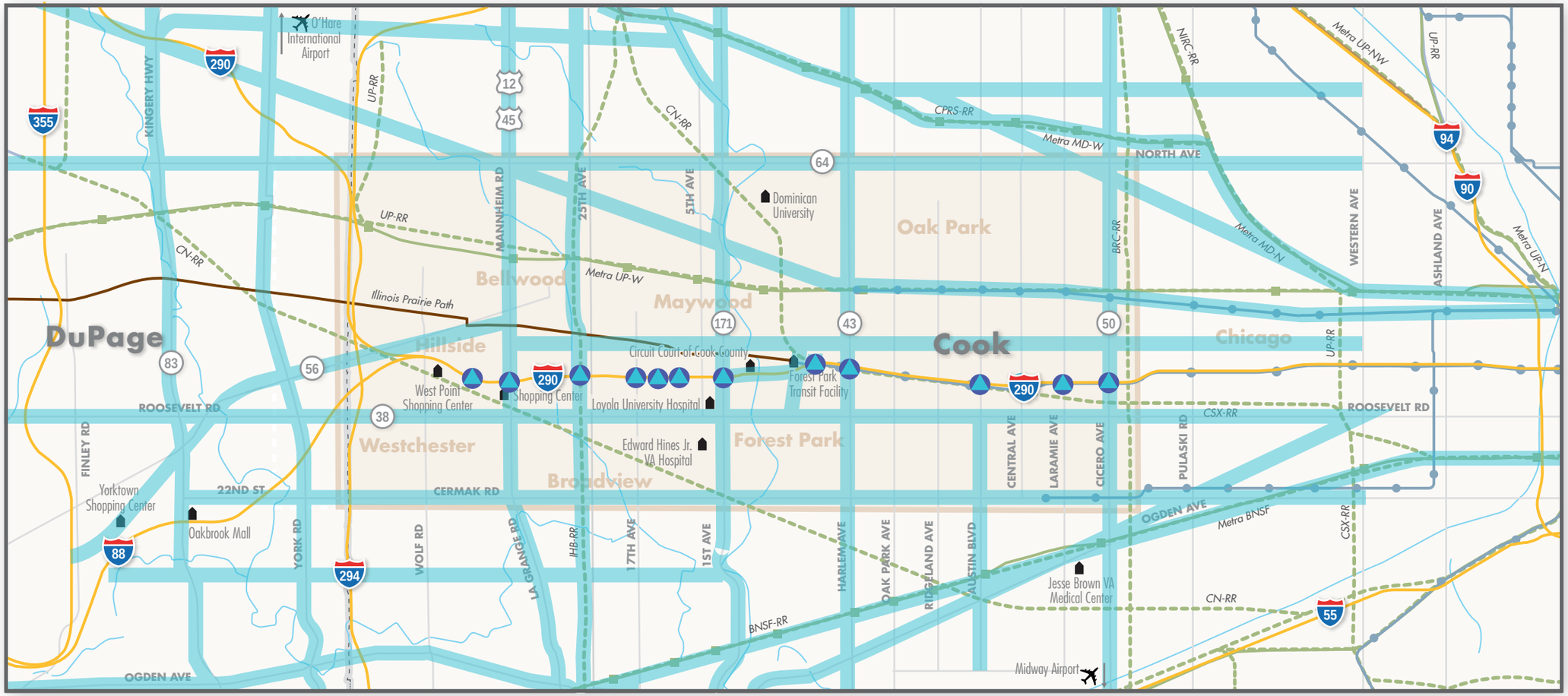
Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested One Way Frontage Roads
- Suggested Ped & Bike Impovements
- Suggested Grade Separation
- Suggested Intersection Improvement
- Suggested Widen Bridges
- Suggested Arterial Improvements
- I-290 Study Area
- County Boundry
- River

N

- One way frontage road along I-290 between Mannheim Road and Cicero Avenue
- Arterial improvements on Roosevelt Road
- Pedestrian and bicycle improvements at I-290 interchanges
- UP-W grade separation at Mannheim Road and 1st Avenue
- Expand I-290 bridges at Harlem Avenue, Oak Park Avenue, East Avenue, Austin Boulevard and Cicero Avenue
- Improve access to Forest Park CTA station from Des Plaines Avenue

Traffic Management *(TSM/TDM/ITS/ATM)*



**Not to scale*

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested ITS Improvement
- Smart Corridors TSM Strategies
- I-290 Study Area
- County Boundry
- River

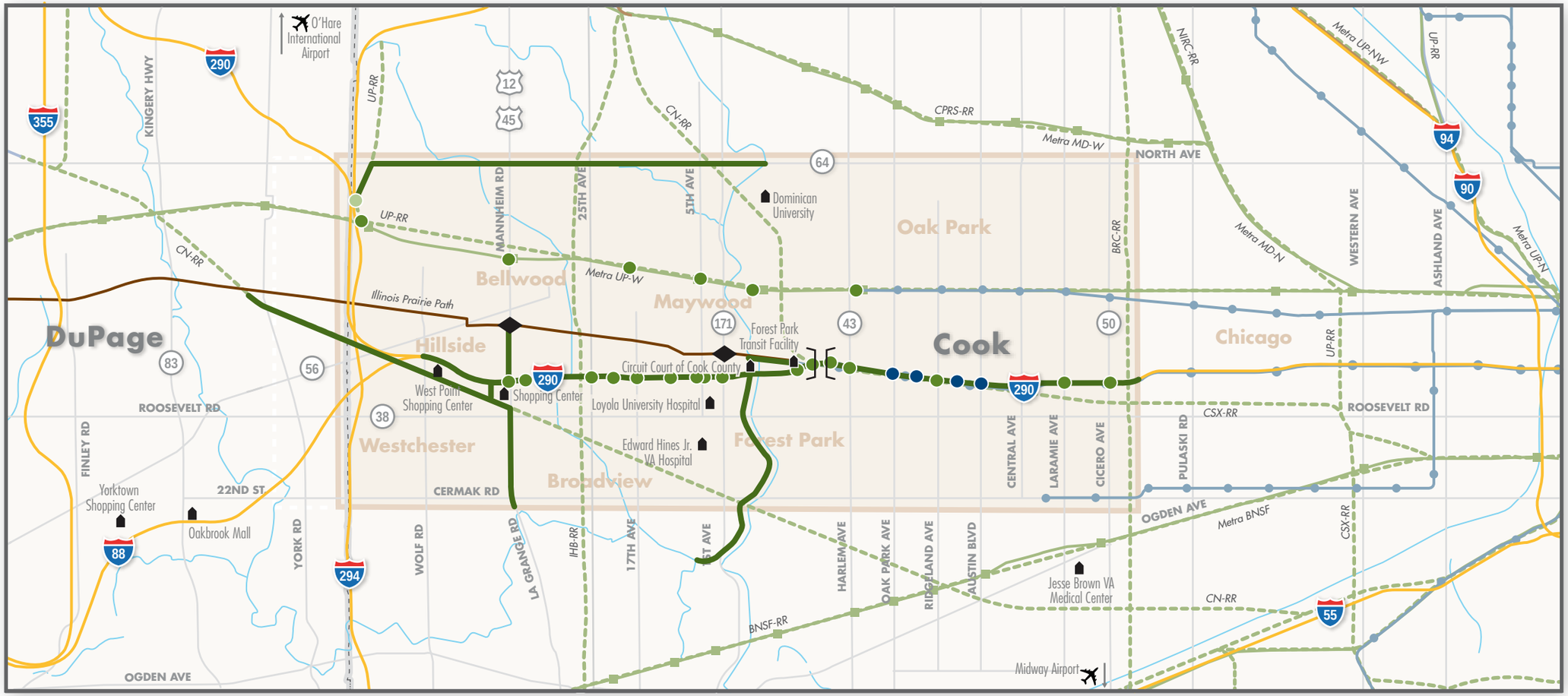
N

> Smart Corridors TSM strategies: Cook-DuPage Cooridor Study

> Access management strategies and ITS at I-290 interchanges

Eisenhower expressway

Non Motorized



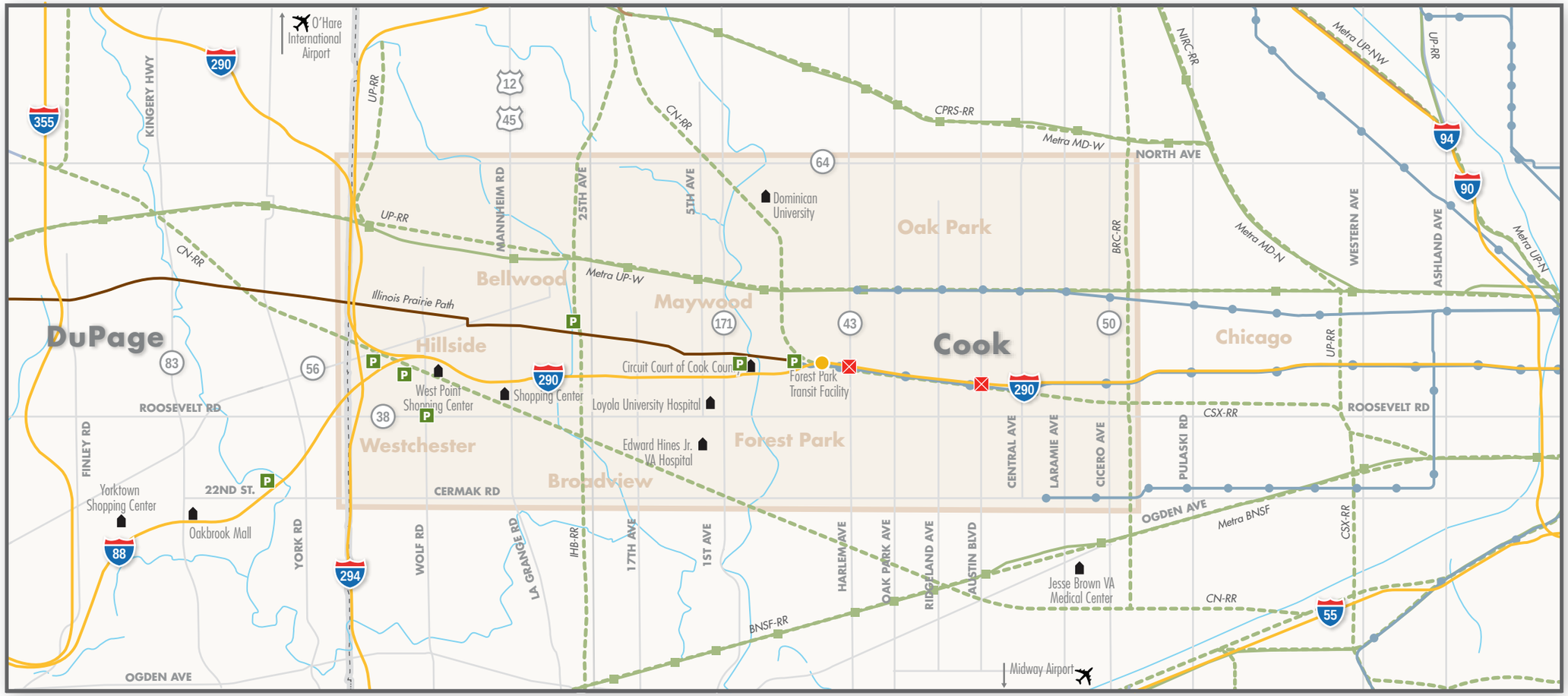
*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Improve Conditions for Pedestrian
- Suggested Grade Separation
- Maintain crossing
- New Non-Motorized Crossing
- New Multi-use Path or Bike Lanes
- I-290 Study Area
- County Boundry
- River

N

- > Improve pedestrian and bicycle access to transit at MD-W and UP-W Metra stations
- > Suggested new multi-use paths and bicycle lanes in study area
- > Improve existing pedestrian and bicycle lanes in the study area
- > UP-W grade separation at Mannheim Road and 1st Avenue
- > New I-290 pedestrian crossing at Forest Park and unspecified locations along I-290 between Mannheim Road and Cicero Avenue
- > Extend Illinois Prairie Path east to connect to city routes (no specific route suggested)
- > New multi-use trail along I-290



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Park and Ride Facilities
- Suggested Eliminated Interchanges
- Suggested Access Ramp
- I-290 Study Area
- County Boundry
- River

N

> Expand park and ride capacity at Forest Park CTA Blue Line and Hillside

> I-290 direct access ramps to Forest Park park and ride facility

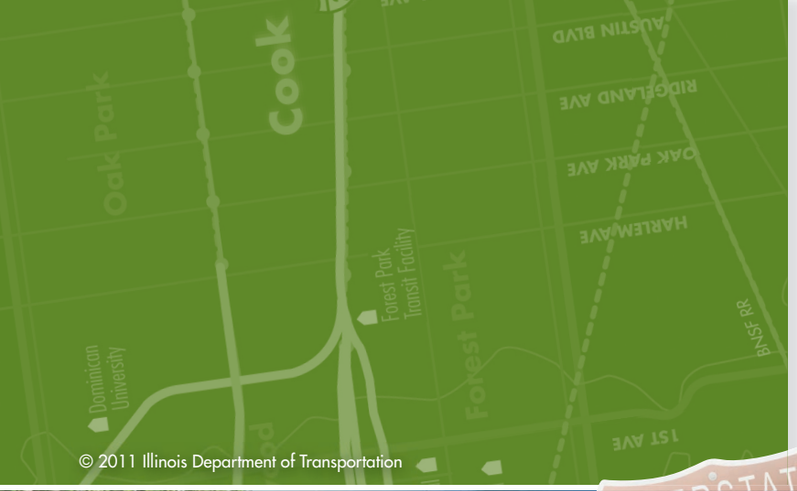
> Eliminate Harlem Avenue and Austin Boulevard I-290 interchanges

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX C

Initial Single Mode Alternatives

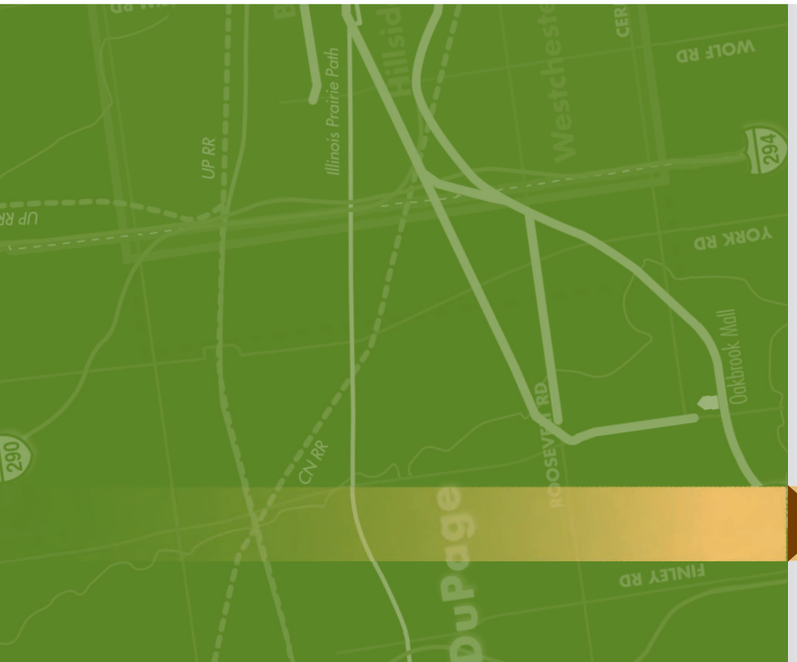


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INTERSTATE 290

I-290 PHASE I STUDY
Round 1 Alternatives Descriptions



www.dot.il.gov | www.eisenhowerexpressway.com

Eisenhower expressway

Illinois Department of Transportation

Blue Line Prairie Path > Blue Line Extension from Forest Park CTA Terminal to Oak Brook

ID: HRT 1

Heavy Rail Transit (HRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Elevated CTA Blue Line extension via Illinois Prairie Path and Butterfield Road (IL 56).
> 7.6 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 7 New Blue Line stations: 22nd Street, Roosevelt Road, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 11 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #877, and #888.
> Rerouted Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated Pace Bus Route #747 to new station at York Road.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermack Road (Yorktown to CTA Pink Line) and Pace feeder bus route on Roosevelt Road to Roosevelt Station.

Blue Line I-290 > Blue Line Extension from Forest Park CTA Terminal to Oak Brook

ID: HRT 2

Heavy Rail Transit (HRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Via I-290 median (at-grade) from CTA Forest Park Terminal to Mannheim Road.
> Adjacent to I-290 (elevated), adjacent to I-88 (elevated), and adjacent 22nd Street (elevated) from Mannheim Road to Oak Brook (IL 83).
> 8 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 6 New Blue Line stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

Blue Line I-290 > Blue Line Extension from Forest Park CTA Terminal to Mannheim Road

ID: HRT 3 | Heavy Rail Transit (HRT)



DESCRIPTION:

> Via I-290 Median (at-Grade) from CTA Forest Park terminal to Mannheim Road.
> 3.5 miles

TRANSIT SERVICE ENHANCEMENTS:

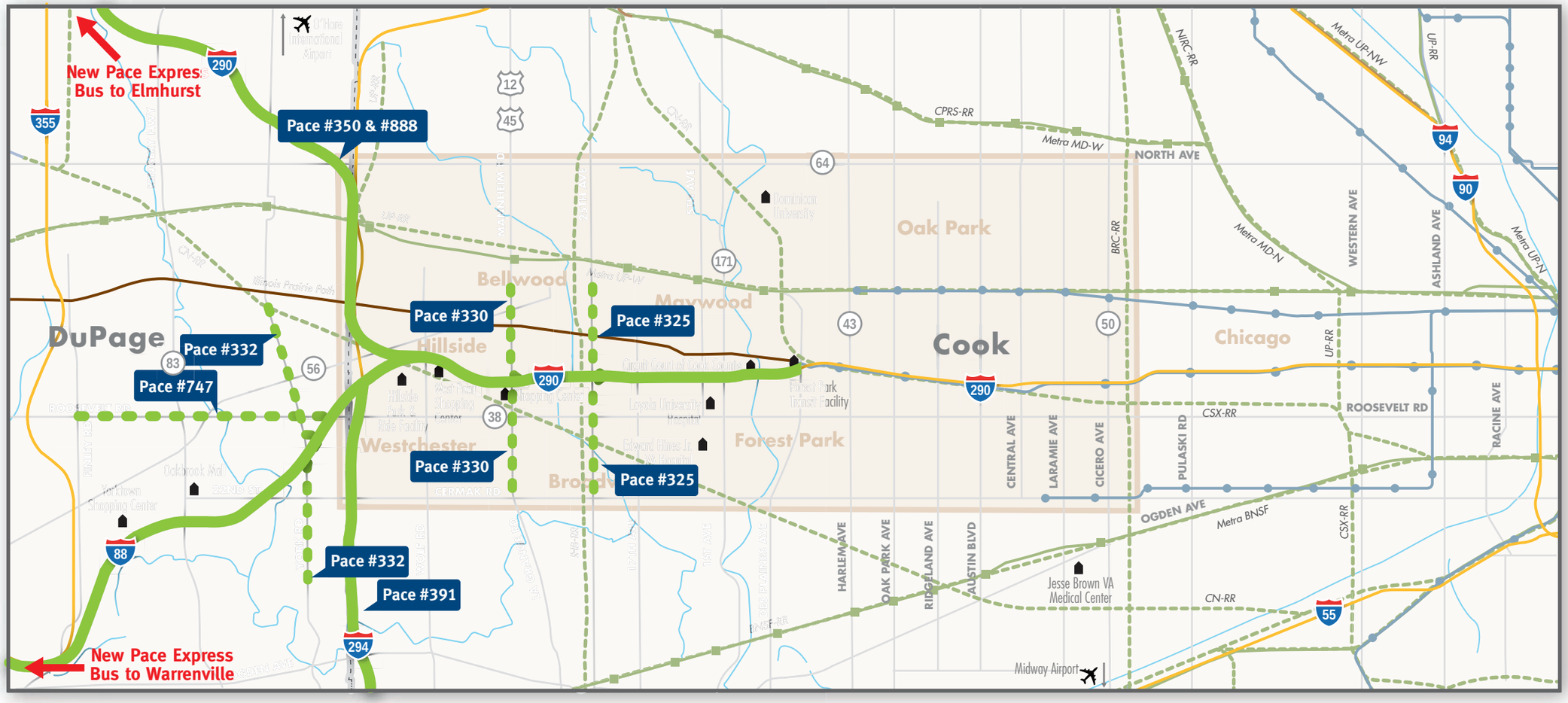
> Added 3 New Blue Line Stations: Mannheim Road, 25th Avenue and 1st Avenue.
> Added 10 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes #317, #325, #330, #331, #391, #747, #757, #877, and #888.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Rerouted existing Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated 6 existing bus routes to new terminal stop: #317, #391, #747, #757, #877 and #888 to Mannheim station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line)

Express Bus > Various Destinations in DuPage and Northwestern Cook County to Forest Park

ID: EXP | Express Bus



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Existing and New Express Bus
- Enhanced Local Bus to Run Express
- New Pace Express Bus Route

N

*Not to scale

DESCRIPTION:

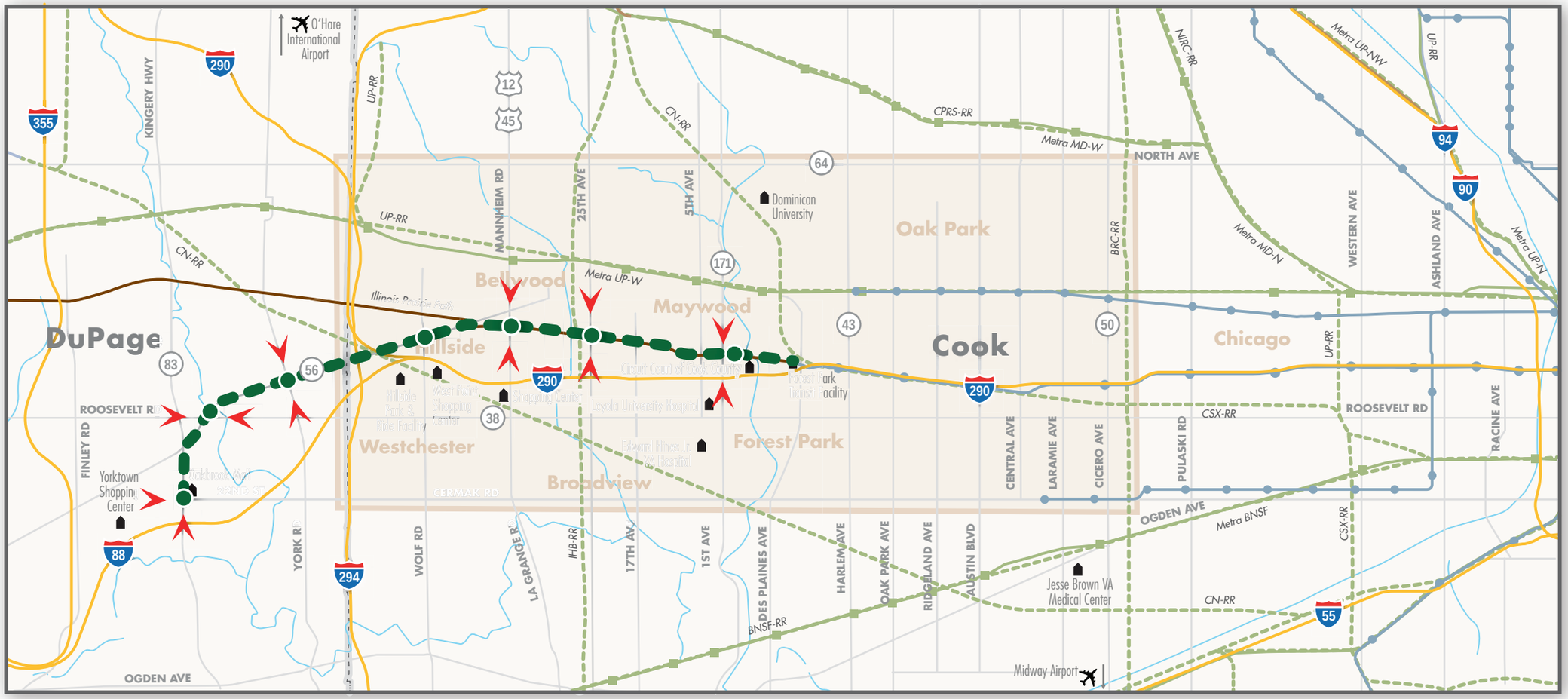
> Existing express bus service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.

TRANSIT SERVICE ENHANCEMENTS:

> Optimized 8 existing local Pace bus routes to provide express service to CTA Forest Park Terminal: Pace Routes #325, #330, #332, #391, #747, #757, #877, and #888.
> Added Pace express bus routes to connect at Hillside Park-n-ride, Yorktown Mall, Warrenville and Elmhurst to CTA Forest Park Terminal.

BRT Prairie Path > From Oak Brook (IL 83) to Forest Park CTA Terminal

ID: BRT 1 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Elevated Guideway
- New Stations
- Bus Service Enhancements

DESCRIPTION:

> Via Butterfield Road (IL 56) and Illinois Prairie Path (elevated).
> 7.6 miles

TRANSIT SERVICE ENHANCEMENTS:

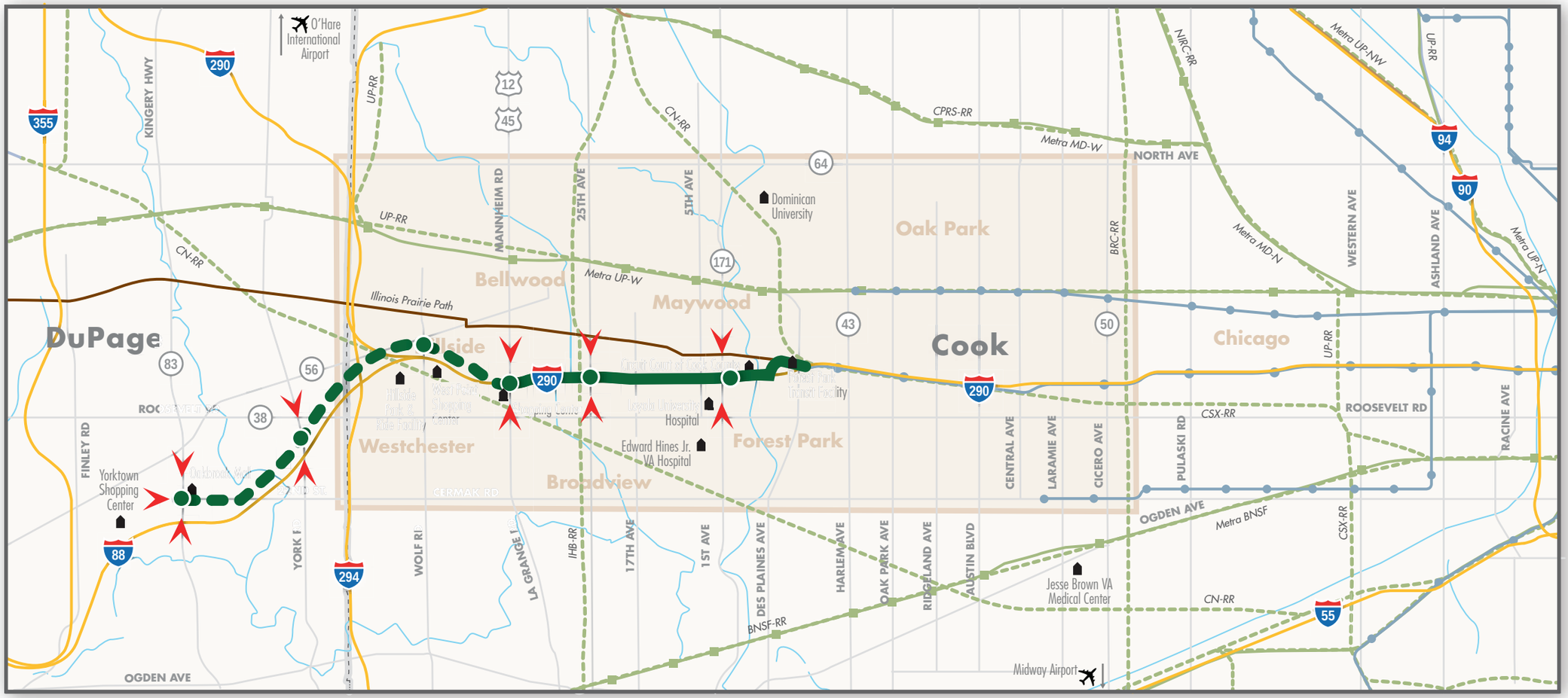
> Added 7 New BRT stations: 22nd Street, Roosevelt Road, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 11 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated existing Pace Bus Route #747 to new station at York Road.
> Optimized 2 existing Pace Bus express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line) and Pace feeder bus route on Roosevelt Road to Roosevelt Station.

BRT I-290 > From Oak Brook (IL 83) to Forest Park CTA Terminal

ID: BRT 2 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd Street, I-88, and I-290 from Oak Brook (IL 83) to Mannheim Road (elevated).
> Via I-290 median from Mannheim Road to CTA Forest Park terminal.
> 8 miles

TRANSIT SERVICE ENHANCEMENTS:

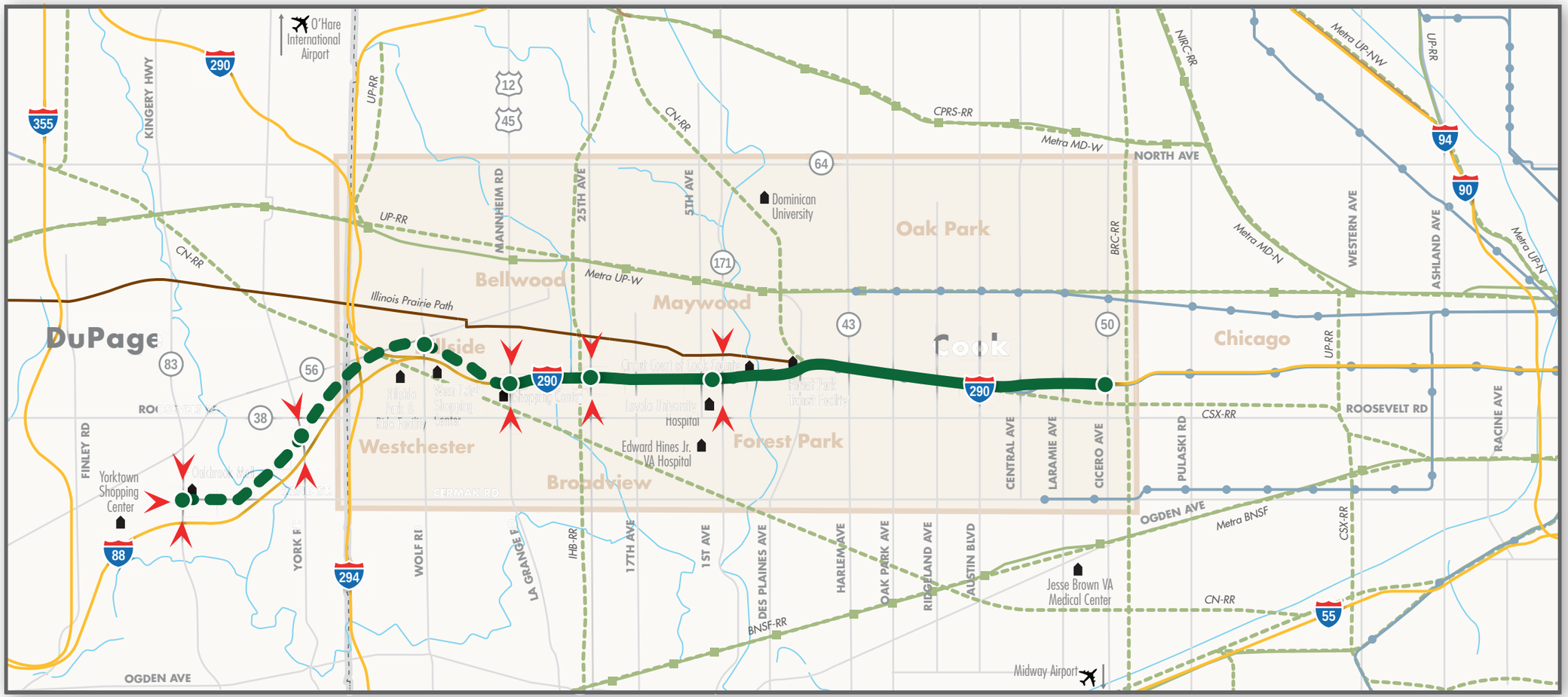
> Added 6 New BRT I-290 stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing Pace bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT - CTA Overlap > From Oak Brook (IL 83) to Cicero Avenue

ID: BRT 3 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd, I-88 from Oak Brook to Mannheim Road (elevated).
> Via I-290 Median from Mannheim Road to Cicero Avenue (at grade).
> 10.5 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 7 New BRT I-290 Stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue, 1st Avenue, and Cicero Avenue.

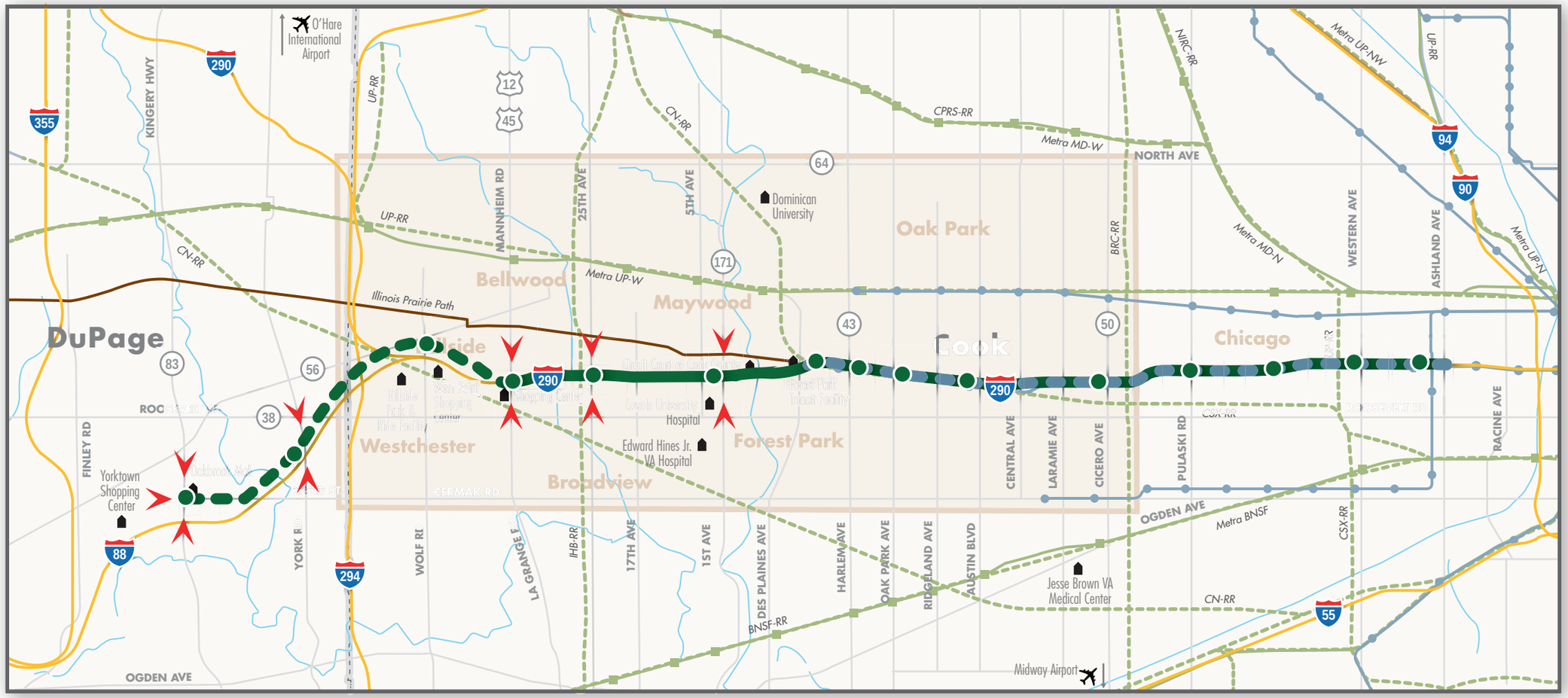
TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted Existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: Pace Routes #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT – Conversion of CTA Blue line > From Oak Brook (Il 83) to Ashland Avenue

ID: BRT 4

Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- BRT with CTA Blue Line Removed
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd Street, I-88, I-290 from Oak Brook (IL-83) to Mannheim Road (elevated).
> Via I-290 Median from Mannheim Road to Des Plaines Avenue (at grade).
> Via existing CTA right-of-way from Des Plaines Avenue to Ashland Avenue (at grade, remove CTA Blue Line).
> Alternative requested by CMAP.
> 16.5 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 15 New BRT I-290 stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue,1st Avenue, Forest Park, Harlem, Oak Park, Austin, Cicero, Pulaski, Kedzie Homan, Western, and Illinois Medical District.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: Pace Routes #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT I-290 > From Lombard to Forest Park CTA Terminal

ID: BRT 5 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to Butterfield Road, 22nd Street, I-88, and I-290 from Lombard (Yorktown Shopping Center) to Mannheim Road (elevated).
> Via I-290 median from Mannheim Road to CTA Forest Park terminal.
> 11.2 miles

TRANSIT SERVICE ENHANCEMENTS:

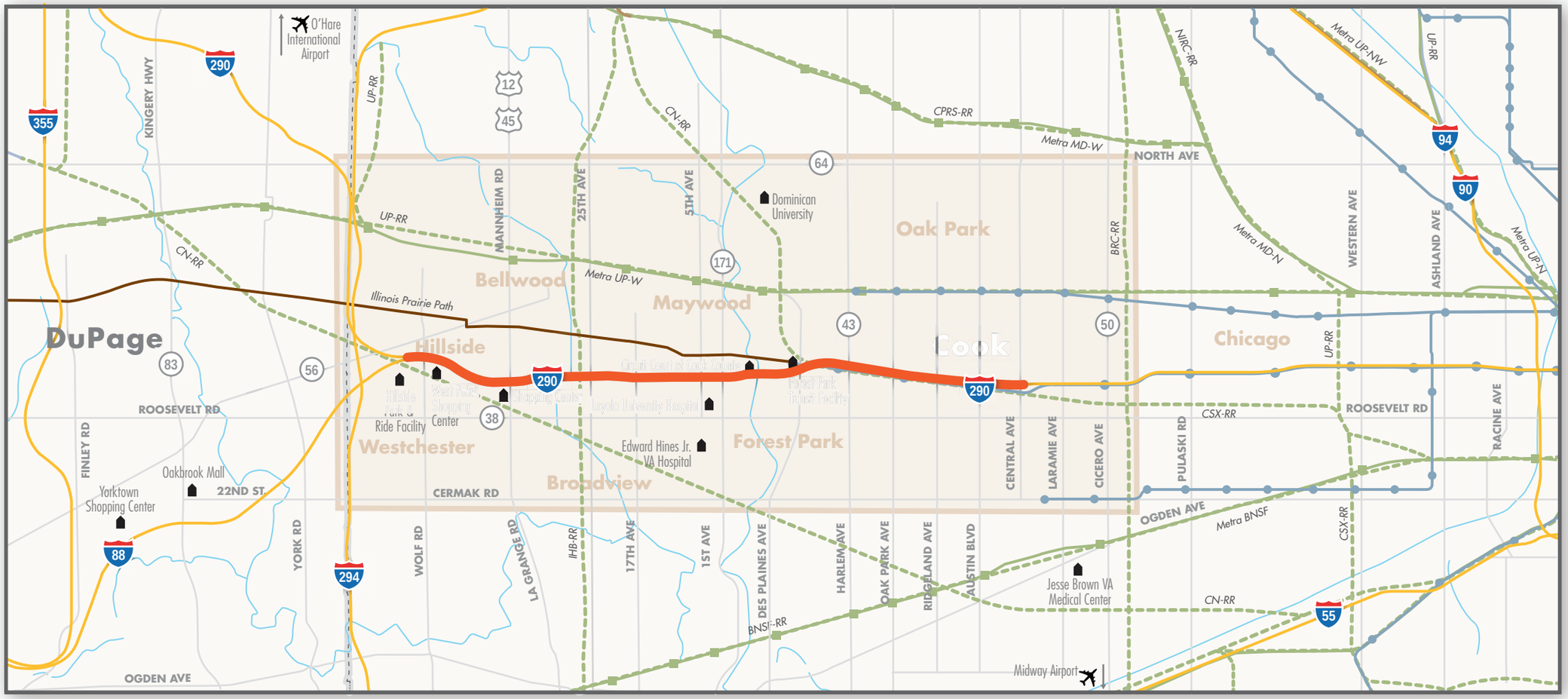
> Added 7 New Blue Line stations: Yorktown Shopping Center, 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing Pace bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

General Purpose Add Lane > From I-88/290 Split to Central Avenue

ID: GP LANE | General Purpose Add Lane



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes

N

*Not to scale

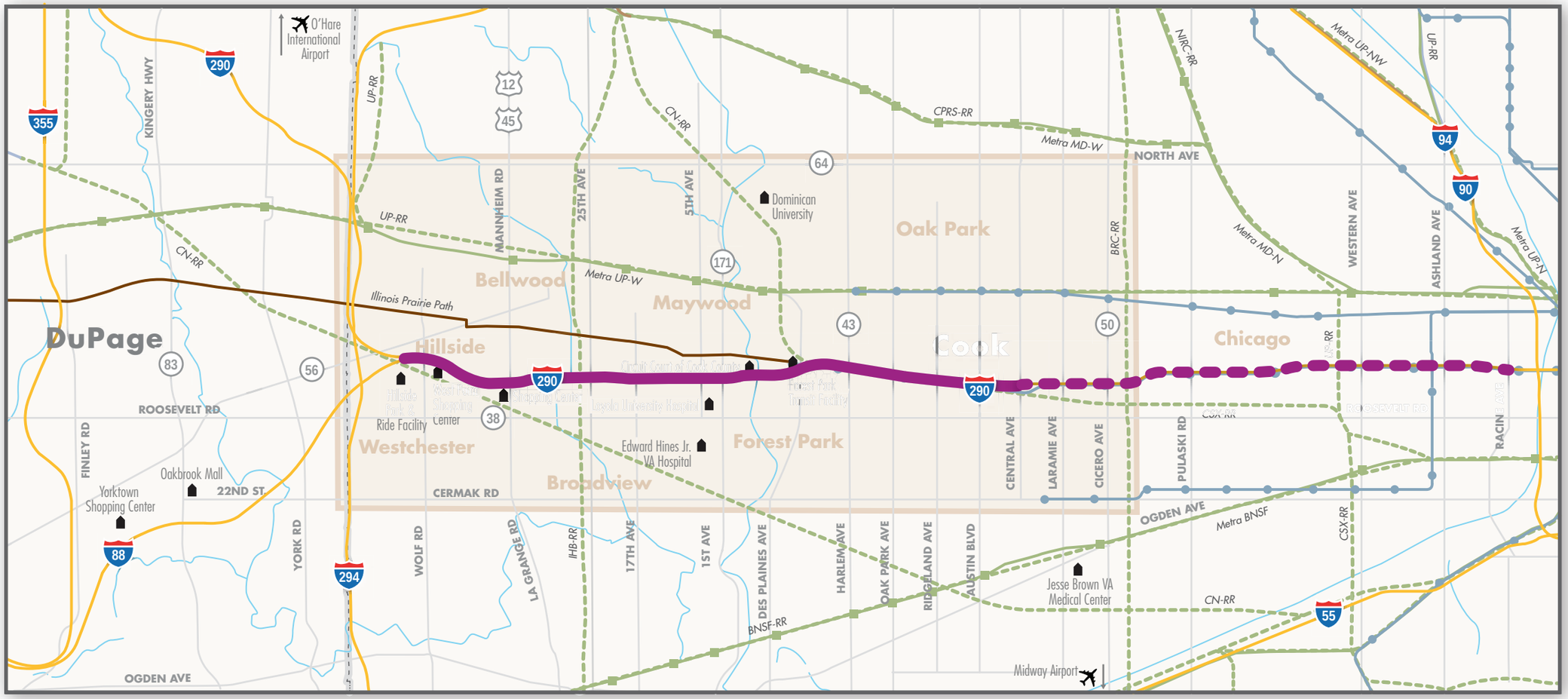
DESCRIPTION:

> Add 2 lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

HOV 2+ Long > From I-88/I-290 Split to Racine Avenue

ID: HOV 2L

High Occupancy Vehicle Lanes (HOV) 2+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

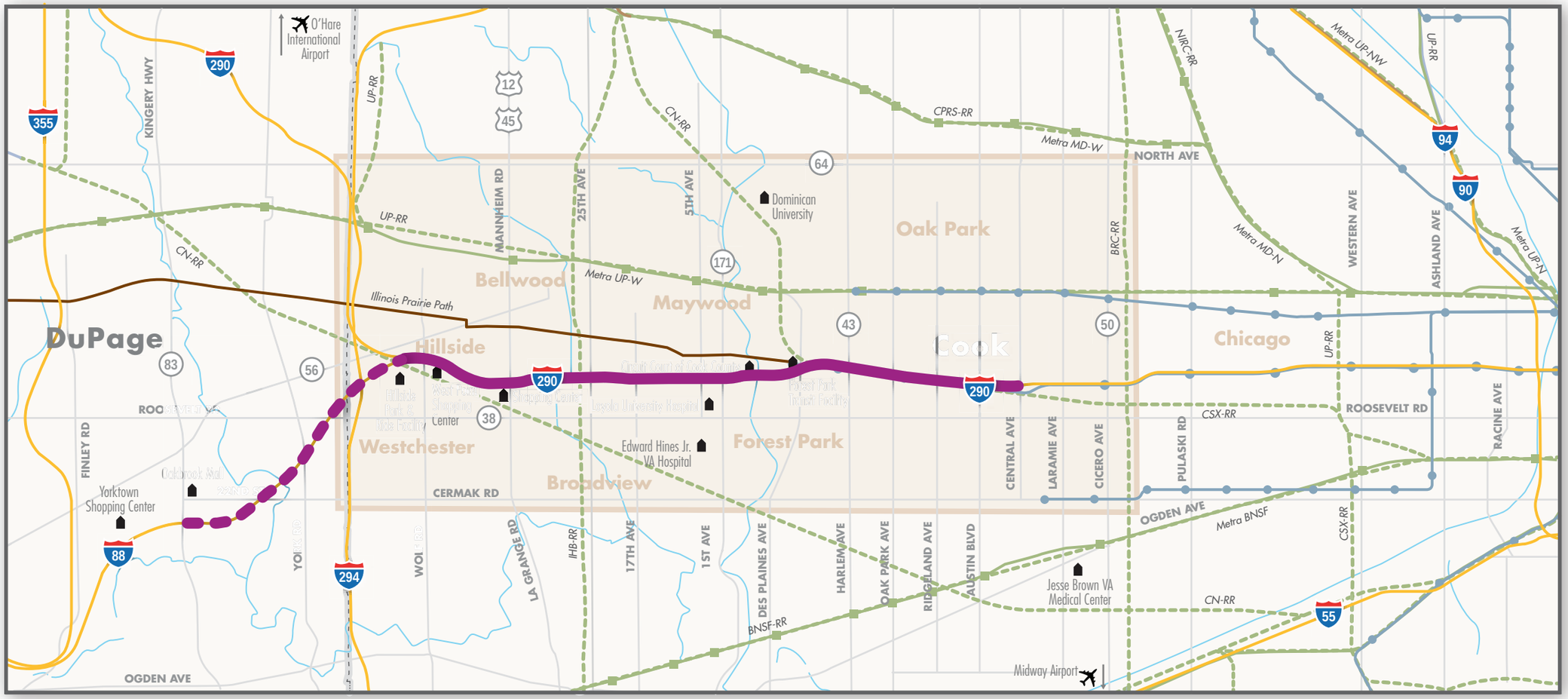
DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 13 miles

HOV 2+ West > From Oak Brook to Central Avenue

ID: HOV 2W

High Occupancy Vehicle Lanes (HOV) 2+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> 11 miles

HOV 2+ Long Long > From Oak Brook to Racine Avenue

ID: HOV 2LL

High Occupancy Vehicle Lanes (HOV) 2+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.

DESCRIPTION: *(con't)*

> Convert 2 existing General Purpose lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 16.5 miles

HOV 3+ Long > From I-88/I-290 Split to Racine Avenue

ID: HOV 3L

High Occupancy Vehicle Lanes (HOV) 3+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

> HOV lane restricted to vehicles with 3 or more occupants (no toll).
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 13 miles

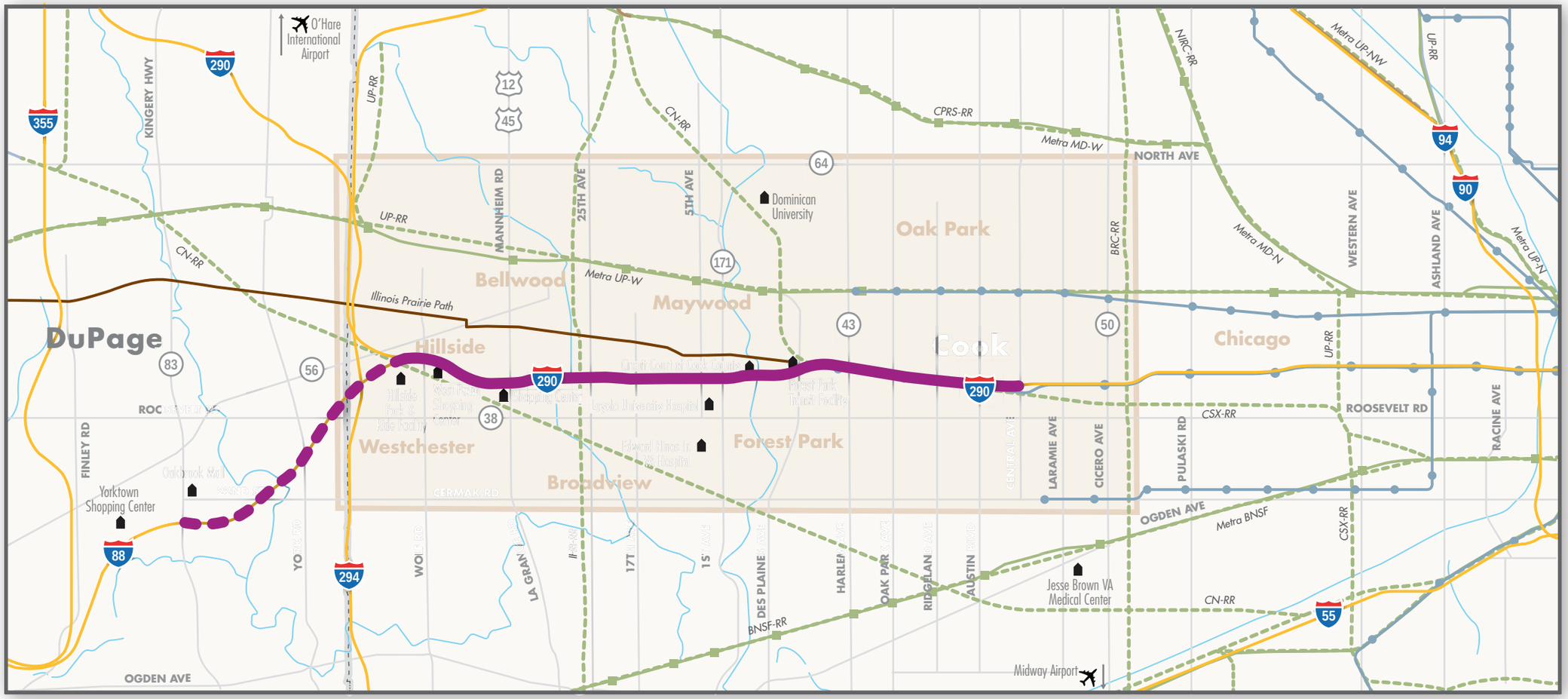
Eisenhower expressway | Illinois Department of Transportation

www.dot.il.gov | www.eisenhowerexpressway.com

HOV 3+ West > From Oak Brook to Central Avenue

ID: HOV 3W

High Occupancy Vehicle Lanes (HOV) 3+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

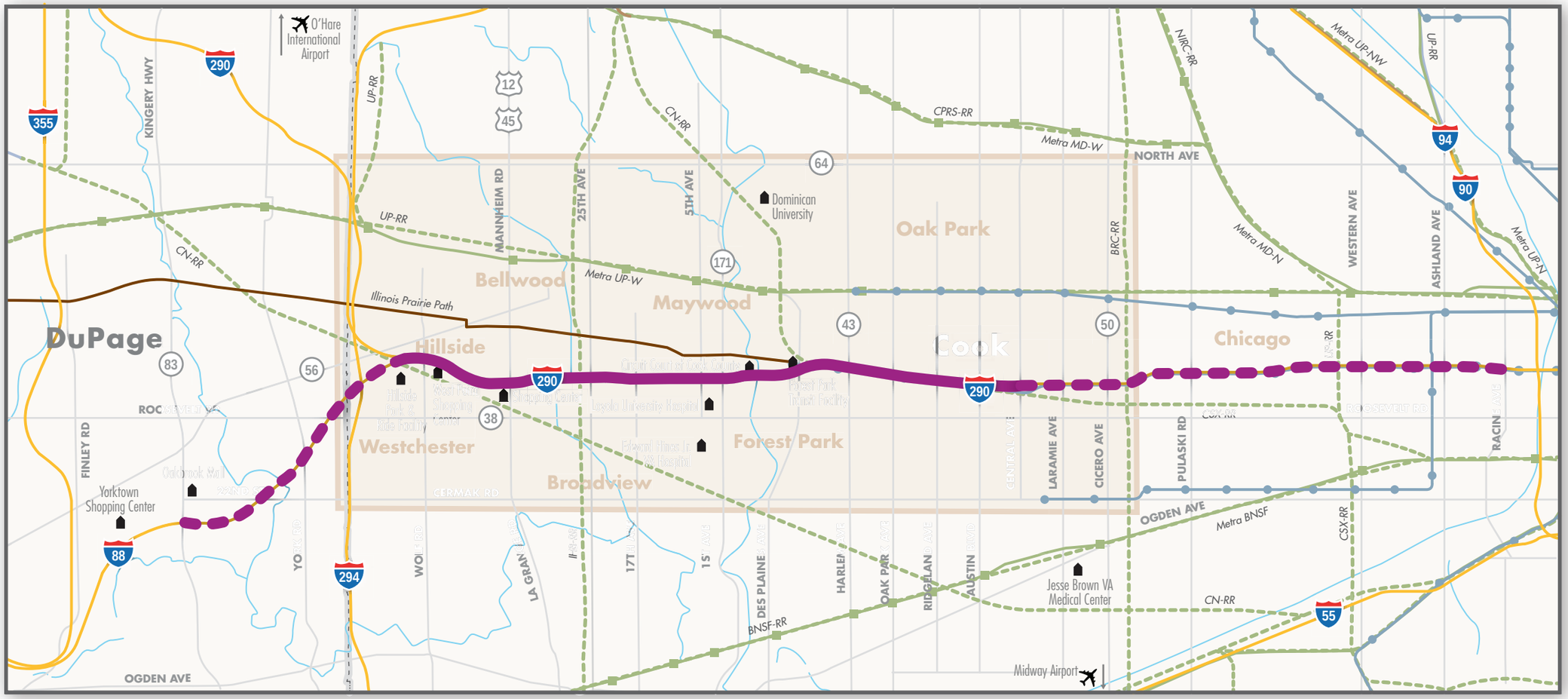
DESCRIPTION:

> HOV lane restricted to vehicles with 3 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> 11 miles

HOV 3+ Long Long > From Oak Brook to Racine Avenue

ID: HOV 3LL

High Occupancy Vehicle Lanes (HOV) 3+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

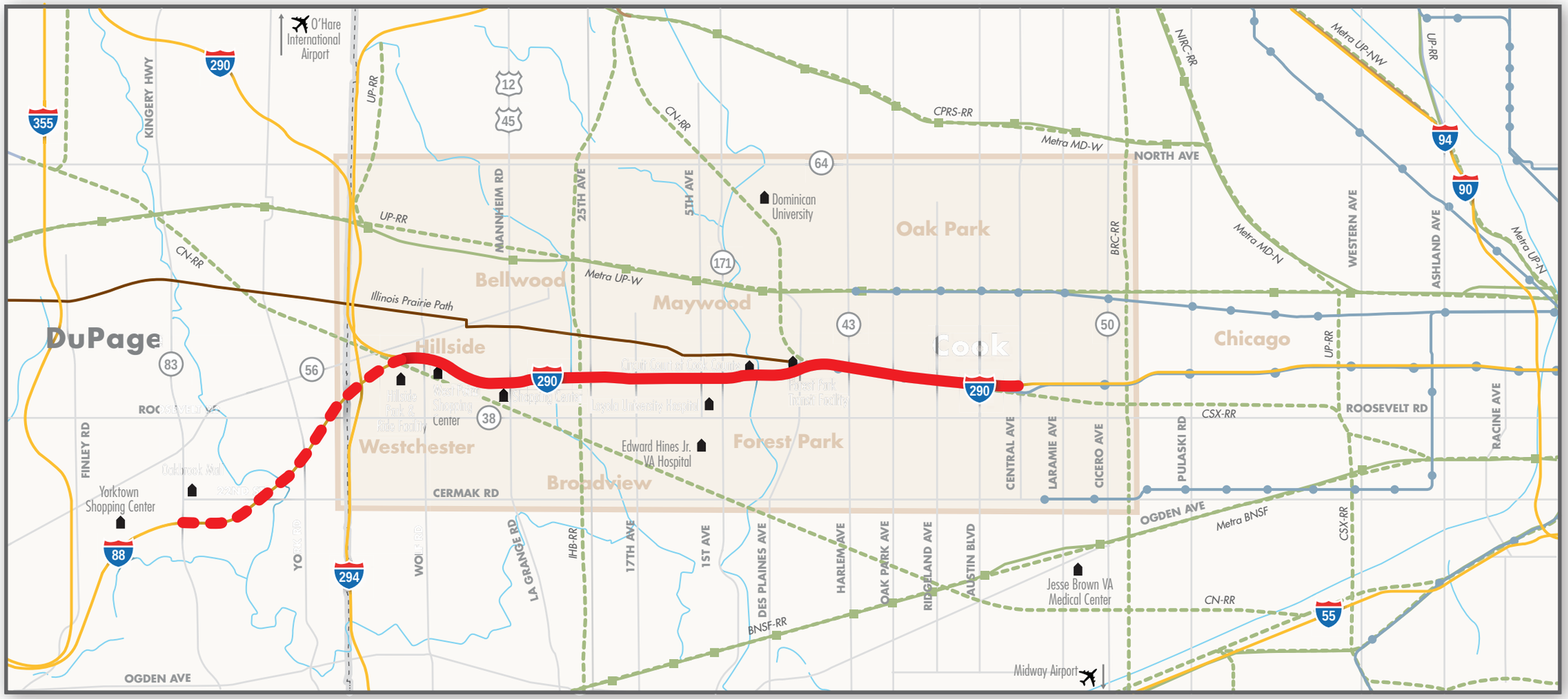
> HOV lane restricted to vehicles with 3 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.

DESCRIPTION: *(con't)*

> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 16.5 miles

HOT 3+ Short > From Oak Brook (IL 83) to Central Avenue

ID: HOT 1 | High Occupancy Toll Lane (HOT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

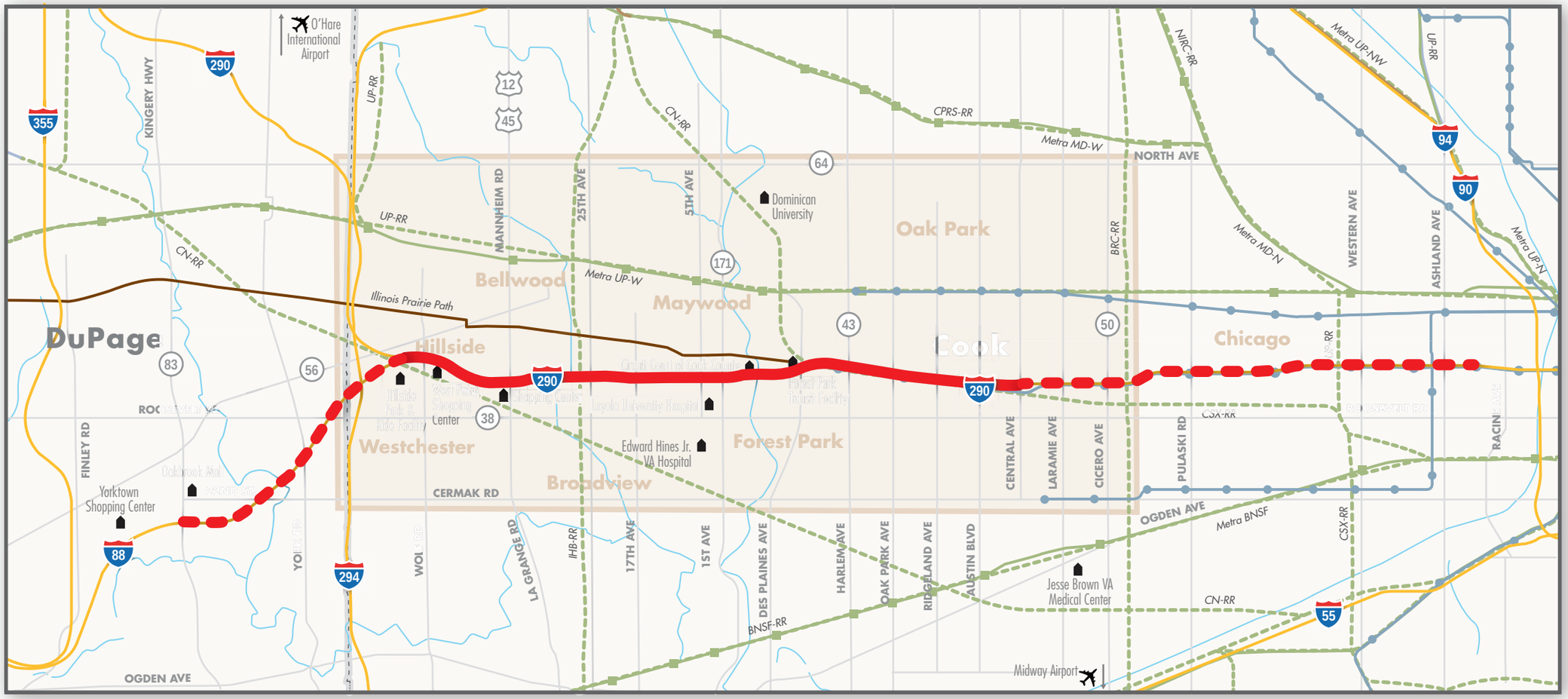
*Not to scale

DESCRIPTION:

> Convert 2 General Purpose Toll Lanes to HOT Lanes (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOT lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 11 miles

HOT 3+ Long > From Oak Brook (IL 83) to Racine Avenue

ID: HOT 2 | High Occupancy Toll Lane (HOT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

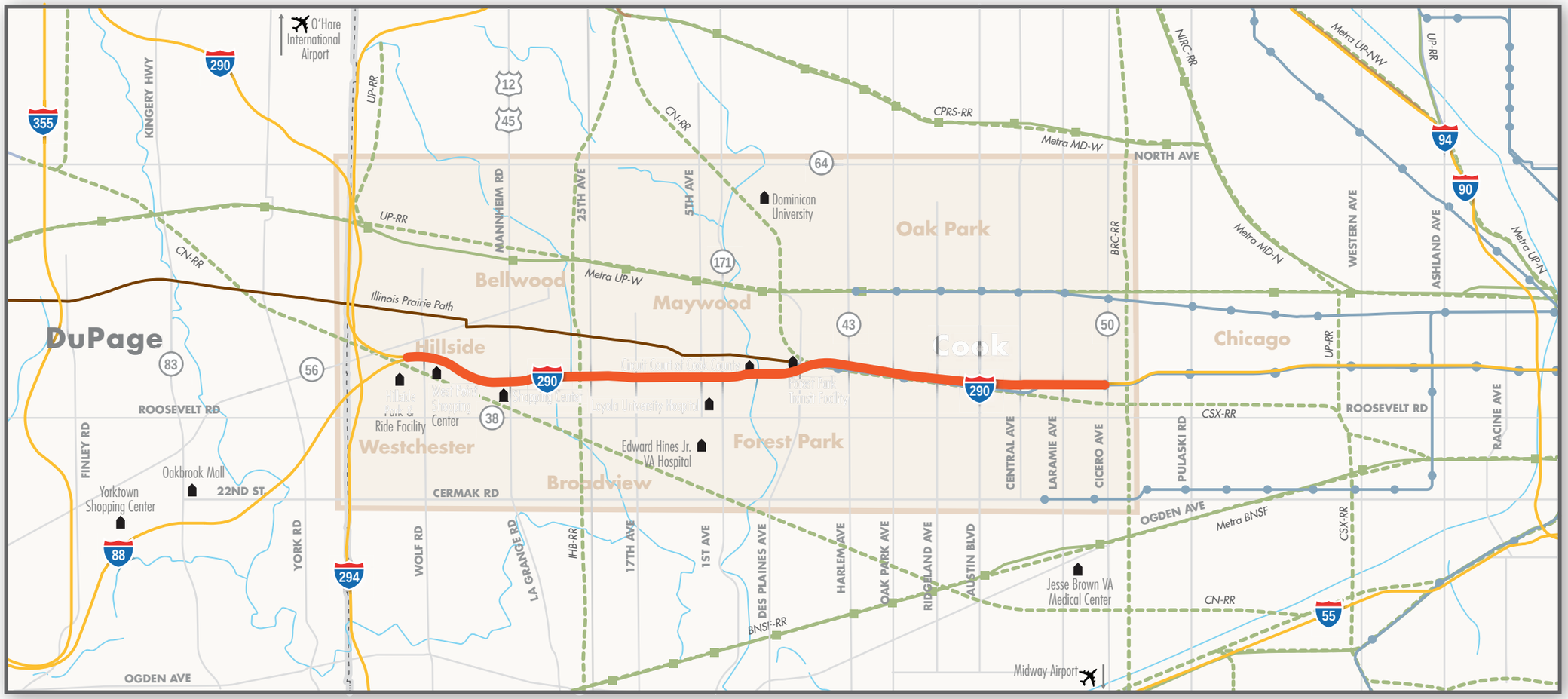
> Convert 2 General Purpose Toll Lanes to HOT Lanes (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOT lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 General Purpose Lanes to HOT Lanes (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.

DESCRIPTION: *(con't)*

> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 16.5 miles

Toll Existing I-290 > From I-88/290 Split to Cicero Avenue

ID: TOL1 | Toll Existing I-290

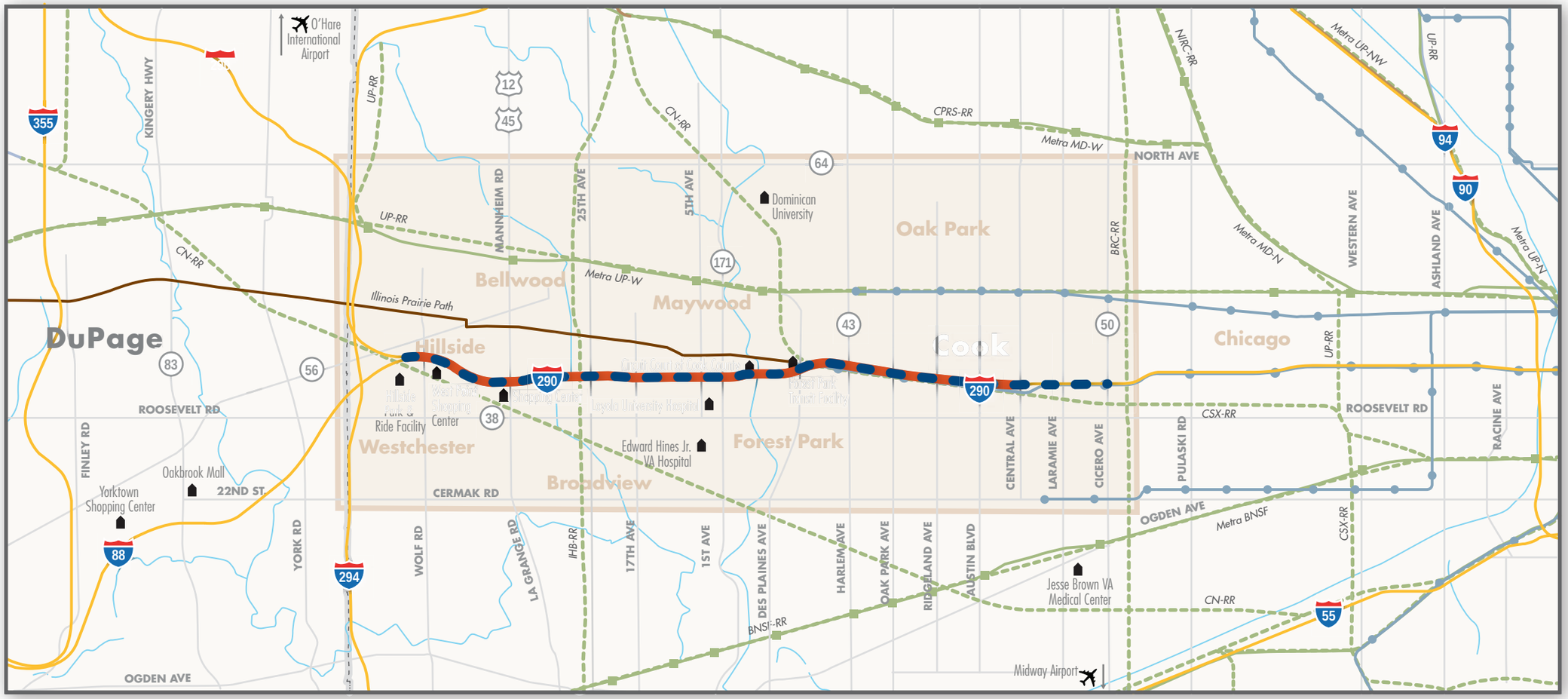


DESCRIPTION:

> Toll existing I-290 lanes from I-88/I-290 split to Cicero Avenue.
> 8.5 miles

Toll I-290 with Add Lane > From I-88/290 Split to CiceroAvenue

ID: TOL2 | Toll I-290 with Add Lane



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Toll Lanes

N

*Not to scale

DESCRIPTION:

> Toll I-290 lanes from I-88/290 split to Cicero Avenue.
> Add 2 lanes (1 in each direction) along I-290 from I-88/290 split to Central Avenue.
> 8.5 miles

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX D

Summary of Single Mode Evaluation Results

I-290 Phase I Study

Round 1 - Single Mode Alternatives
Purpose and Need Evaluation
Alternatives Measures
Initial Ranking Summary

September 29, 2011
DRAFT

This table summarizes the total number of top 4 ranked measures for each need point.
This is a draft document and may be updated as appropriate.

		Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes						HOT Lanes		Toll Lanes	
												2+ Occupants			3+ Occupants						
	Total # of Measures in each need point category *	Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
		HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
Count of top 4 ranked measures	28	**2**	**1**	**0**	**0**	**0**	**2**	**2**	**6**	**3**	**9**	**3**	**7**	**9**	**11**	**7**	**14**	**4**	**12**	**8**	**12**
Improve Local And Regional Travel Measures	21	2	*0*	*0*	*0*	*0*	*0*	*0*	2	*0*	8	2	7	9	9	5	11	4	10	6	9
Improve Access to Employment Measures	3	*0*	*0*	*0*	*0*	*0*	1	1	2	1	*0*	*0*	*0*	*0*	*0*	*0*	1	*0*	2	2	2
Improve Safety Measures	3	*0*	1	*0*	*0*	*0*	*0*	*0*	1	1	1	1	*0*	*0*	2	2	2	*0*	*0*	*0*	1
Improve Modal Connections and Opportunities Measures	1	*0*	*0*	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Improve Facility Deficiencies Measures	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend: Top 4 Performers
1st 2nd 3rd 4th

* Total number of non-qualitative measures

I-290 Phase I Study

Round 1 - Single Mode Alternatives
Purpose and Need Evaluation Measures
September 29, 2011
DRAFT
This is a draft document, and may be updated.

↓ value = Higher ↑ or Lower ↓ of measure desired

P&N Point		#	Measure		Unit	↓	No Build (2040)	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes							HOT Lanes		Toll Lanes	
																			2+ Occupants			3+ Occupants							
								Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
								HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
							Top 4 Total ->	2	1	0	0	0	2	2	6	3	9	3	7	9	11	7	14	4	12	8	12
Regional Travel	All Vehicles	1.1	**I-290 Volume to Capacity** (v/c) (Peak Periods)	All Lanes	ratio	↓	1.206	0.012	0.010	0.007	0.000	0.009	0.010	0.011	0.013	0.011	-0.012	-0.057	-0.063	-0.061	-0.065	-0.069	-0.072	-0.034	-0.022	-0.072	-0.095
				HOV/HOT *	ratio		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.93	1.00	0.64	0.57	0.67	1.11	1.27	0.00	0.00
		1.2	**I-290 Average Speeds** (Peak Periods)	All Lanes	mph	↑	25.3	-0.4	-0.4	-0.2	0.0	-0.3	-0.4	-0.4	-0.4	-0.4	1.1	3.5	3.8	3.9	3.1	3.3	3.6	3.0	2.0	7.1	9.0
				HOV/HOT *	mph		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.4	43.5	42.2	54.1	55.1	53.7	38.9	27.9	0.0	0.0
		1.3	**I-290 Average Travel Time Changes** (Peak Periods)	All Lanes	%	↓	17.8 min	1.6%	1.4%	0.8%	0.0%	1.2%	1.4%	1.6%	-	1.4%	-4.2%	-12.3%	-13.0%	-13.3%	-10.9%	-11.6%	-12.4%	-10.7%	-7.3%	-21.9%	-26.2%
				HOV/HOT	%	↓	-	-	-	-	-	-	-	-	-	-	-	-40.4%	-41.9%	-40.1%	-53.3%	-54.2%	-52.9%	-35.0%	-9.5%	-	-
		1.4	**Daily Hours of Congestion** (I-290 in Study Area)	All Lanes	hrs	↓	18.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-1.00	-1.00	-1.00	-1.00	-0.75	-0.50	-0.75	-0.50	-0.75	-0.50	-4.00
				HOV/HOT *	hrs		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	3.5	3.5	1.0	1.0	1.0	5.0	11.0	0.0	0.0
		1.5	**Daily Person Throughput** (Daily thru Study Area)		#	↑	419,085	13,969	13,812	9,552	10,738	10,324	12,865	15,262	19,584	13,599	15,010	24,772	22,190	24,883	28,795	25,412	30,641	29,779	28,578	2,853	15,912
		1.6	**Vehicle Miles of Travel (Daily VMT)**		miles	↓	233,258,223	-80,451	-37,362	-35,438	23,567	-40,025	-57,389	-62,819	-37,333	-79,380	39,450	-126	-6,031	19,053	-158,020	-128,466	-168,236	95,434	45,382	17,778	36,443
		1.7	**Vehicle Hours of Travel (Daily VHT)**		hours	↓	10,292,508	-7,137	-3,055	-4,371	1,438	-3,004	-5,953	-6,864	-4,120	-8,572	-13,131	-14,653	-18,528	-12,494	-22,636	-24,871	-22,652	-15,728	-16,502	-5,301	-17,628
		1.8	**Congested VMT (Daily)**		miles	↓	17,943,509	-16,494	-4,026	-10,907	1,024	-9,053	-13,731	-11,696	-9,711	-20,252	-45,828	-58,156	-65,490	-54,373	-75,955	-82,602	-81,219	-60,058	-59,324	-39,674	-84,025
		1.9	**Hours of Delay (Daily)**		hours	↓	5,211,126	-4,969	-1,942	-3,152	953	-1,919	-4,438	-5,175	-2,919	-6,451	-11,646	-13,517	-16,758	-11,905	-19,074	-21,033	-19,026	-15,172	-15,160	-7,497	-18,379
	Trucks	1.10	**Truck Miles of Travel (TMT)**		miles	↓	44,473,138	-1,982	-1,792	-2,489	1,892	637	-2,299	-2,389	-3,249	-1,277	2,218	-2,110	-1,627	-2,171	-3,701	-2,888	-7,094	-650	-3,181	-3,211	-854
		1.11	**Truck Hours of Travel (THT)**		hours	↓	1,739,079	-729	-362	-408	410	-234	-597	-728	-346	-833	-2,799	-965	-1,636	-391	-1,424	-1,993	-911	-2,244	-2,410	-8,631	-11,472
		1.12	**Congested TMT**		miles	↓	2,345,210	-1,501	-454	-1,268	2,390	-688	-1,637	-1,684	-538	-2,628	-7,992	-6,310	-8,238	-5,088	-6,091	-8,111	-4,956	-11,115	-13,466	-8,594	-16,463
		1.13	**Truck Hours of Delay**		hours	↓	849,064	-781	-392	-391	370	-314	-614	-763	-394	-869	-2,457	-929	-1,491	-409	-1,378	-1,841	-879	-2,059	-2,181	-2,006	-4,310
Local Travel	Arterials	1.14	**Peak Period Volume to Capacity**	**East-West Arterials**	ratio	↓	0.961	0.007	0.007	0.004	-0.001	0.005	0.007	0.009	0.008	0.007	-0.044	-0.033	-0.036	-0.037	-0.026	-0.029	-0.031	-0.024	-0.033	0.043	0.003
		1.15		**North-South Arterials**	ratio	↓	0.981	-0.011	-0.011	-0.012	-0.015	-0.011	-0.010	-0.009	-0.010	-0.010	-0.044	-0.036	-0.038	-0.039	-0.033	-0.035	-0.036	-0.030	-0.038	0.017	-0.011
		1.16	**Peak Period Speed**	**East-West Arterials**	mph	↑	18.42	-0.07	-0.07	-0.03	0.02	-0.06	-0.08	-0.09	-0.07	-0.08	0.46	0.42	0.43	0.45	0.36	0.36	0.40	0.28	0.41	-0.41	0.02
		1.17		**North-South Arterials**	mph	↑	17.25	0.05	0.05	0.04	-0.01	0.02	0.04	0.04	0.06	0.04	0.01	0.00	-0.02	0.00	0.067	0.03	0.07	0.01	0.05	-0.07	0.00
		1.18	**Vehicle Miles of Travel (VMT)**		miles	↓	3,385,139	-5,095	-5,771	-5,905	-917	-705	-2,813	-3,220	-7,301	-3,253	-62,456	-34,444	-42,488	-40,166	-28,463	-35,153	-33,373	-41,889	-58,507	81,580	24,337
		1.19	**Vehicle Hours of Travel (VHT)**		hours	↓	211,821	-677	-640	-737	-311	-154	-340	-393	-970	-370	-5,840	-5,268	-5,151	-5,459	-5,438	-4,834	-5,743	-4,540	-6,701	5,543	-155
		1.20	**Congested VMT**		miles	↓	240,223	-1,456	-1,119	-2,026	-620	-434	-230	-423	-2,200	-372	-14,875	-16,872	-15,865	-17,126	-17,087	-14,602	-17,905	-12,989	-19,461	8,779	-5,853
		1.21	**Hours of Delay**		hours	↓	101,789	-517	-466	-555	-273	-123	-257	-305	-746	-273	-3,727	-4,082	-3,742	-4,094	-4,419	-3,648	-4,559	-3,158	-4,770	2,889	-843
			Number of top 4 measures					2	0	0	0	0	0	0	2	0	8	2	7	9	9	5	11	4	10	6	9
Access to Employment			**# of Jobs Accessible within 60 min.:**																								
		2.1	**Auto**		#	↑	2,907,051	-13,713	-12,408	-3,662	4,527	-12,408	-13,713	-15,872	-12,079	-13,713	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636
		2.2	**Transit**		#	↑	2,048,516	104,697	140,440	94,990	133,264	89,612	160,036	145,606	275,222	173,003	0	0	0	0	0	0	0	0	0	0	0
		2.3	**Transit & Auto**		#	↑	4,955,567	90,984	128,032	91,328	137,791	77,204	146,323	129,734	263,143	159,290	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636
			Number of top 4 measures					0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	1	0	2	2	2
Safety			**Injuries and Fatality Rates % Change:**																								
		3.1	**Arterial**		million vehicle miles/year	↓	0.519	-0.07%	-0.10%	-0.02%	0.00%	-0.07%	-0.09%	-0.09%	-0.13%	-0.09%	-0.10%	0.03%	0.05%	0.05%	-0.05%	-0.03%	-0.07%	0.09%	0.04%	0.08%	-0.05%
		3.2	**Expressway**		million vehicle miles/year	↓	0.220	0.58%	0.54%	0.39%	0.07%	0.44%	0.52%	0.62%	0.68%	0.56%	-10.52%	-12.02%	-11.75%	-12.05%	-14.21%	-13.58%	-14.19%	-9.80%	-9.62%	-3.21%	-14.36%
		3.3	**Overall** (Arterial, Highway, Transit)		million person miles/year	↓	0.313	-3.32%	-3.37%	-2.25%	-2.75%	-2.55%	-3.19%	-3.63%	-5.10%	-3.54%	-5.17%	-8.66%	-7.39%	-8.51%	-11.06%	-9.58%	-11.51%	-6.61%	-6.90%	-0.59%	-5.55%
			Number of top 4 measures					0	1	0	0	0	0	0	1	1	1	1	0	0	2	2	2	0	0	0	1
Modal Connections & Opportunities		4.1	**New Transit Trips** (Regional)		#	↑	2,013,082	9,142	8,353	7,456	883	7,210	10,421	11,634	10,678	10,783	446	-3,192	-2,429	-6,819	-4,746	-1,860	-6,486	-3,179	-1,961	154	-318
		4.2	**Transit Access**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.3	**Non-motorized Connections**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.4	**Multimodal Opportunities**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			Number of top 4 measures					0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Facility Condition & Design		5.1	**Address Pavement Age**		*(qualitative)*	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.2	**Address Structure Deficiencies**		*(qualitative)*	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.3	**Address ADA Deficiencies**		*(qualitative)*	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.4	**Address Drainage Deficiencies**		*(qualitative)*	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			Number of top 4 measures														✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend: Top 4 Total — 1st, 2nd, 3rd, 4th | Worsened | **For information

* Provided for information only, not included in the Top 4 Total.

I-290 Phase I Study

Round 1 - Alternatives Footprint Evaluation (West of the DesPlaines River)

September 29, 2011

DRAFT

NOTE: Alternative impacts in this table are for the portions of the alignments that lie west of the DesPlaines River. Alternative footprints east of the River cannot be determined at this time due to locational variability of alignments associated with the availability of CSX or CTA ROW, and the use of context sensitive design. Impacts in this area will be evaluated when the availability of railroad ROW is determined.

				Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP add Lane	HOV Lanes						HOT Lanes		Toll Lanes		Arterials	
														2+ Occupants			3+ Occupants								
				Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)	Roosevelt and Madison Improvements - Without Parking	Roosevelt and Madison Improvements - With Parking
P&N	Point	Measure	Unit	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2	ART 1	ART 2
Footprint Screening (Corridor Level Evaluation)	Right of Way	**Residential/Business**	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	8.92	21.88
		Parks	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	0.63	0.63
		Historical	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
		Other	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	2.85	2.98
		ROW Total	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	12.40	25.49
	Displacements	**Residential/Business**	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	351	573
		School/Church/Etc.	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	5	10
		Historic Property Impacts	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		Displacements Total	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	356	583

NOTE: "Other" right-of-way includes church ROW, school ROW, etc.

Considered Fatally Flawed

I-290 Phase I Study

Round 1 - Alternatives Safety Evaluation Summary (Study Area)

September 29, 2011

DRAFT

		No Build	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV						HOT		Toll Lanes	
													2+ Occupants			3+ Occupants						
			Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
			HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 2W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2
Highway	**Annual Crash [1] Totals**	**118.10**	**120.92**	**120.72**	**120.00**	**118.41**	**120.21**	**120.63**	**121.10**	**121.41**	**120.79**	**122.23**	**115.71**	**116.80**	**115.58**	**106.63**	**109.07**	**106.70**	**125.67**	**126.56**	**103.49**	**105.85**
	% Change From Base		2.3%	2.2%	1.6%	0.3%	1.8%	2.1%	2.5%	2.7%	2.2%	3.4%	-2.1%	-1.1%	-2.2%	-10.8%	-8.3%	-10.7%	6.0%	6.7%	-14.1%	-11.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	445.09	453.42	453.03	450.78	446.23	450.88	452.25	453.93	455.27	452.74	514.55	486.01	490.53	485.46	455.92	466.25	456.37	518.10	520.21	403.48	461.20
	K+Inj /MVMpY [2]	0.220	0.221	0.221	0.221	0.220	0.221	0.221	0.222	0.222	0.221	0.199	0.197	0.197	0.196	0.193	0.194	0.193	0.200	0.201	0.213	0.193
	% Change from Base		**0.6%**	**0.5%**	**0.4%**	**0.1%**	**0.4%**	**0.5%**	**0.6%**	**0.7%**	**0.6%**	**-10.5%**	**-12.0%**	**-11.8%**	**-12.0%**	**-14.2%**	**-13.6%**	**-14.2%**	**-9.8%**	**-9.6%**	**-3.2%**	**-14.4%**
	Crash Rate Person Miles																					
	MPMpY	420.85	436.89	434.38	430.28	421.94	431.56	433.32	436.28	438.88	434.12	485.73	516.52	506.86	516.13	515.01	507.76	520.81	512.18	511.49	403.47	459.89
	K+Inj /MVMpY [2]	0.233	0.230	0.231	0.232	0.233	0.231	0.231	0.231	0.230	0.231	0.211	0.185	0.191	0.185	0.171	0.178	0.169	0.203	0.205	0.214	0.194
	% Change from Base		**-1.3%**	**-0.8%**	**-0.6%**	**0.1%**	**-0.8%**	**-0.8%**	**-1.0%**	**-1.2%**	**-0.9%**	**-10.3%**	**-25.8%**	**-22.4%**	**-26.0%**	**-36.2%**	**-31.0%**	**-37.7%**	**-15.0%**	**-14.1%**	**-9.1%**	**-20.4%**
Arterials	**Annual Crash [1] Totals**	**263.91**	**264.29**	**264.13**	**263.77**	**263.94**	**264.58**	**264.79**	**264.74**	**263.92**	**264.74**	**255.24**	**258.12**	**258.27**	**257.56**	**259.10**	**259.73**	**258.50**	**258.55**	**255.71**	**274.52**	**266.55**
	% Change From Base		0.1%	0.1%	-0.1%	0.0%	0.3%	0.3%	0.3%	0.0%	0.3%	-3.4%	-2.2%	-2.2%	-2.5%	-1.9%	-1.6%	-2.1%	-2.1%	-3.2%	3.9%	1.0%
	Crash Rate - Vehicle Miles																					
	MVMpY	508.43	509.52	509.34	508.25	508.50	510.08	510.59	510.47	509.11	510.52	492.24	497.11	497.33	495.98	499.42	500.53	498.35	497.69	492.44	528.46	513.75
	K+Inj /MVMpY [2]	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
	% Change from Base		**-0.1%**	**-0.1%**	**0.0%**	**0.0%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**-0.1%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**
	Crash Rate Person Miles [3]																					
	MPMpY	515.76	515.58	515.44	513.83	515.52	516.95	517.37	516.11	514.53	516.81	496.73	495.80	494.01	493.75	502.53	501.61	499.98	501.65	496.60	534.43	518.85
	K+Inj /MVMpY [2]	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.51	0.51	0.51
	% Change from Base		**0.2%**	**0.1%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.2%**	**0.2%**	**0.1%**	**0.4%**	**1.7%**	**2.1%**	**1.9%**	**0.8%**	**1.2%**	**1.0%**	**0.7%**	**0.6%**	**0.4%**	**0.4%**
Transit	**Crash Rate Person Miles**																					
	MPMpY	218.39	250.21	252.44	241.74	250.58	243.65	250.87	255.83	270.58	255.08	218.31	214.51	214.83	212.28	212.80	214.59	212.62	218.81	220.60	219.68	218.76
	K+Inj /MPMpY (length based av	0.000	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
	% Change from Base		**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Total	**Annual Crashes [1]**	**382.00**	**385.22**	**384.85**	**383.77**	**382.35**	**384.79**	**385.42**	**385.84**	**385.34**	**385.54**	**377.47**	**373.83**	**375.07**	**373.14**	**365.73**	**368.80**	**365.20**	**384.23**	**382.27**	**378.01**	**372.40**
	% Change From Base		0.8%	0.7%	0.5%	0.1%	0.7%	0.9%	1.0%	0.9%	0.9%	-1.2%	-2.2%	-1.8%	-2.4%	-4.4%	-3.6%	-4.6%	0.6%	0.1%	-1.1%	-2.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	953.52	962.95	962.37	959.03	954.72	960.96	962.84	964.41	964.38	963.26	1006.79	983.12	987.86	981.44	955.34	966.78	954.73	1015.78	1012.65	931.93	974.95
	K+Inj /MVMpY [2]	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.39	0.36
	% Change from Base		-0.2%	-0.2%	-0.2%	0.0%	-0.1%	-0.2%	-0.2%	-0.3%	-0.2%	-6.8%	-5.5%	-5.6%	-5.5%	-4.5%	-4.8%	-4.6%	-6.4%	-6.7%	1.9%	-4.1%
	Crash Rate Person Miles [3]																					
	MPMpY	1155.00	1202.68	1202.25	1185.85	1188.04	1192.16	1201.55	1208.23	1223.99	1206.02	1200.77	1226.82	1215.69	1222.17	1230.35	1223.97	1233.40	1232.65	1228.69	1157.59	1197.49
	K+Inj /MVMpY [2]	0.31	0.30	0.30	0.31	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.29	0.29	0.29	0.28	0.29	0.28	0.29	0.29	0.31	0.30
	% Change from Base		**-3.3%**	**-3.4%**	**-2.3%**	**-2.8%**	**-2.6%**	**-3.2%**	**-3.6%**	**-5.1%**	**-3.5%**	**-5.2%**	**-8.7%**	**-7.4%**	**-8.5%**	**-11.1%**	**-9.6%**	**-11.5%**	**-6.6%**	**-6.9%**	**-0.6%**	**-5.6%**

(1) - Crash totals are for injury and fatal crashes only

(2) - Length based average

(3) - Person miles are calcuated using the CMAP regional travel model for each alternative

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX E

Single Mode Alternatives Footprint Evaluation

I-290 Phase I Study

Round 1 - Alternatives Footprint Evaluation (West of the DesPlaines River)

September 29, 2011

DRAFT

NOTE: Alternative impacts in this table are for the portions of the alignments that lie west of the DesPlaines River. Alternative footprints east of the River cannot be determined at this time due to locational variability of alignments associated with the availability of CSX or CTA ROW, and the use of context sensitive design. Impacts in this area will be evaluated when the availability of railroad ROW is determined.

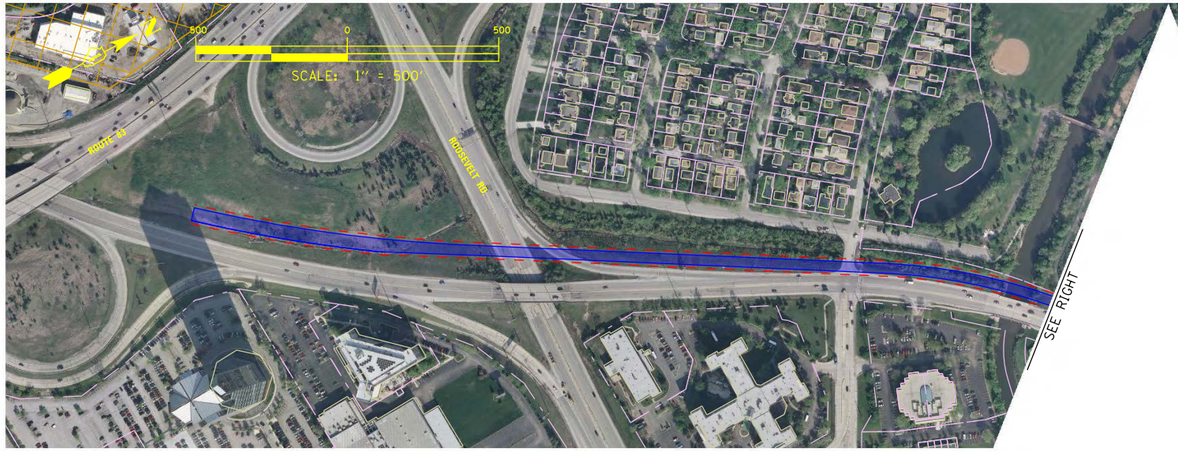
				Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP add Lane	HOV Lanes						HOT Lanes		Toll Lanes		Arterials	
														2+ Occupants			3+ Occupants								
				Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)	Roosevelt and Madison Improvements - Without Parking	Roosevelt and Madison Improvements - With Parking
P&N	Point	Measure	Unit	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2	ART 1	ART 2
Footprint Screening (Corridor Level Evaluation)	Right of Way	**Residential/Business**	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	8.92	21.88
		Parks	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	0.63	0.63
		Historical	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
		Other	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	2.85	2.98
		ROW Total	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	12.40	25.49
	Displacements	**Residential/Business**	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	351	573
		School/Church/Etc.	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	5	10
		Historic Property Impacts	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		Displacements Total	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	356	583

NOTE: "Other" right-of-way includes church ROW, school ROW, etc.

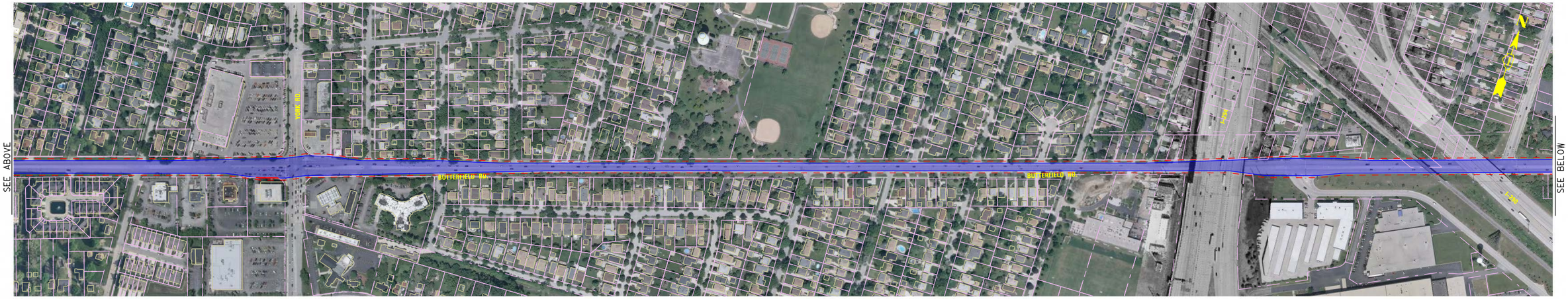
Considered Fatally Flawed

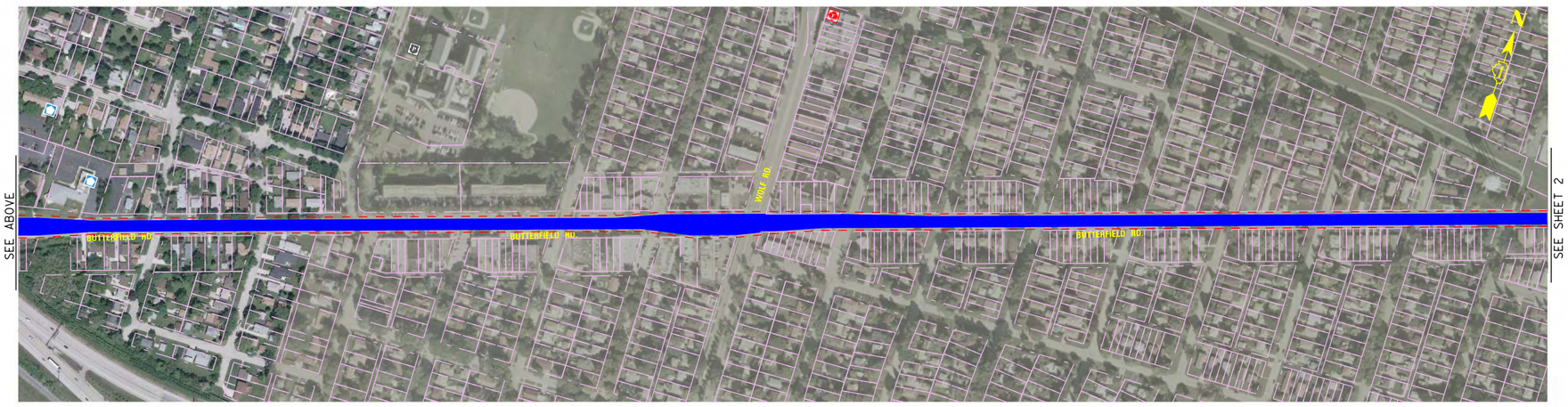
Blue Line Ext. Along Prairie Path to Oak Brook

HRT-1









IMPACT LEGEND

- IO FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

FILE NAME = T:\16778a\Civil\Design\Round 1 Analysis\CAD * MBVAlt205-CAG-Sheet1.dgn

USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 1 – BLUE LINE EXT. ALONG PRAIRIE PATH TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

N

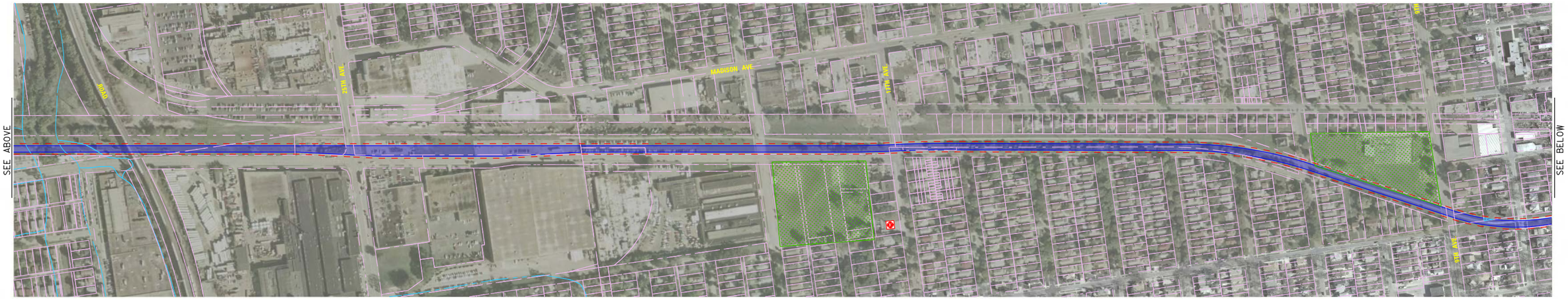
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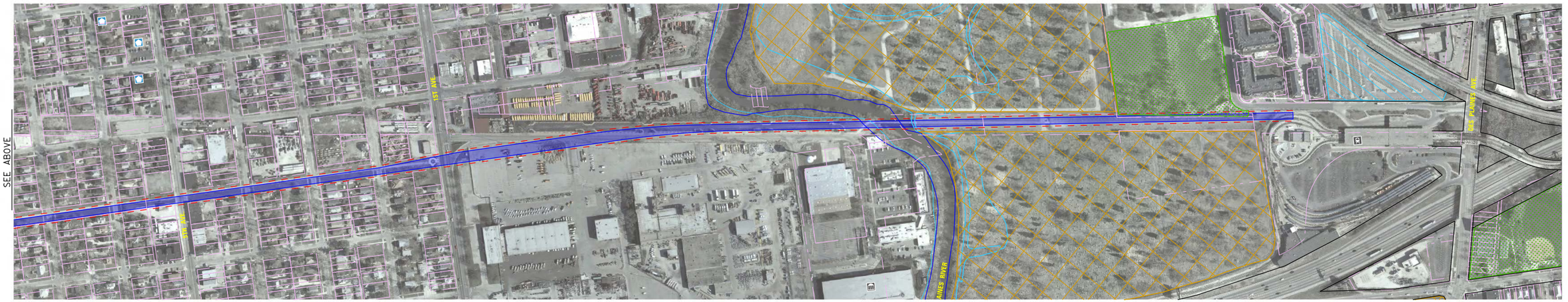
SCALE: 1" = 500'

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY







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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 1 – BLUE LINE EXT. ALONG PRAIRIE PATH TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 2 OF 2

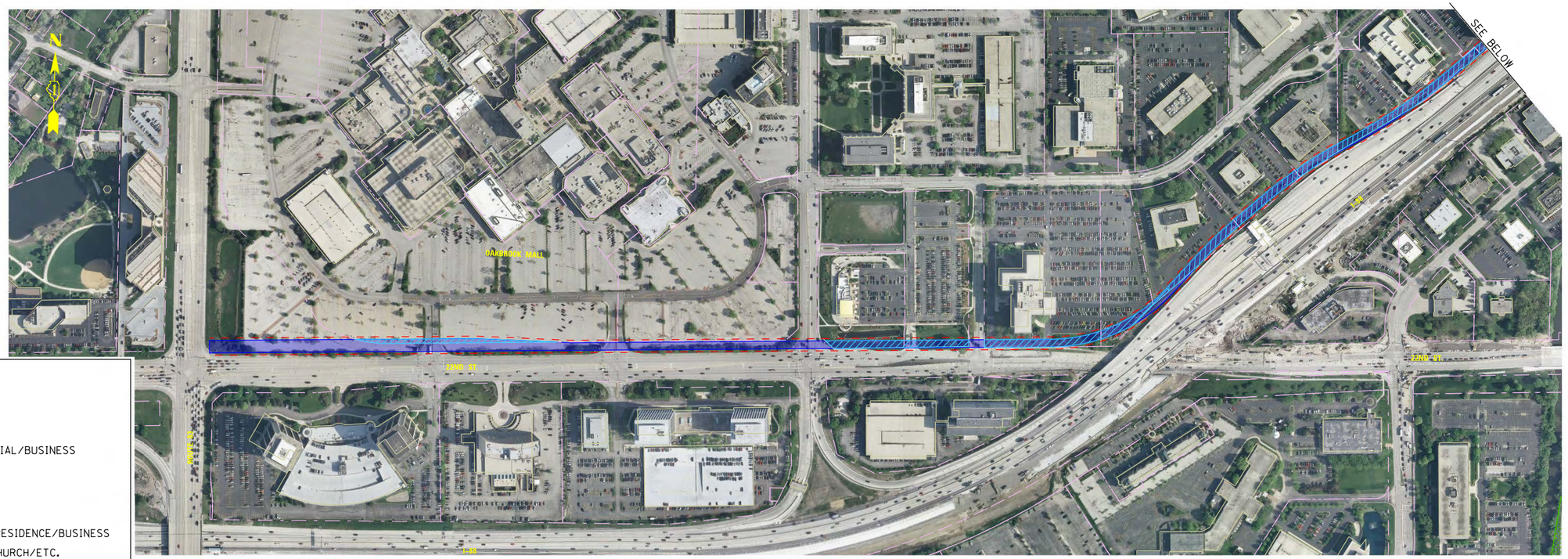
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		COOK	2	2
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Blue Line Ext. Along I-290 to Oak Brook

HRT-2

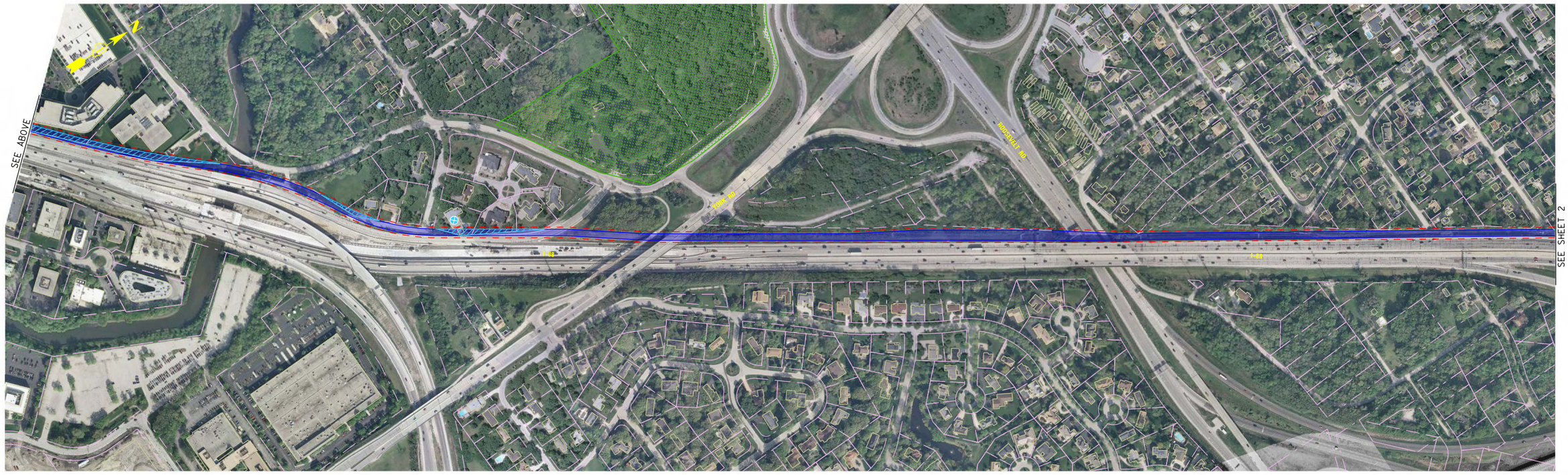
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SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



USER NAME = ADR	DESIGNED - ADR	REVISED -	
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -	
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -	

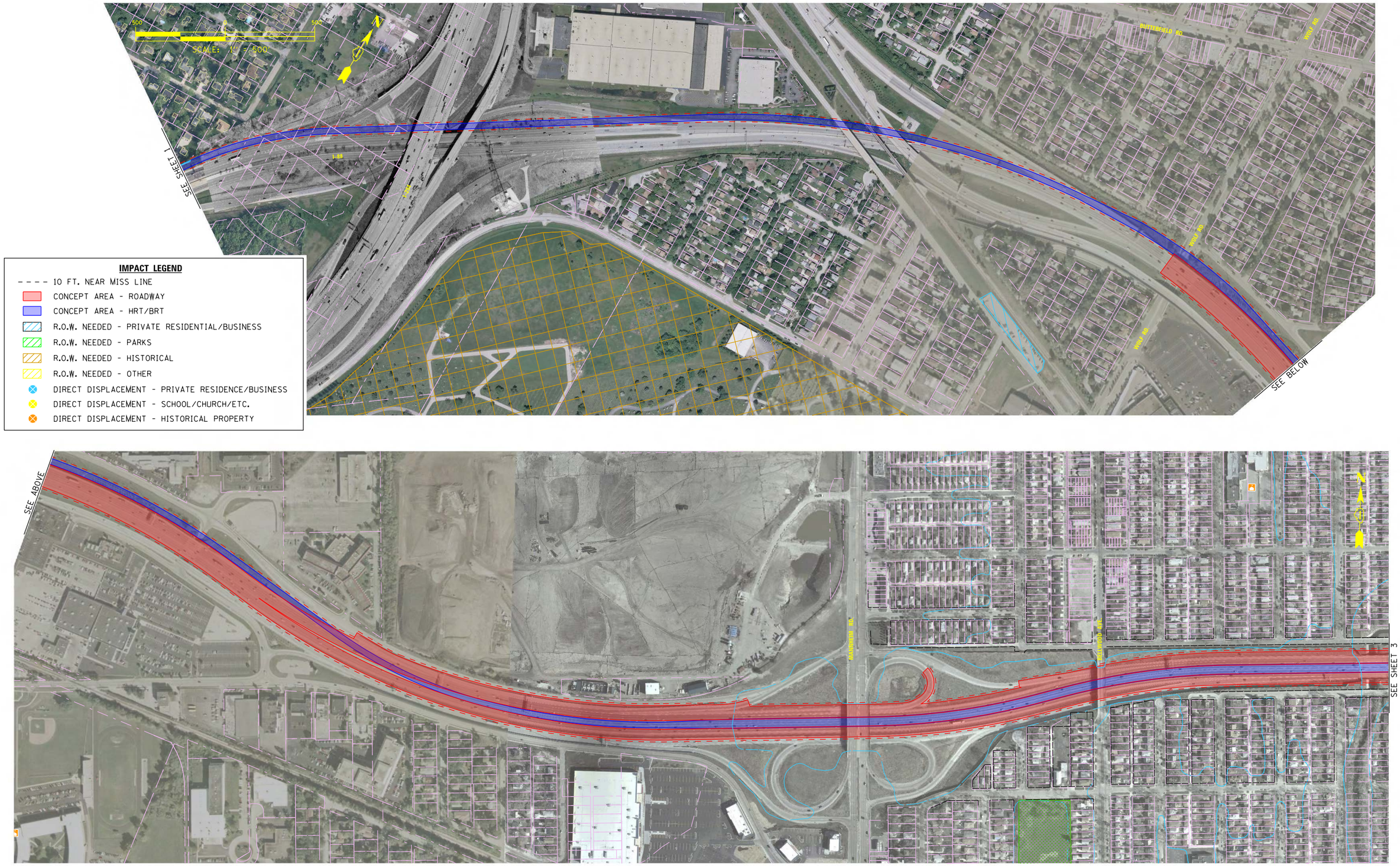
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

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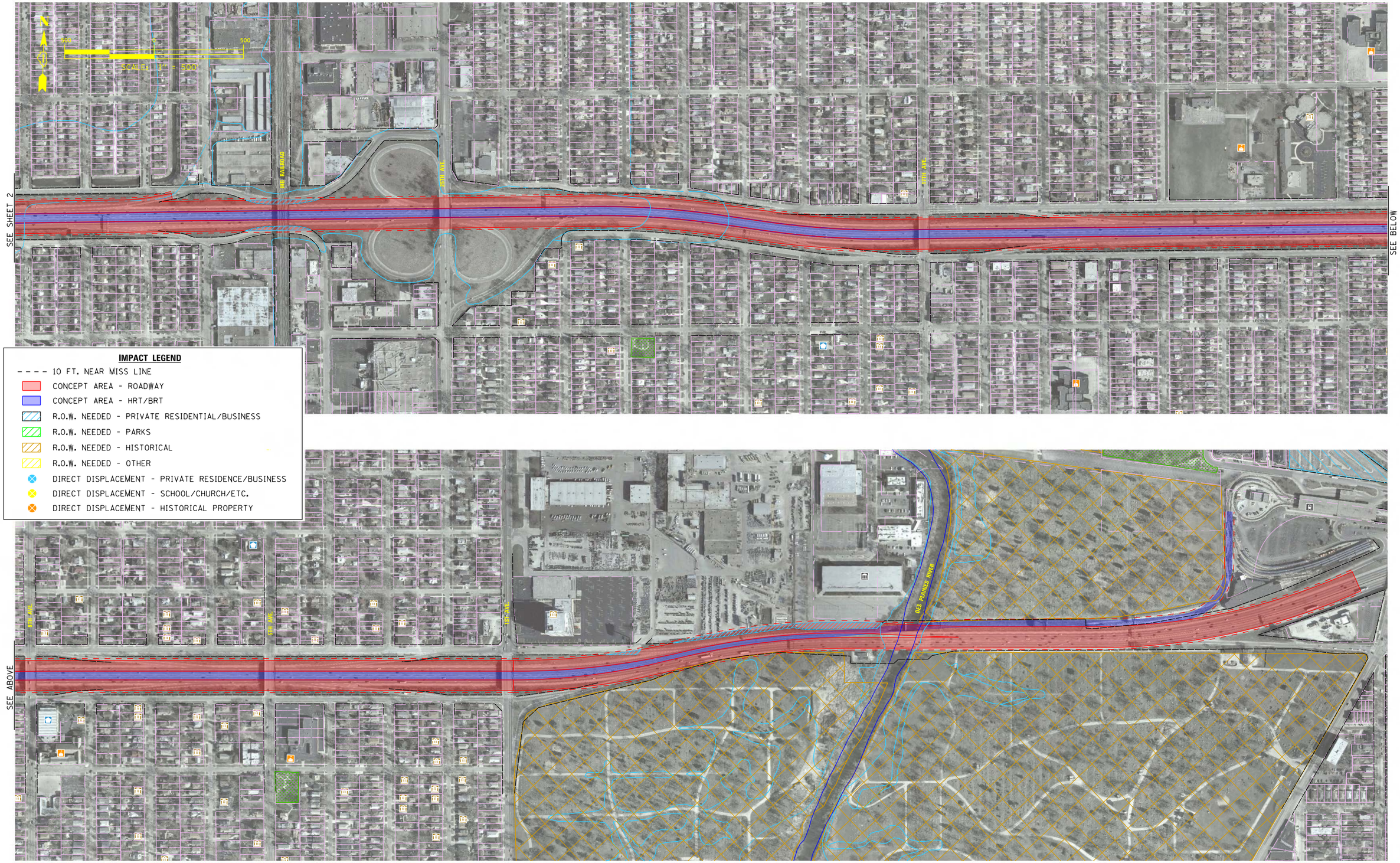
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

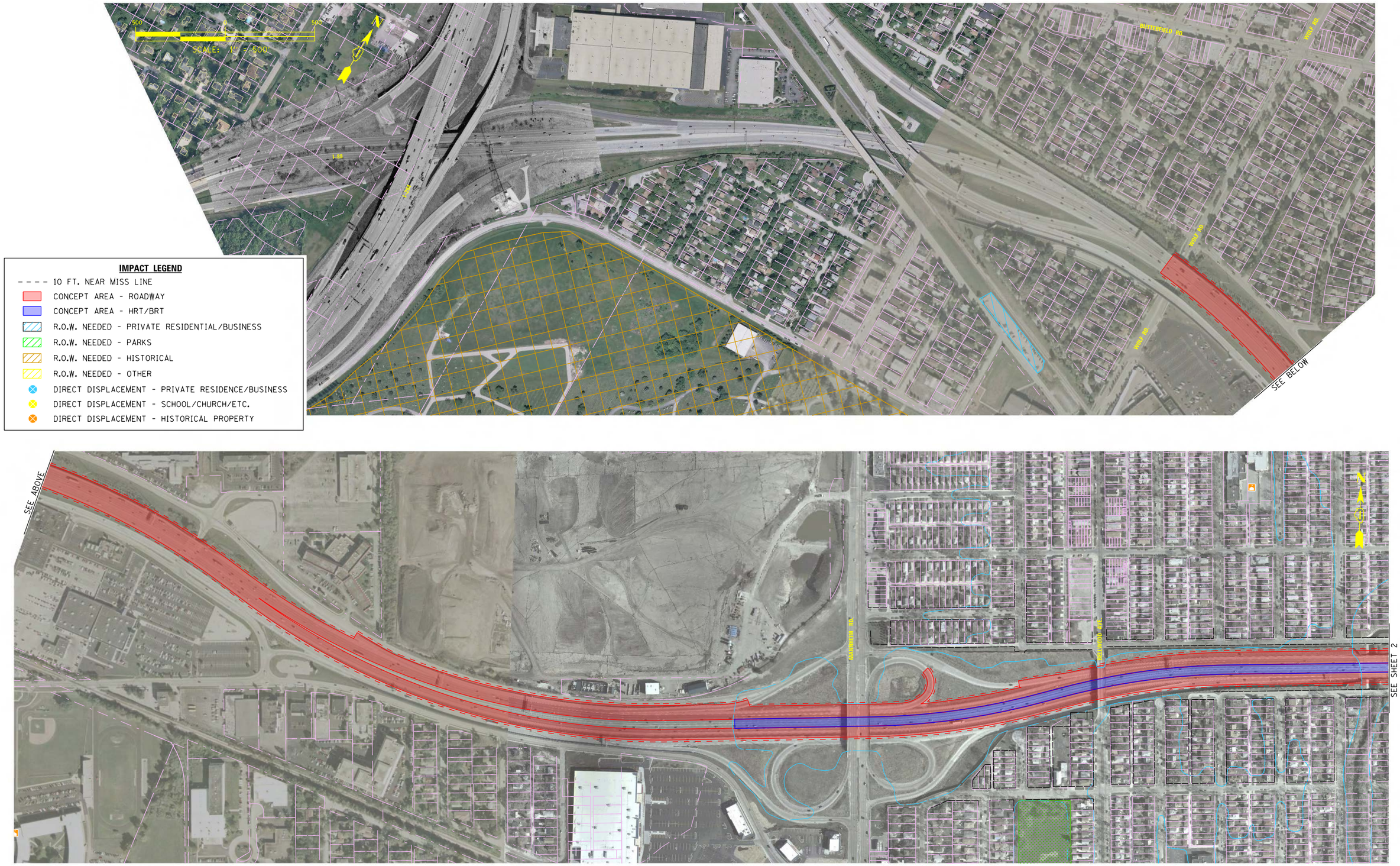
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

Blue Line Ext. Along I-290 to Mannheim (Short)

HRT-3



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
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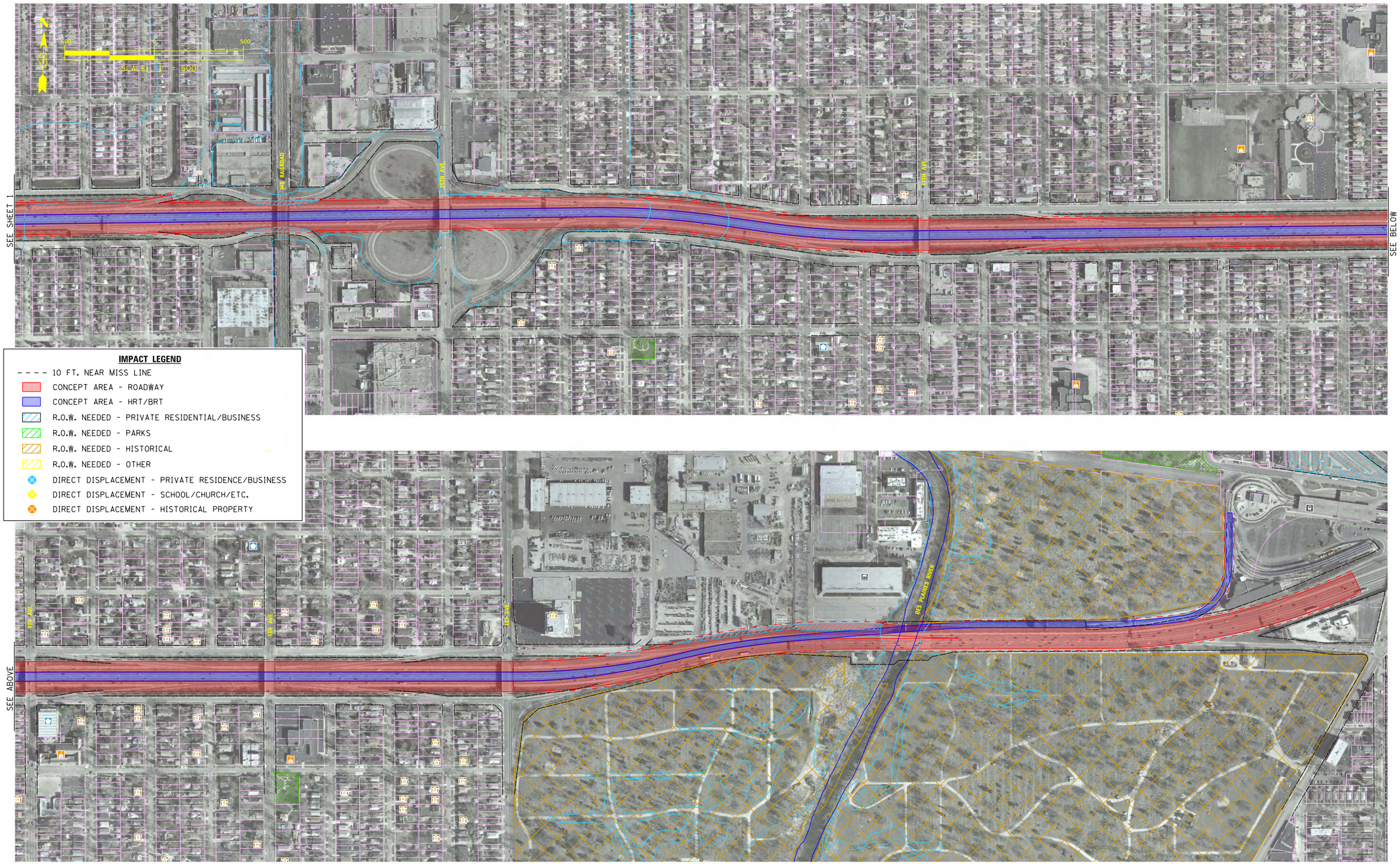
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 3 – BLUE LINE EXT. ALONG I-290 TO MANNHEIM RD.

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	2	1
		CONTRACT NO. _____		
		ILLINOIS	FED. AID PROJECT	

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IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

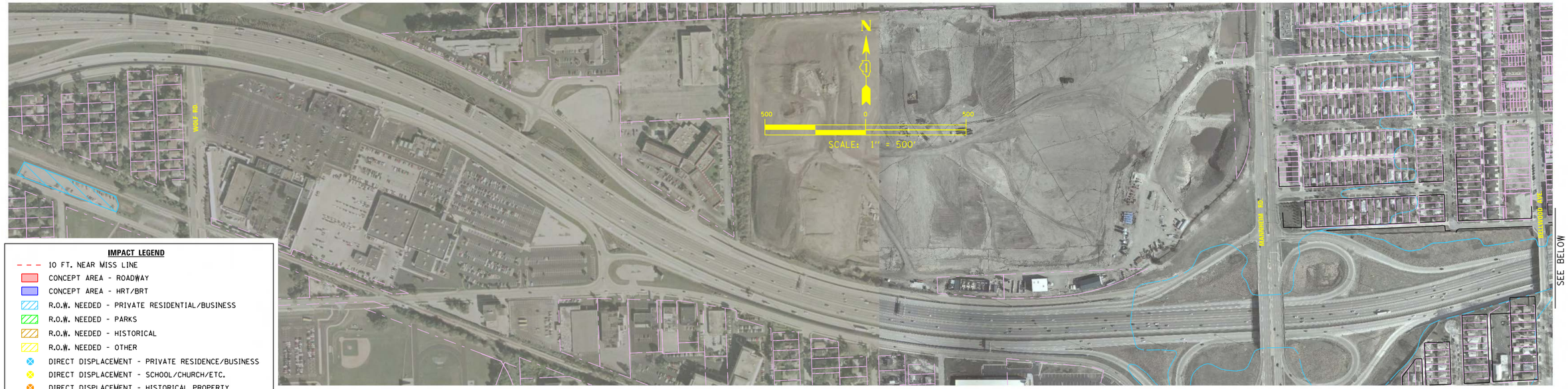
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 3 – BLUE LINE EXT. ALONG I-290 TO MANNHEIM RD.

SCALE: 1" = 500' | SHEET NO. 2 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	2	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

Express Buses to Forest Park

EXP



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

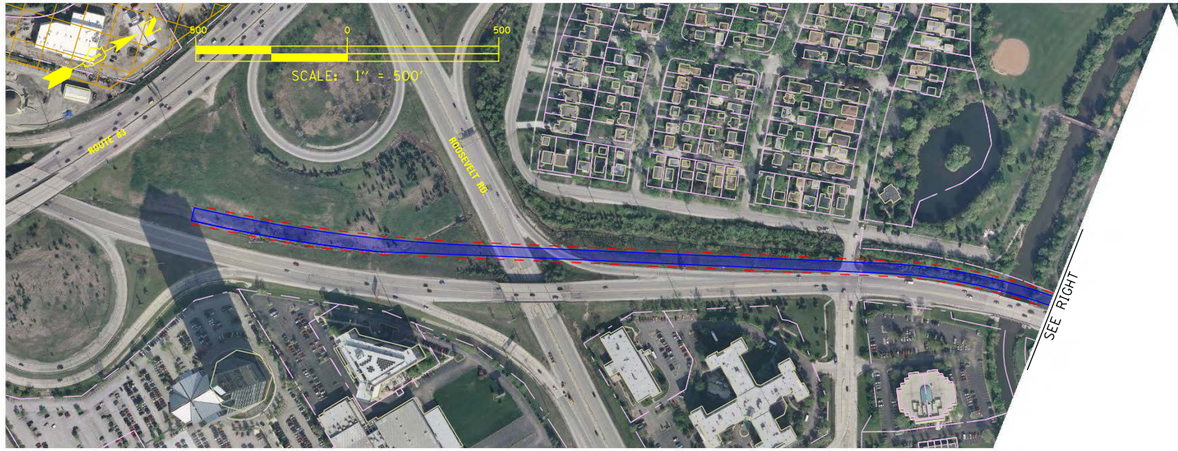
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
EXP – EXPRESS BUSES TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

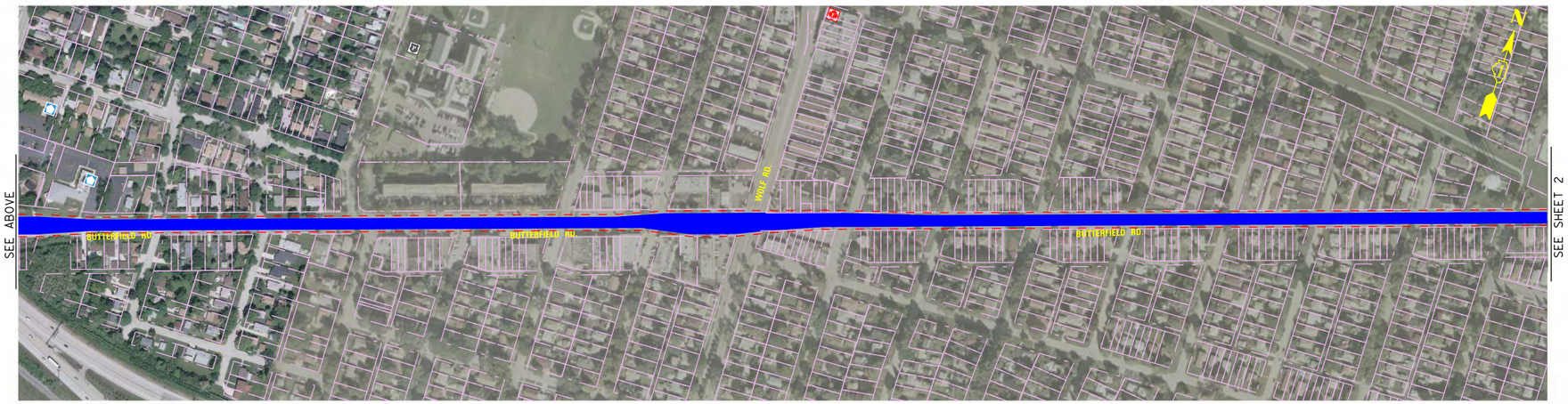
BRT Along Prairie Path, Oak Brook to Forest Park

BRT-1









IMPACT LEGEND

- IO FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
BRT 1 - BRT ALONG PRAIRIE PATH, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

N

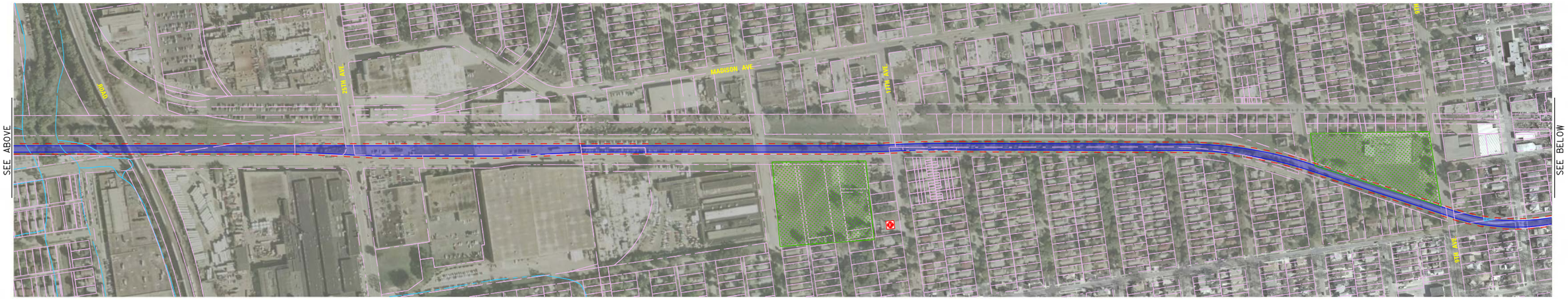
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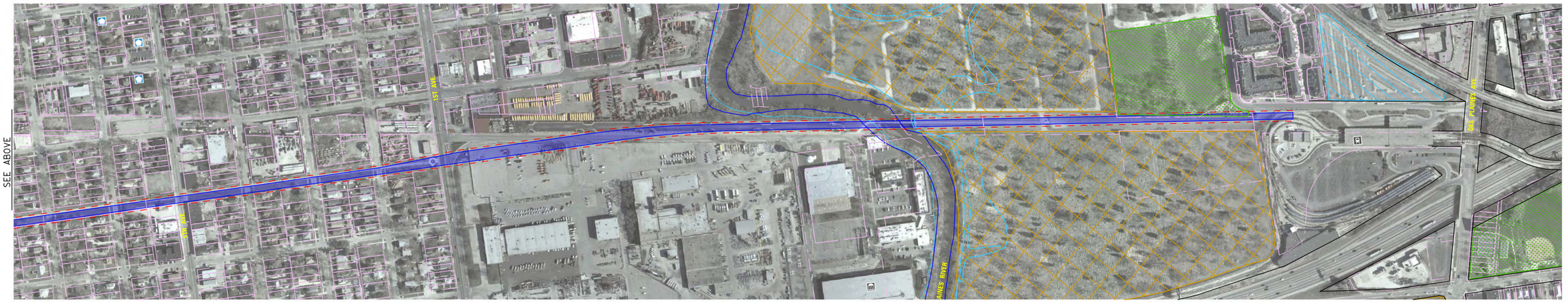
SCALE: 1" = 500'

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY







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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 1 – BRT ALONG PRAIRIE PATH, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 2

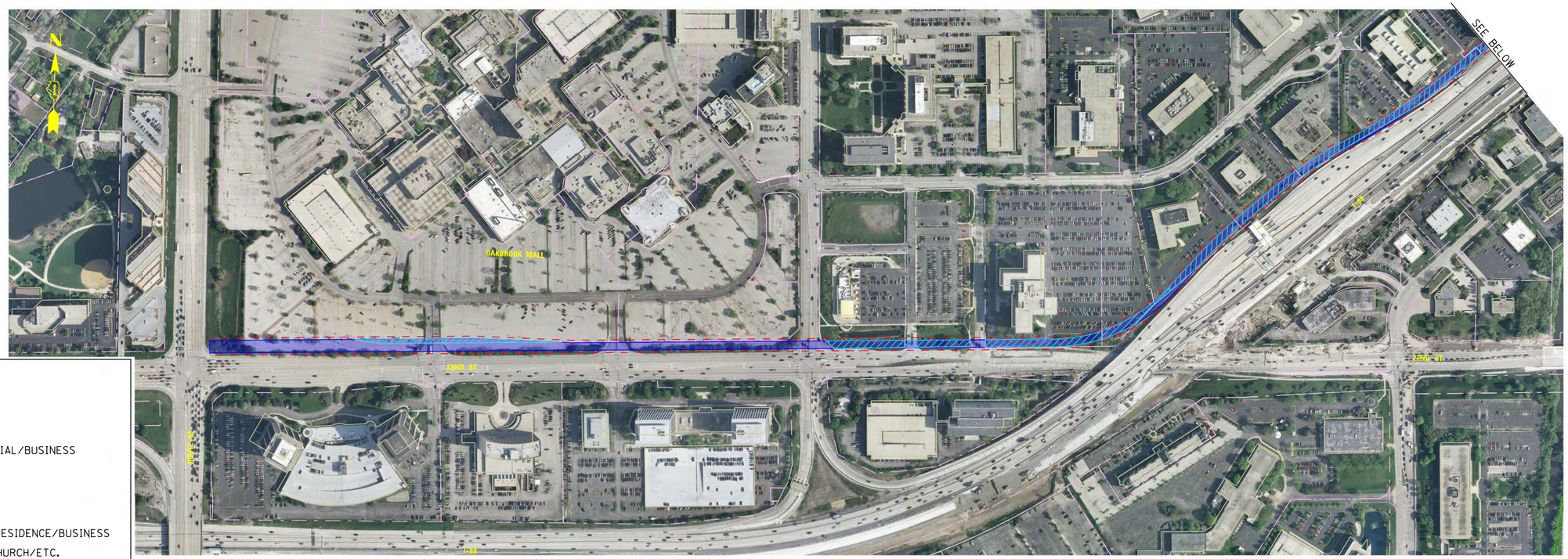
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		COOK	2	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

BRT Along I-290, Oak Brook to Forest Park

BRT-2

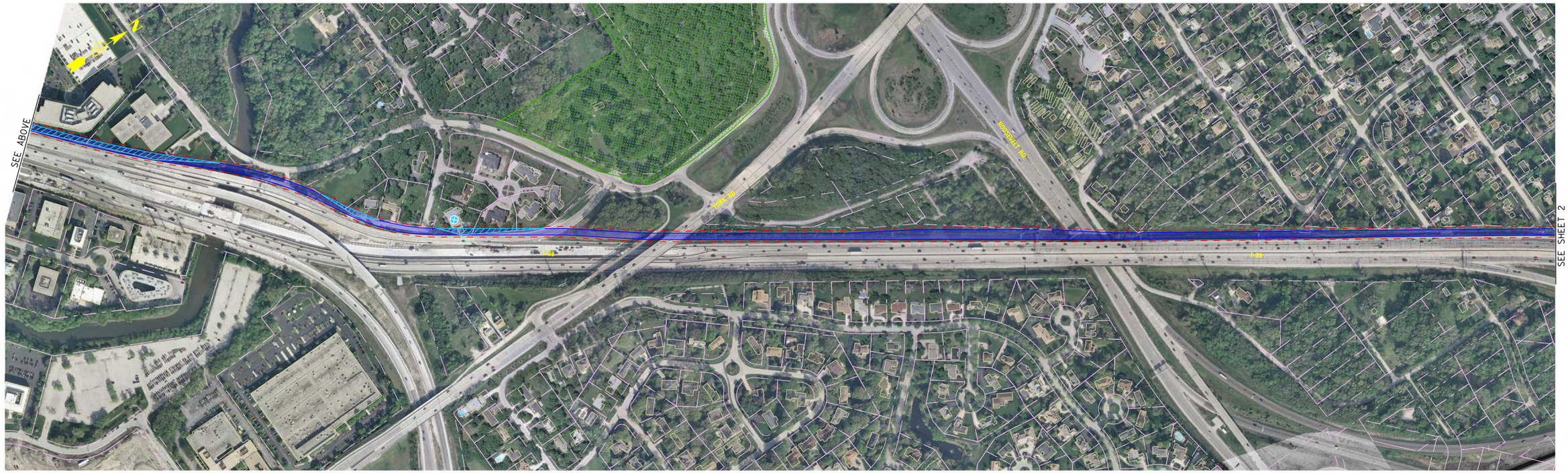
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SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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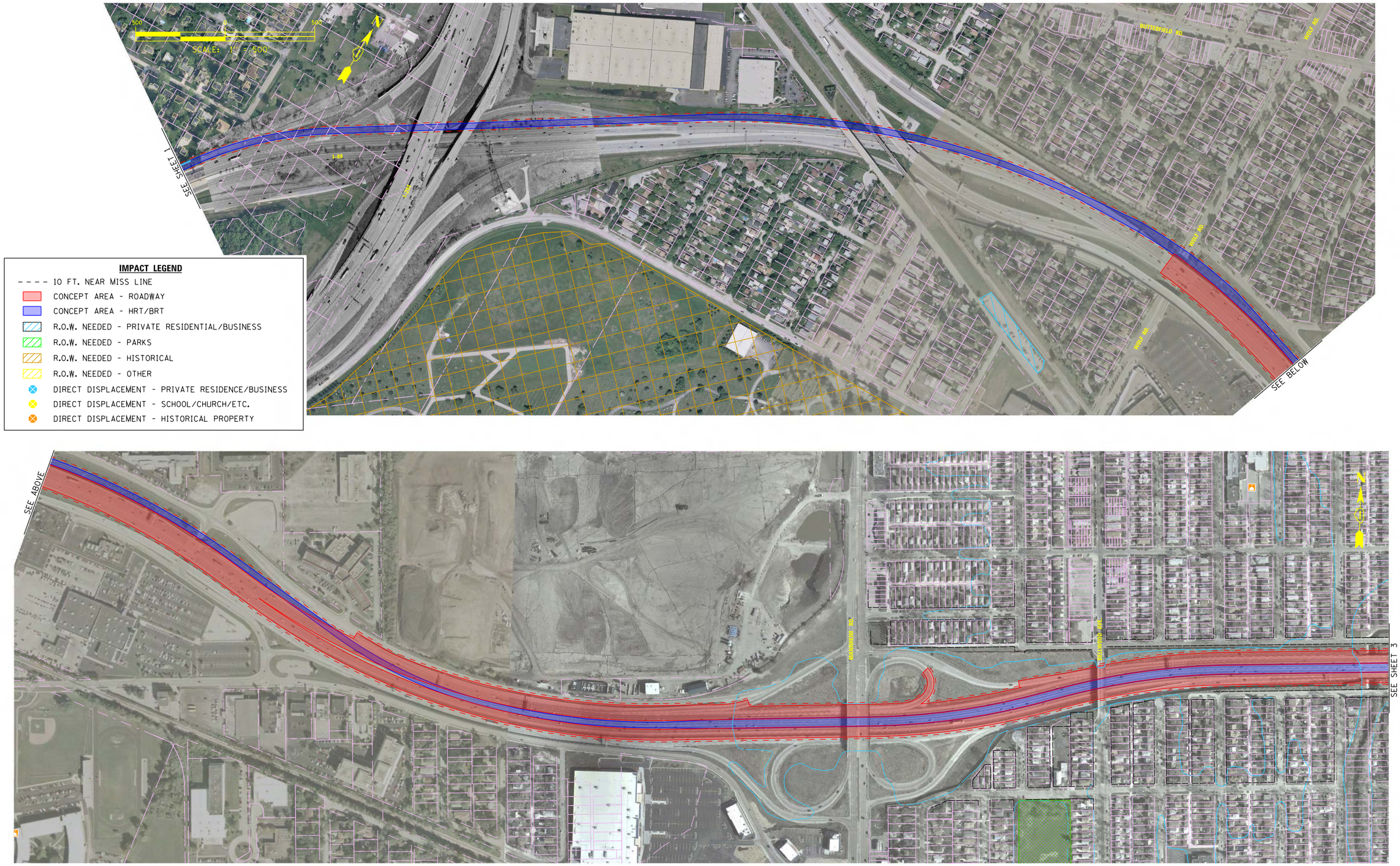
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		



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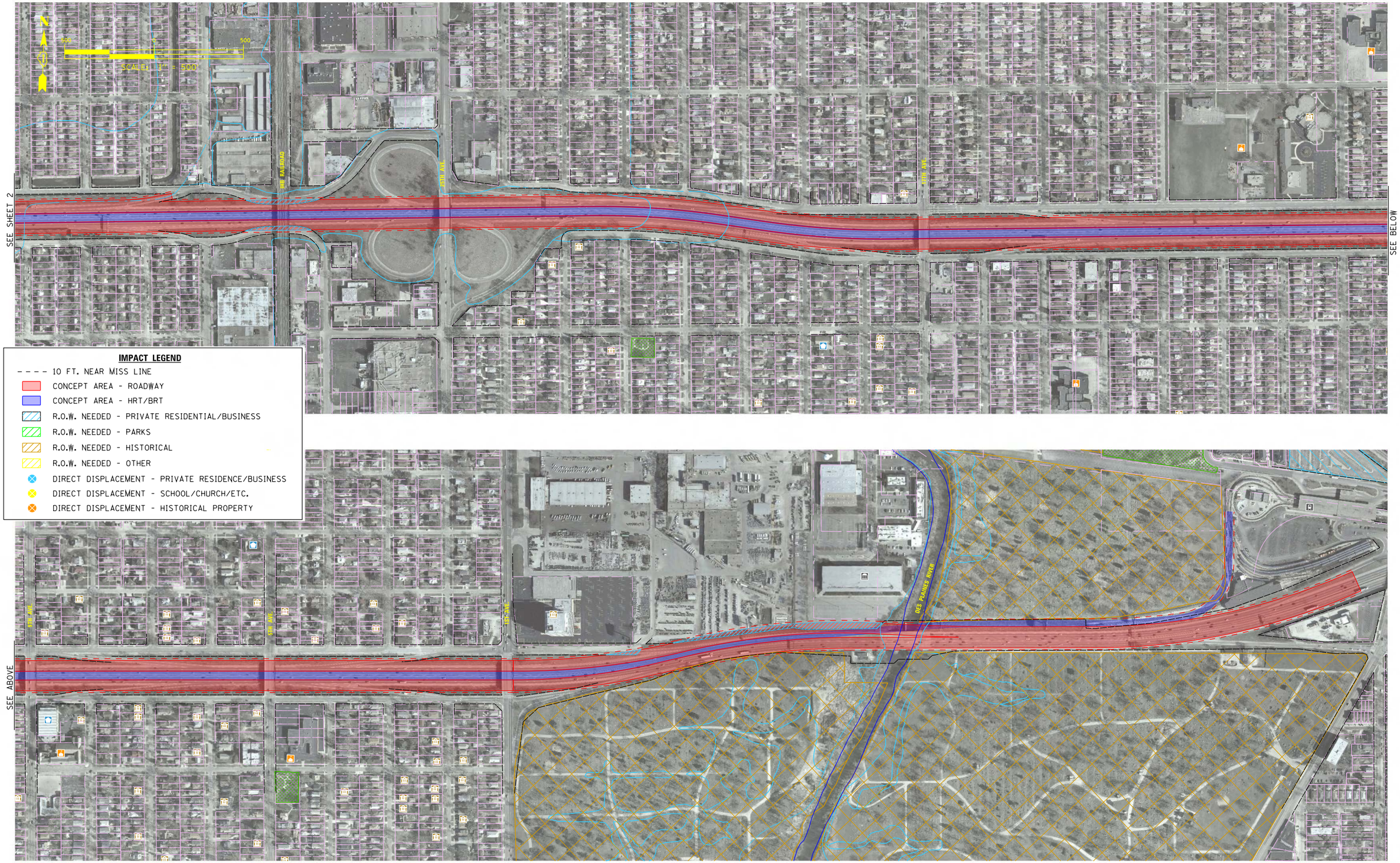
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 3 OF 3

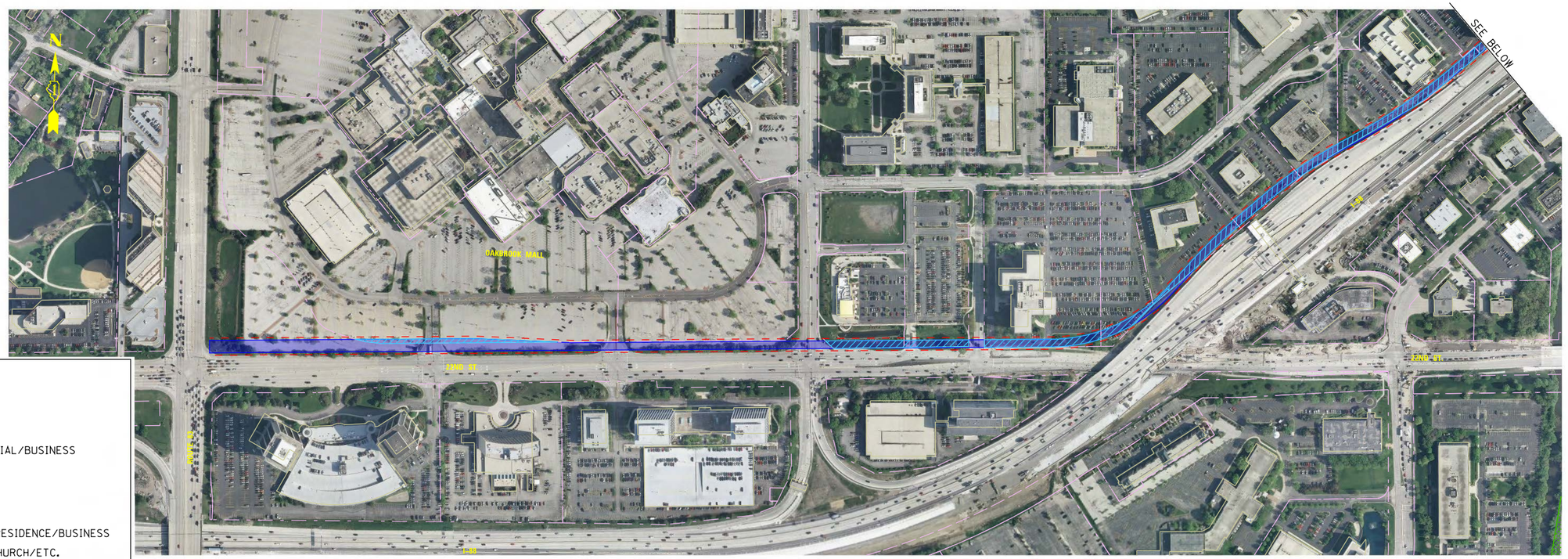
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___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

BRT from Oak Brook to Cicero Ave. (CTA Overlap)

BRT-3

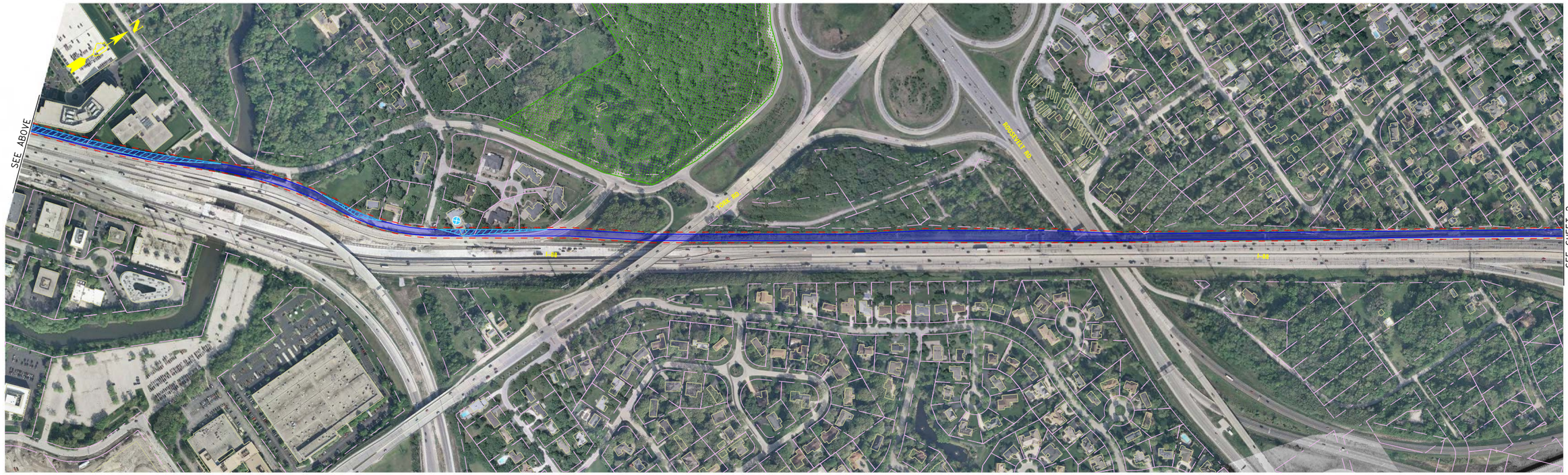
500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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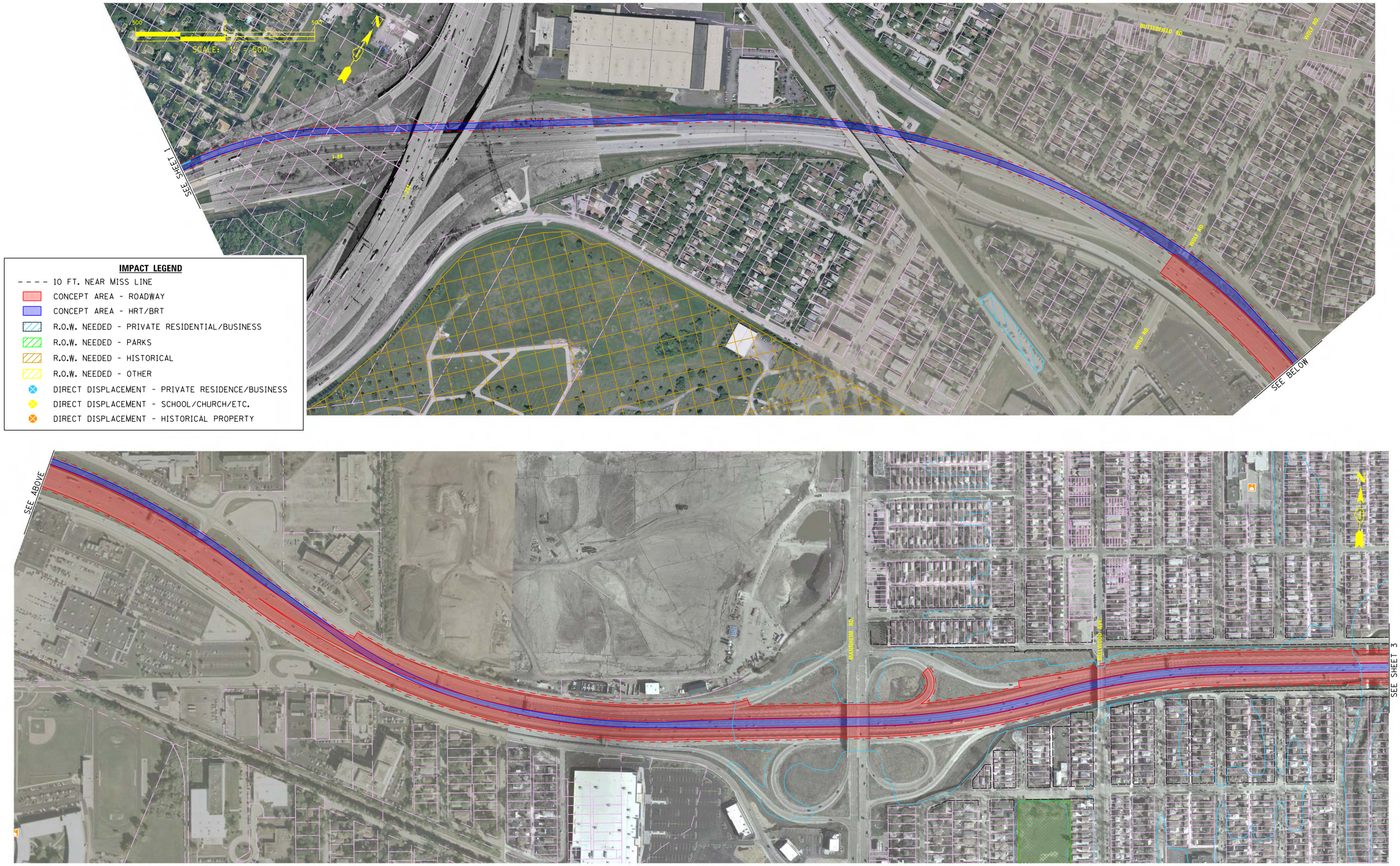
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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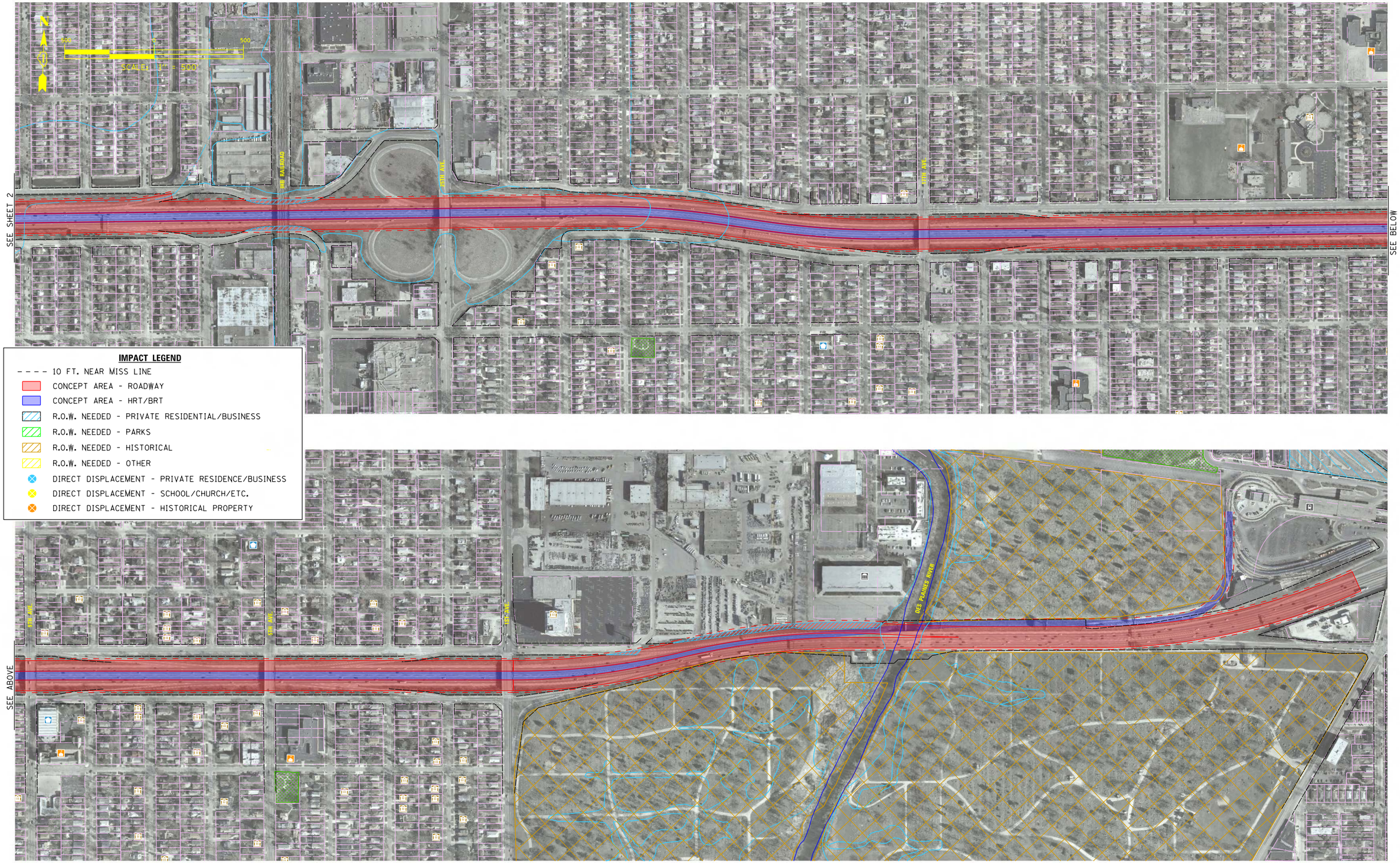
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS	FED. AID PROJECT	



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USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1' = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 3 OF 3

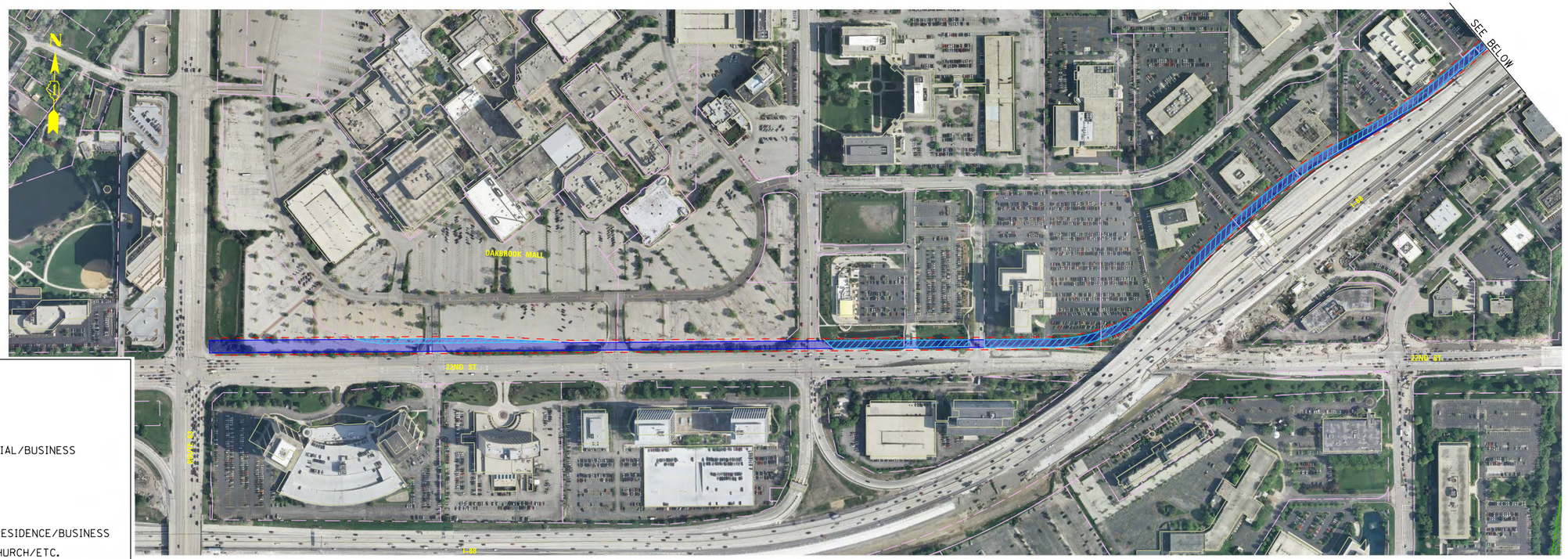
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)

BRT-4

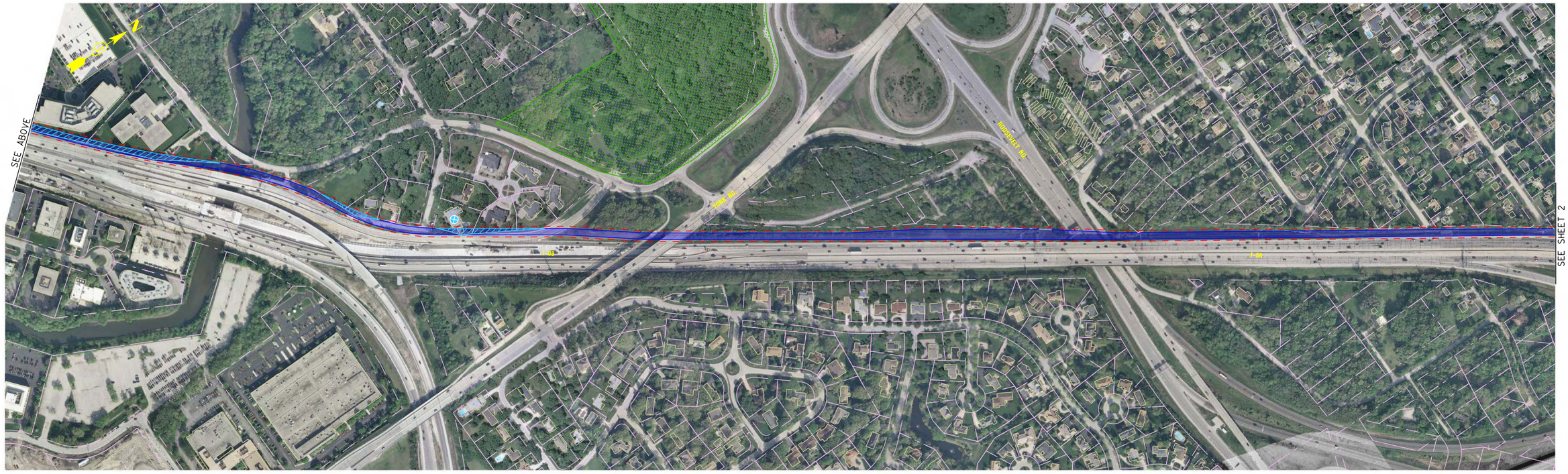
500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

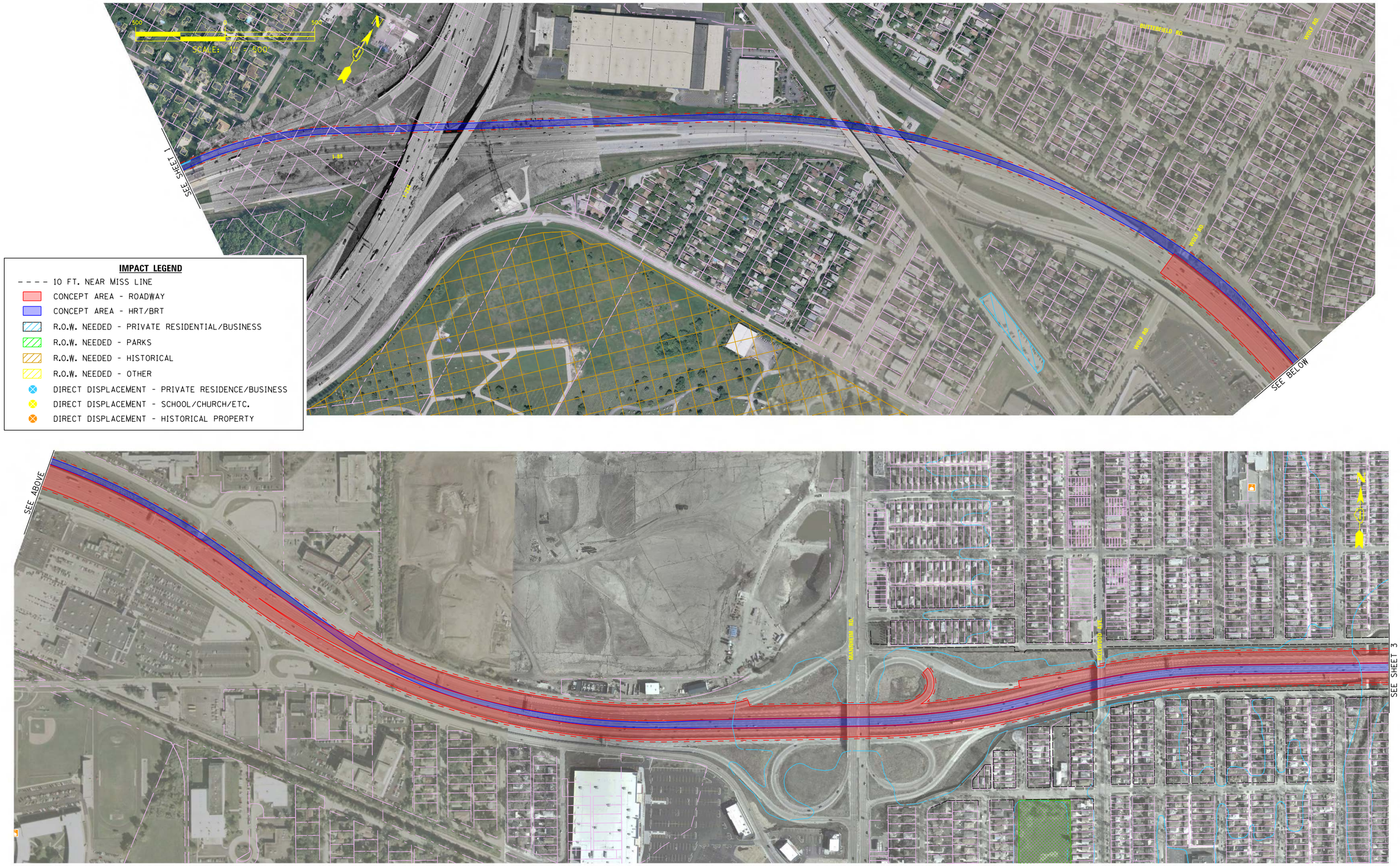
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

FILE NAME = T:\16778a\Civil\Design\Round 1 Analysis\CAD • 10\Alt215-CAD-Sheet1.dgn



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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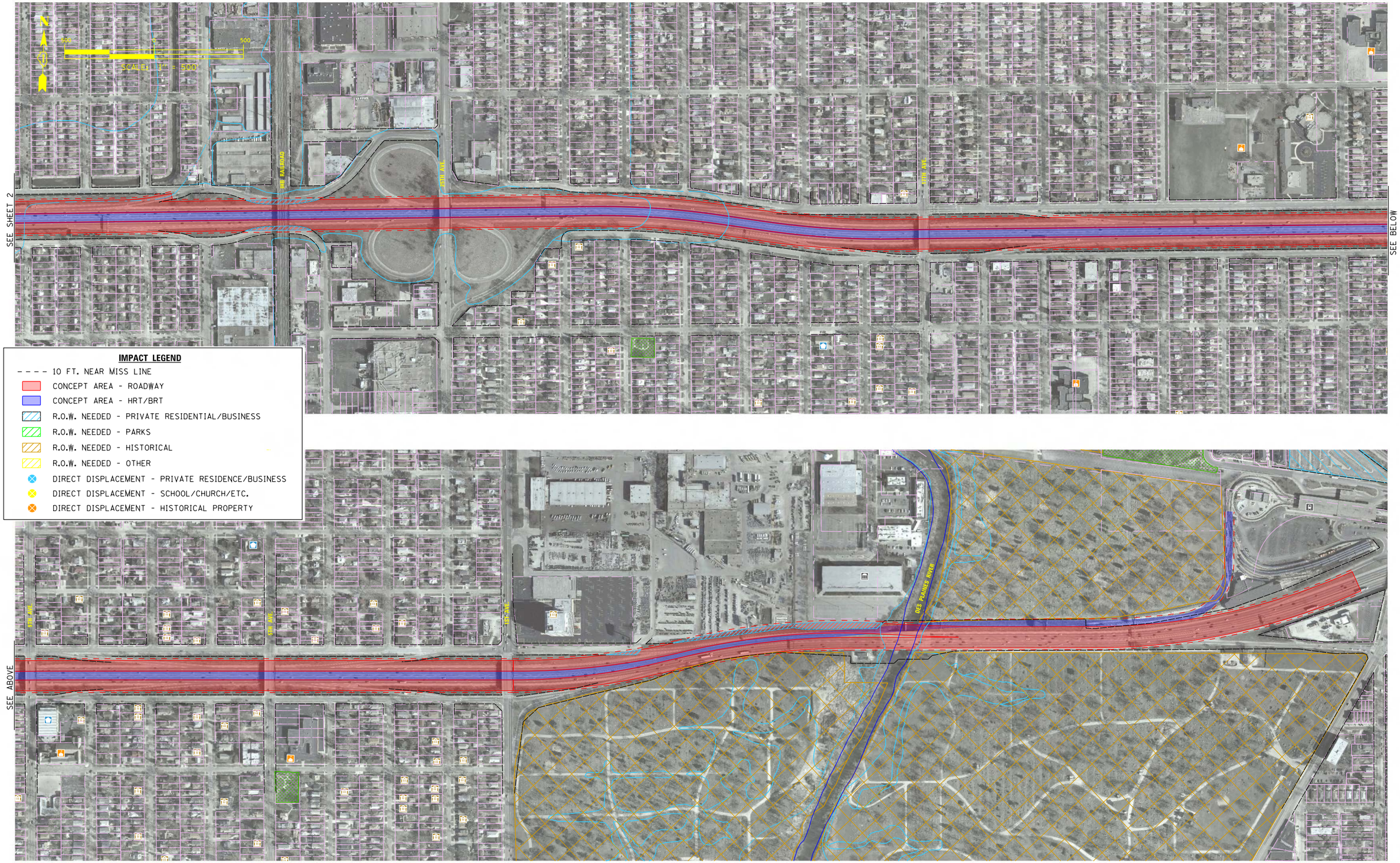
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

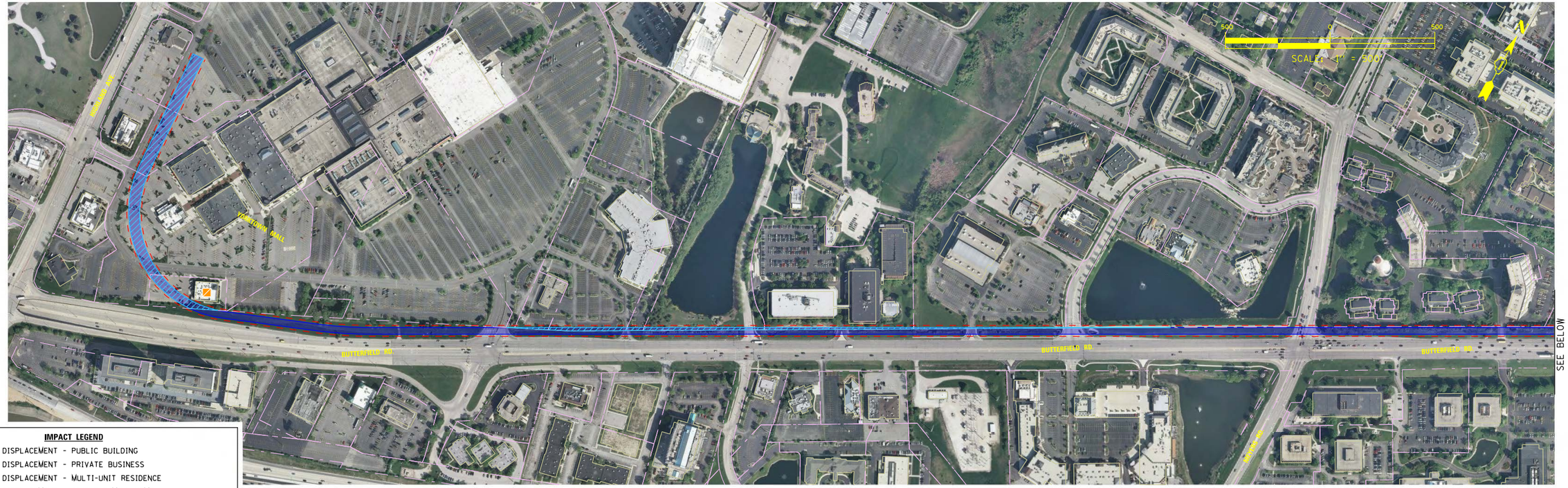
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

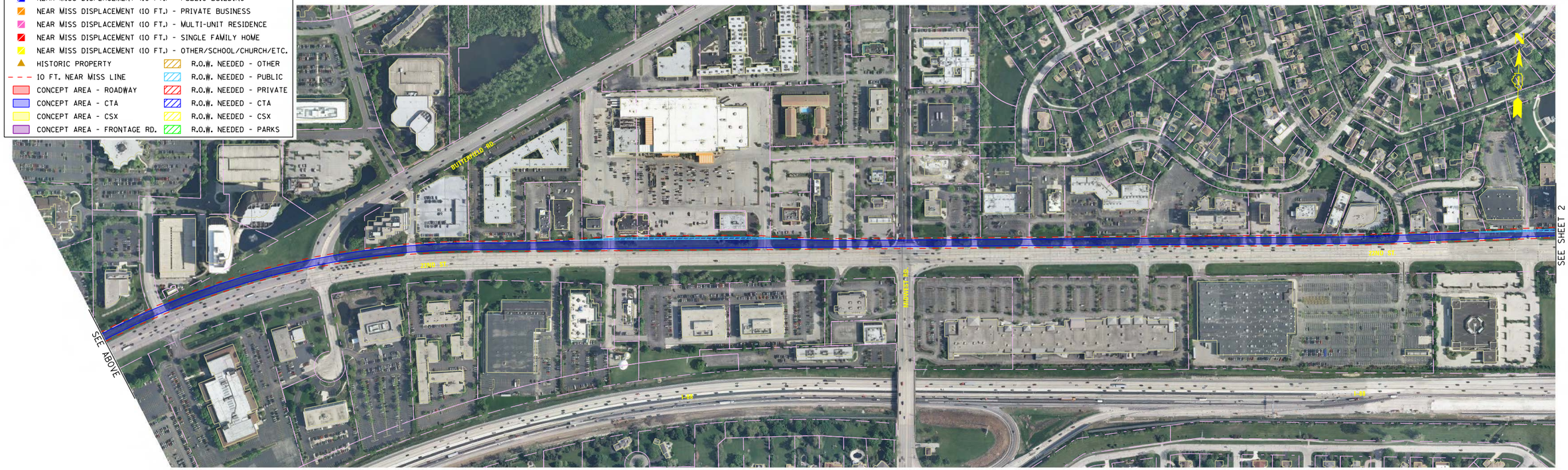
BRT – Forest Park CTA Terminal to Lombard

BRT-5



IMPACT LEGEND

- DIRECT DISPLACEMENT - PUBLIC BUILDING
- DIRECT DISPLACEMENT - PRIVATE BUSINESS
- DIRECT DISPLACEMENT - MULTI-UNIT RESIDENCE
- DIRECT DISPLACEMENT - SINGLE FAMILY HOME
- DIRECT DISPLACEMENT - OTHER/SCHOOL/CHURCH/ETC.
- NEAR MISS DISPLACEMENT (10 FT.) - PUBLIC BUILDING
- NEAR MISS DISPLACEMENT (10 FT.) - PRIVATE BUSINESS
- NEAR MISS DISPLACEMENT (10 FT.) - MULTI-UNIT RESIDENCE
- NEAR MISS DISPLACEMENT (10 FT.) - SINGLE FAMILY HOME
- NEAR MISS DISPLACEMENT (10 FT.) - OTHER/SCHOOL/CHURCH/ETC.
- HISTORIC PROPERTY
- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - CTA
- CONCEPT AREA - CSX
- CONCEPT AREA - FRONTAGE RD.
- R.O.W. NEEDED - OTHER
- R.O.W. NEEDED - PUBLIC
- R.O.W. NEEDED - PRIVATE
- R.O.W. NEEDED - CTA
- R.O.W. NEEDED - CSX
- R.O.W. NEEDED - PARKS



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USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1' = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

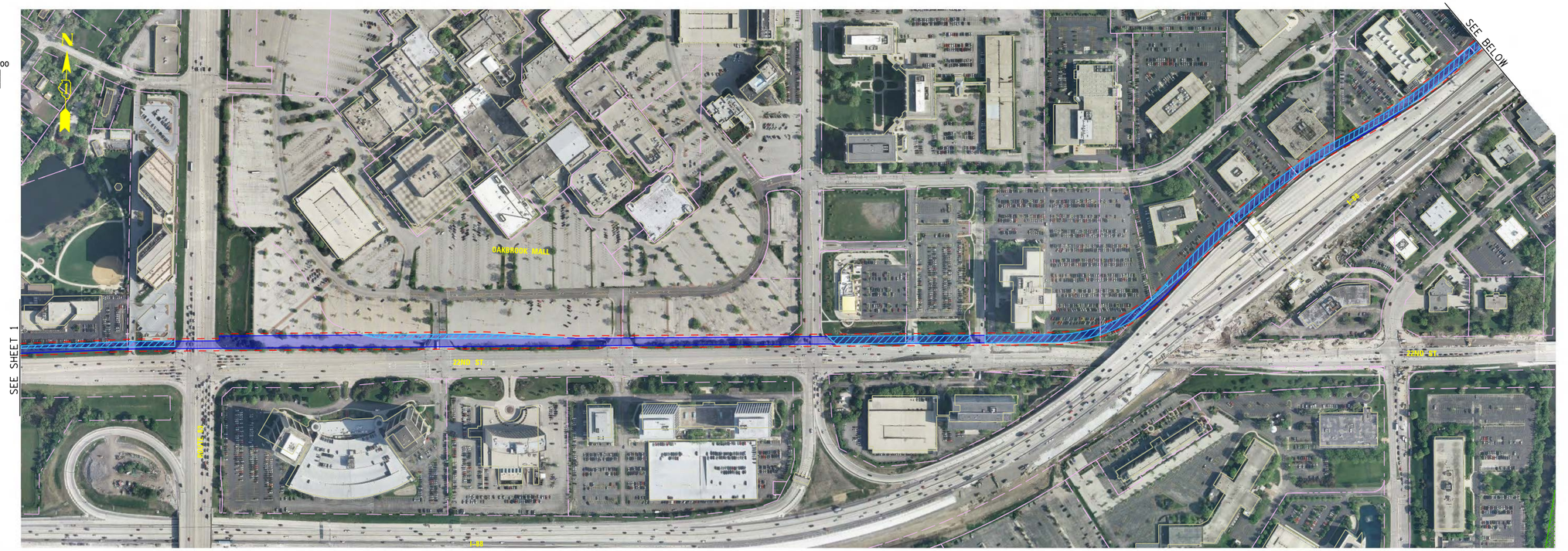
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

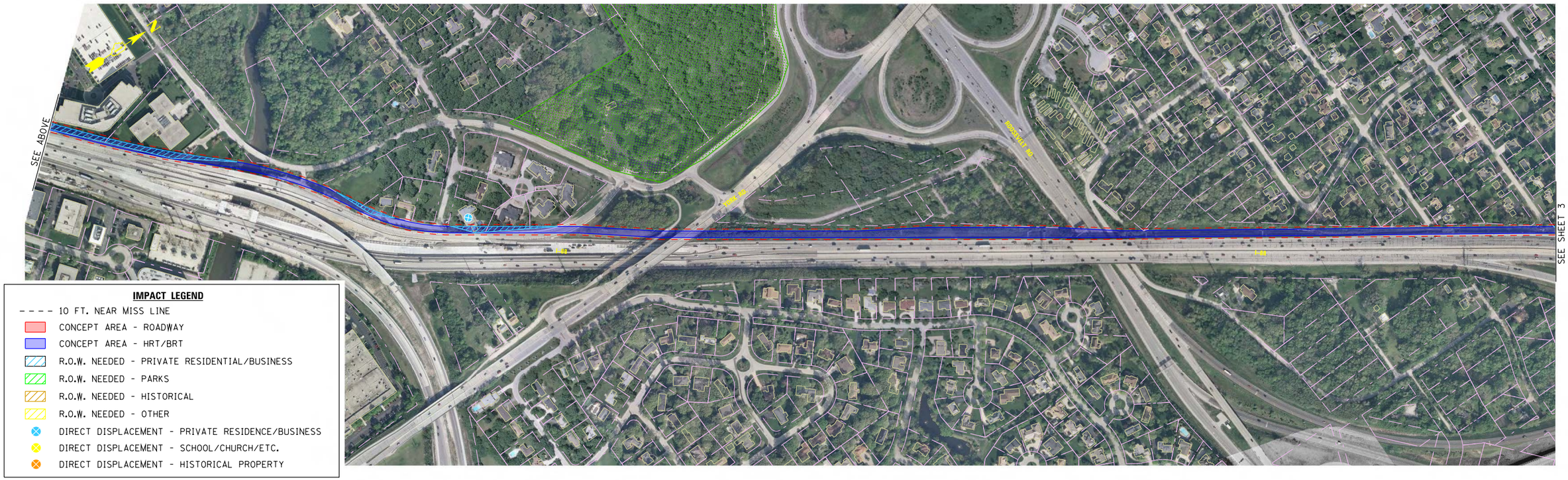
SCALE: 1" = 500' | SHEET NO. 1 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

500 0 500

SCALE: 1" = 500'





IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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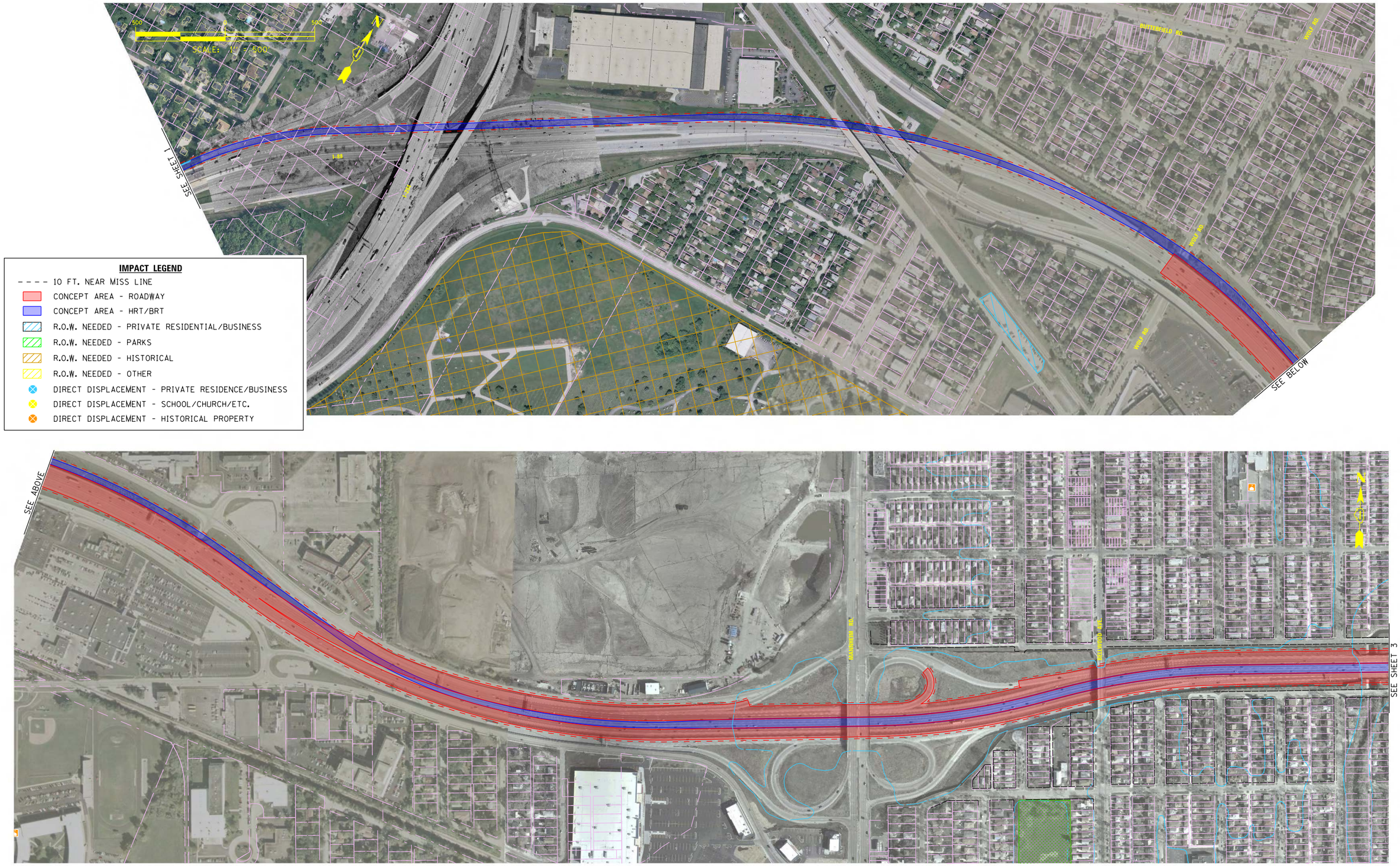
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PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
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PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

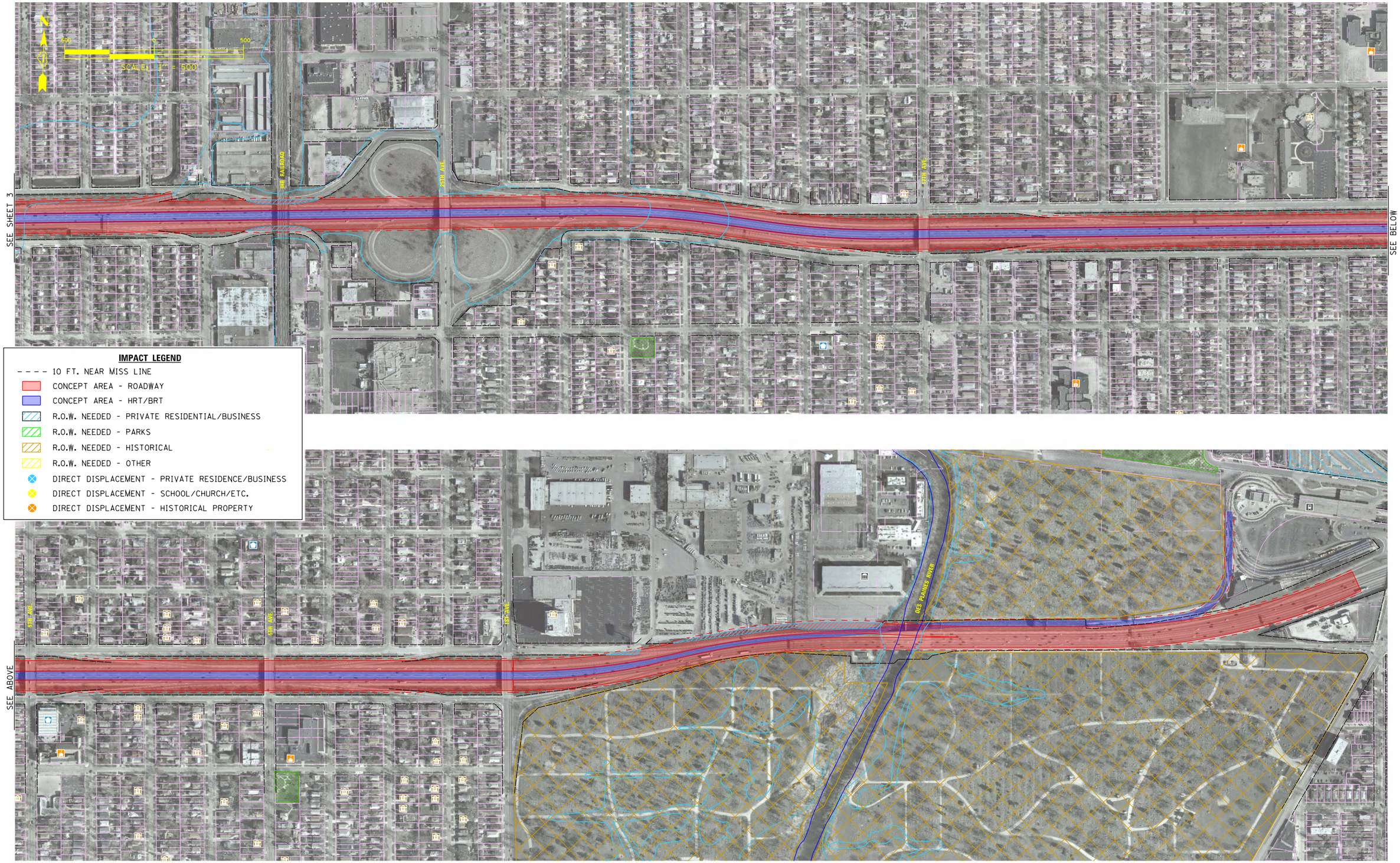
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 - BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 3 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	4	3
		CONTRACT NO. _____		
		ILLINOIS	FED. AID PROJECT	

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IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 4 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	4
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

General Purpose Add Lane

GP LANE



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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
GP LANE - GENERAL PURPOSE ADD LANE

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

HOV 2+ From I-88 to Racine Ave. (Long)

HOV-2L



FILE NAME = T:\16778a\Civil\Design\Round 1 Analysis\CAD *10\A1\284-CAD-Sheet.dgn

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	DRAWN - ADR	REVISED -	
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

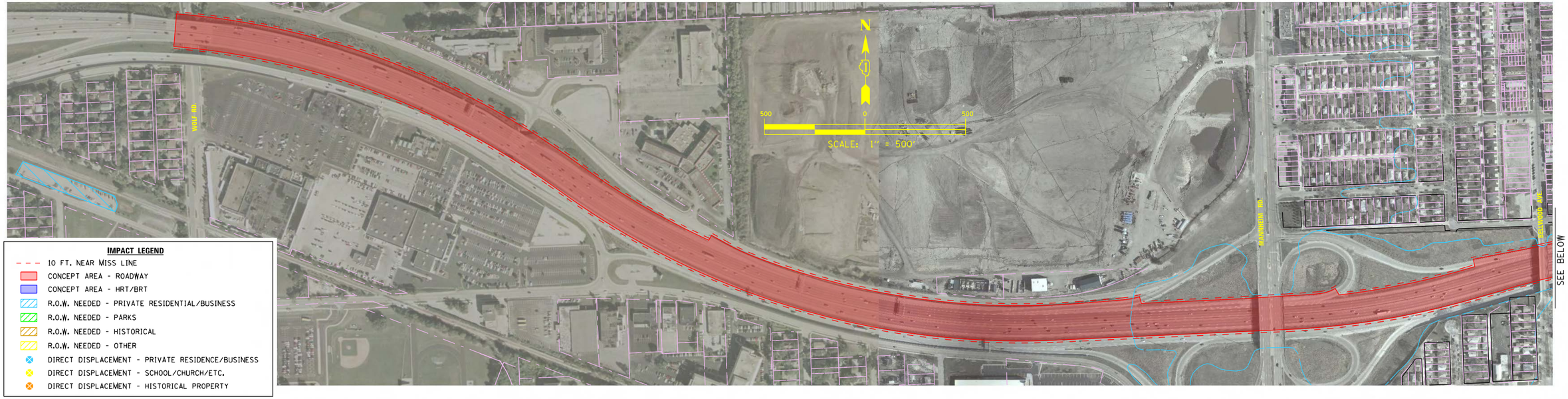
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2L – HOV 2+ I-88 TO RACINE AVE. (LONG)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

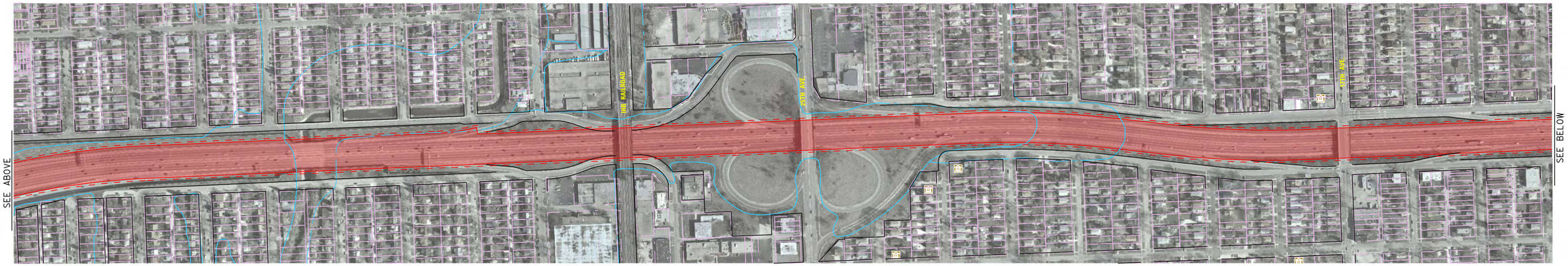
HOV 2+ Oak Brook to Central Ave.

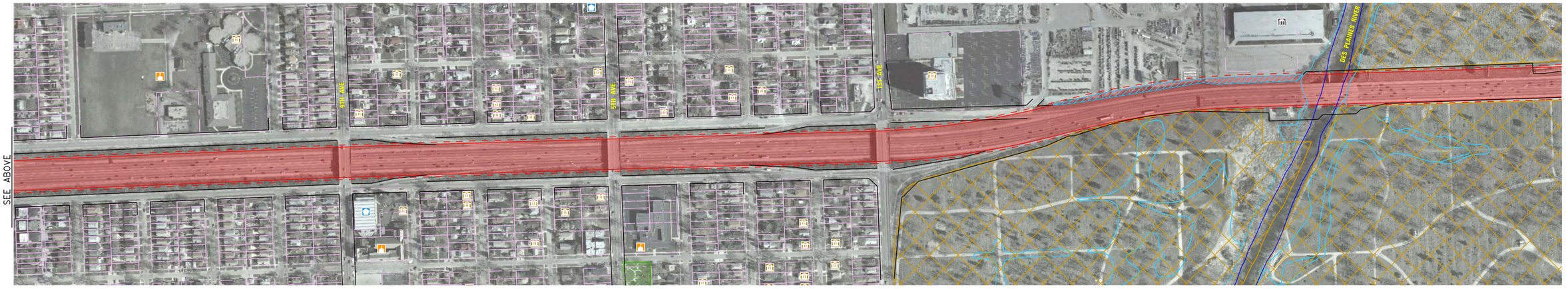
HOV 2W



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





USER NAME = ADR	DESIGNED - ADR	REVISED -	
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2W – HOV 2+ OAK BROOK TO CENTRAL AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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HOV 2+ Oak Brook to Racine Ave.

HOV 2LL



FILE NAME = T:\16778a\Civil\Design\Round 1 Analysis\CAD *10\A1z225-CAG-Sheet.dgn

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	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2LL – HOV 2+ OAK BROOK TO RACINE AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

HOV 3+ from I-88 to Racine Ave. (Long)

HOV 3L



USER NAME = ADR	DESIGNED - ADR	REVISED -	
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3L – HOV 3+ I-88 TO RACINE AVE. (LONG)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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HOV 3+ Oak Brook to Central Ave.

HOV 3W



USER NAME = ADR	DESIGNED - ADR	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3W – HOV 3+ OAK BROOK TO CENTRAL AVE.

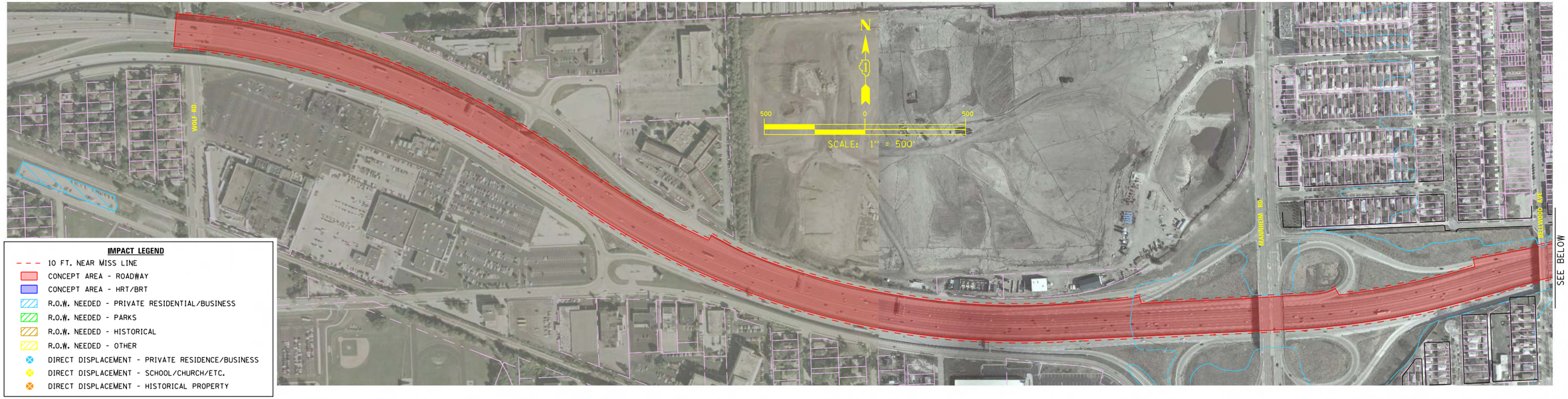
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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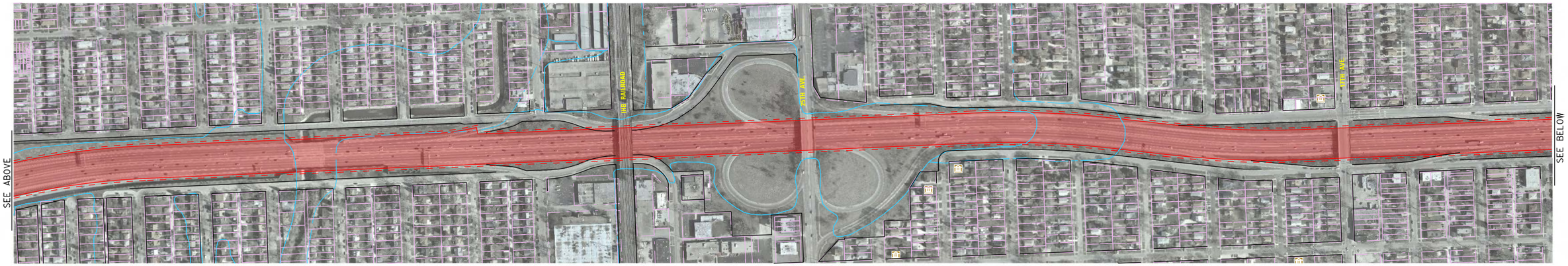
HOV 3+ Oak Brook to Racine Ave.

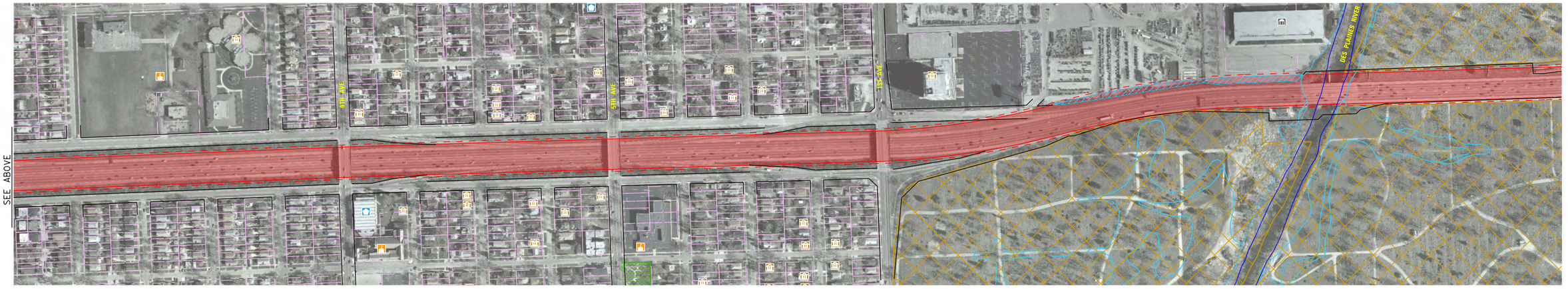
HOV 3LL



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





USER NAME = ADR	DESIGNED - ADR	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3LL – HOV 3+ OAK BROOK TO RACINE AVE.

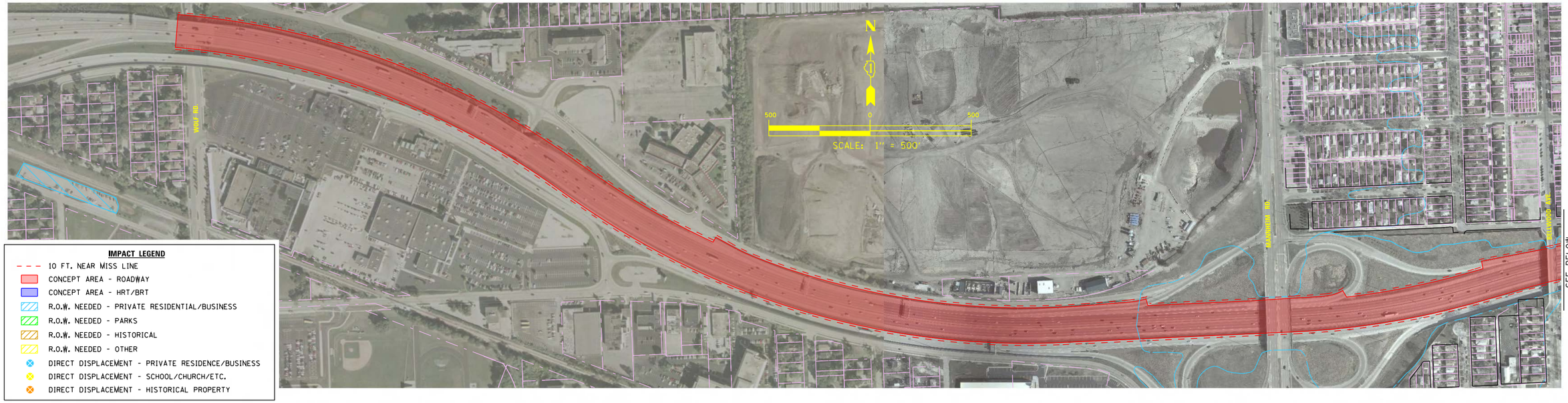
SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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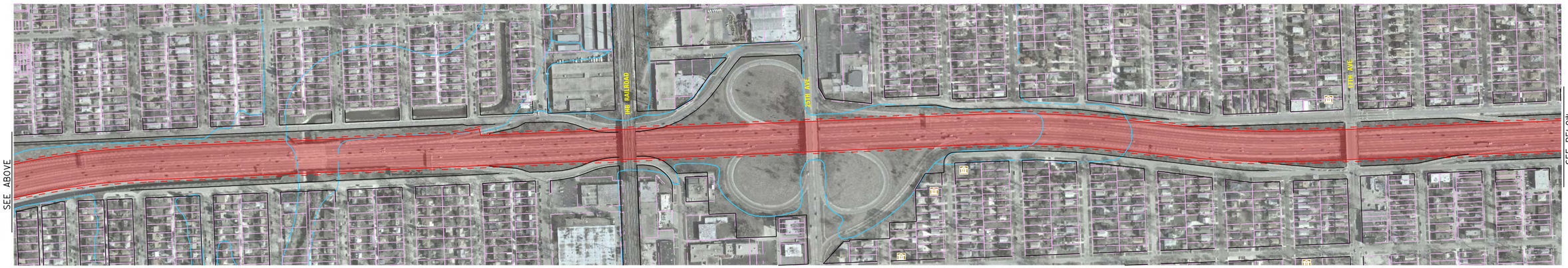
HOT 3+ Oak Brook to Central Ave.

HOT 1



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





USER NAME = ADR	DESIGNED - ADR	REVISED -	
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOT 1 – HOT 3+ OAK BROOK TO CENTRAL AVE.

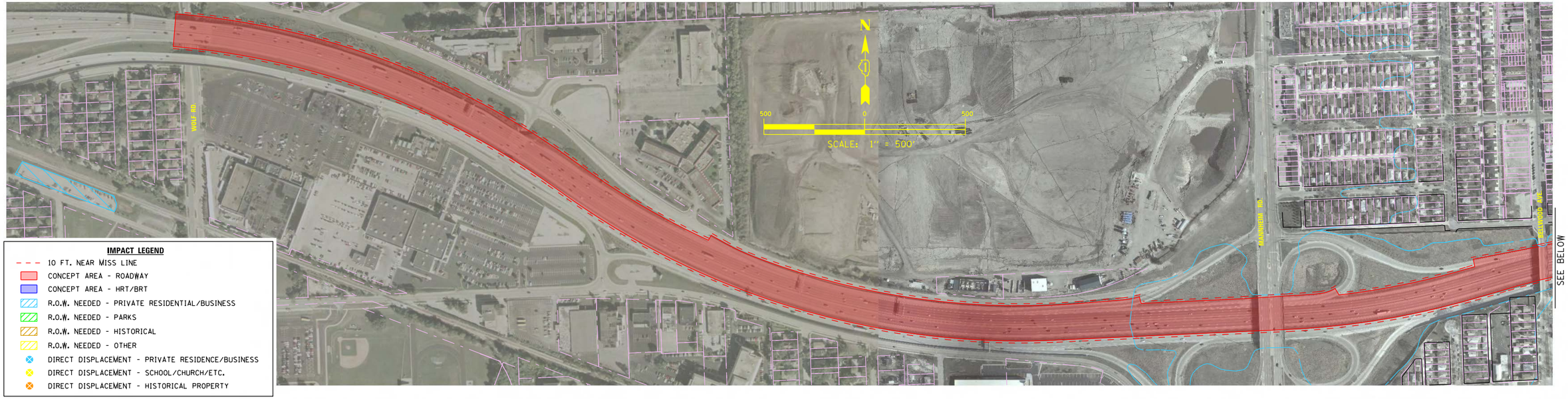
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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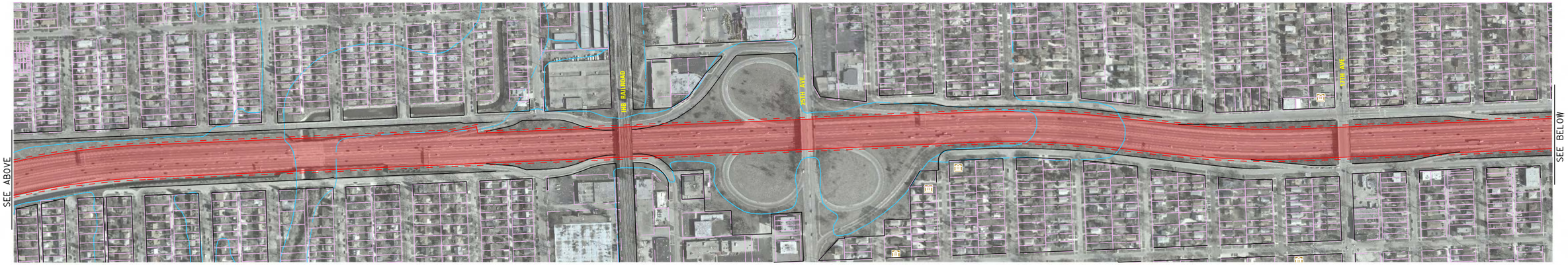
HOT 3+ Oak Brook to Racine Ave.

HOT 2



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





USER NAME = ADR	DESIGNED - ADR	REVISED -	
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1' = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOT 2 – HOT 3+ OAK BROOK TO RACINE AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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Toll Existing I-290 Lanes (I-88 to Cicero Ave.)

TOL 1



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	DRAWN - ADR	REVISED -	
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
TOL 1 – TOLL EXISTING I–290 LANES (I–88 TO CICERO AVE.)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Toll I-290 with an Add Lane (I-88 to Cicero Ave.)

TOL 2



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	DRAWN - ADR	REVISED -	
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

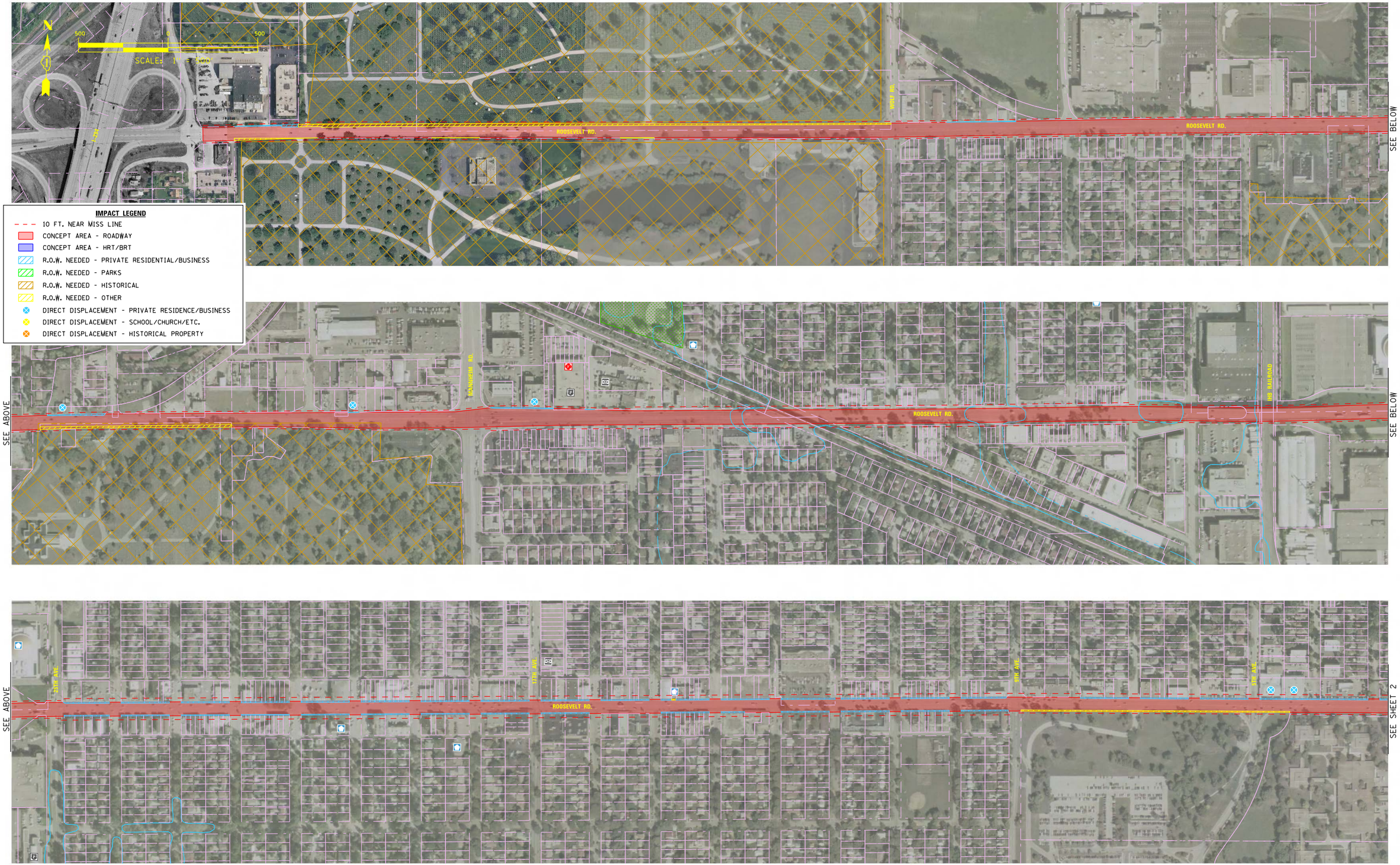
I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
TOL 2 - TOLL I-290 WITH ADD LANE (I-88 TO CICERO AVE.)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Roosevelt and Madison Improvements – Without Parking

ART 1



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

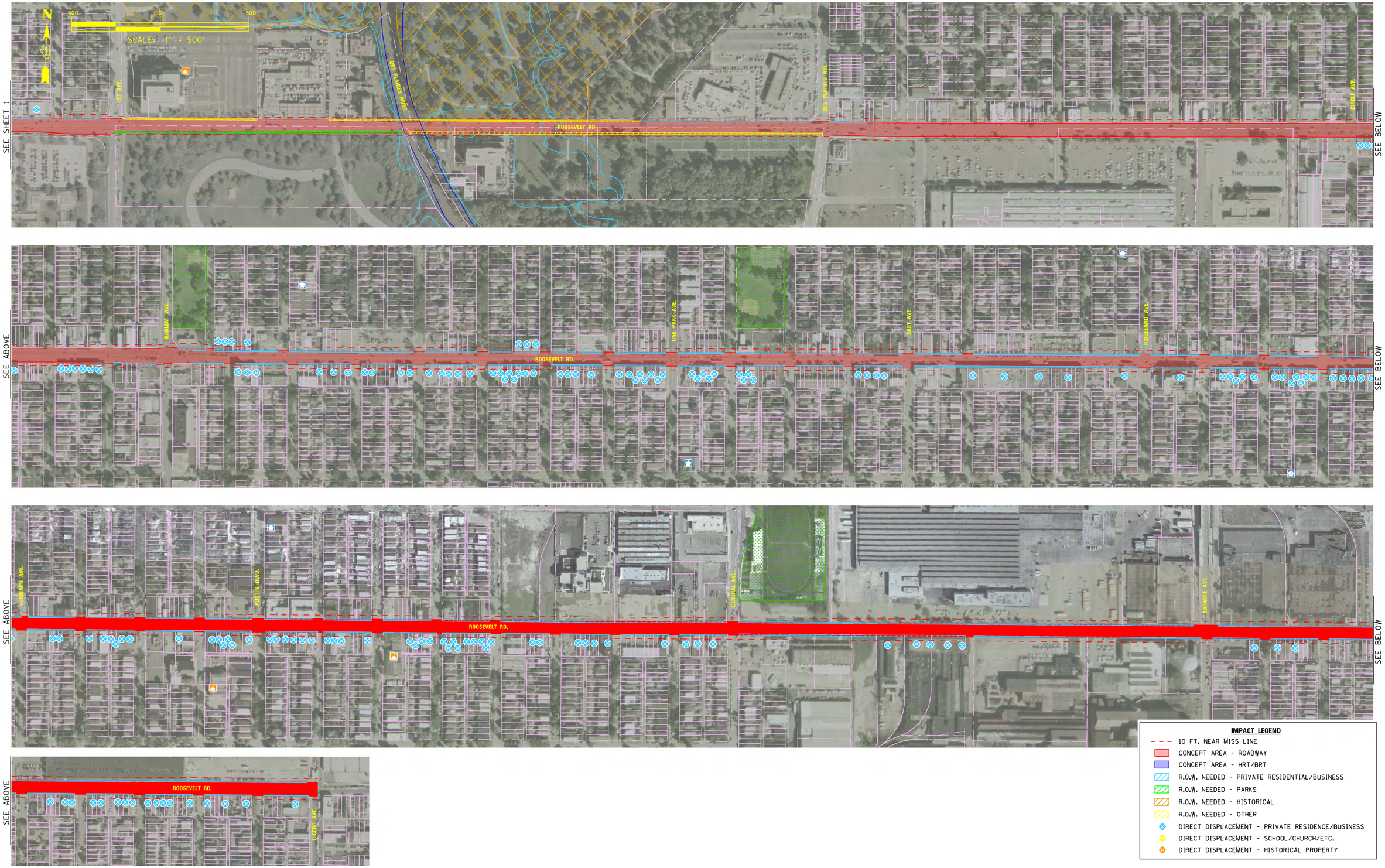
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
ART 1 - ARTERIAL IMPROVEMENTS - WITHOUT PARKING

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

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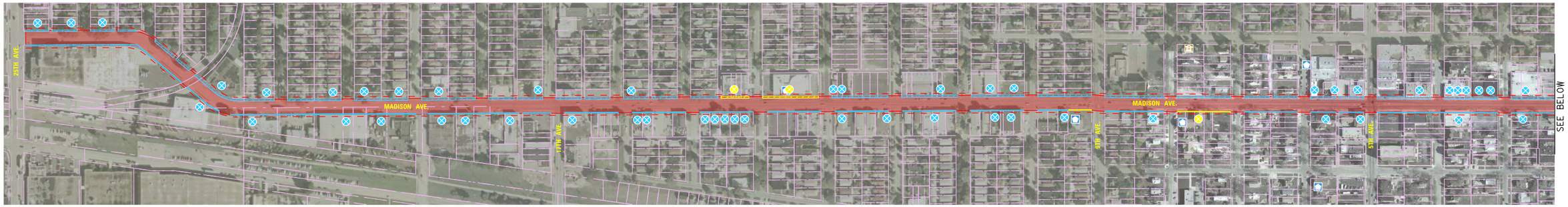
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

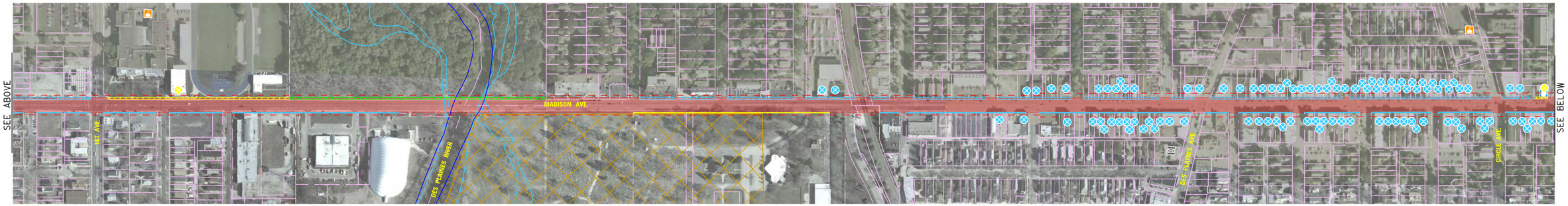
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

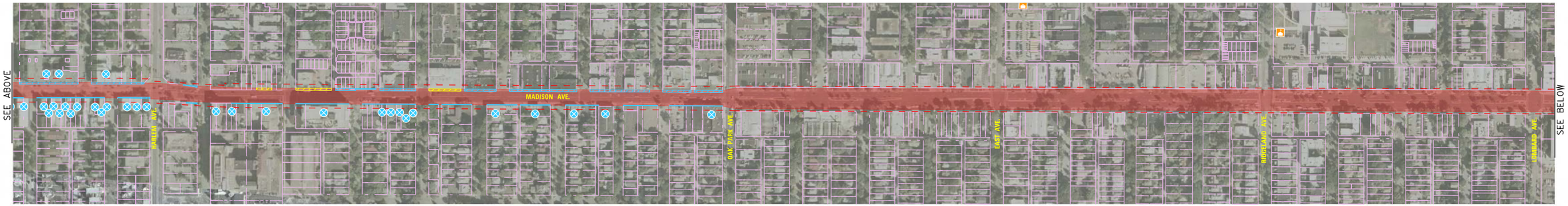
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 1 – ARTERIAL IMPROVEMENTS – WITHOUT PARKING

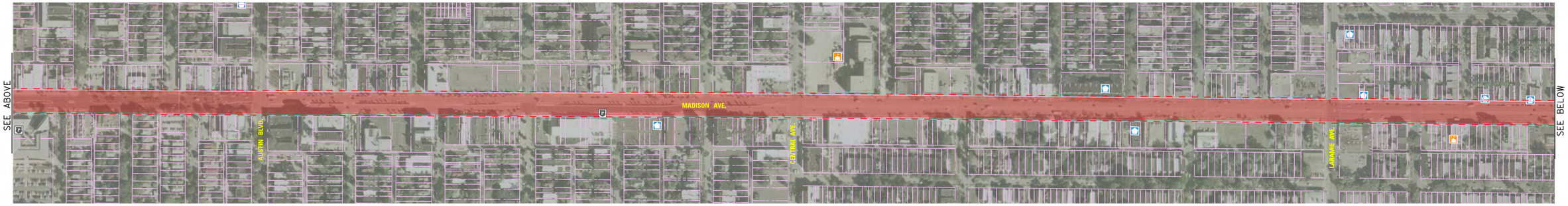
SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
____	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS FED. AID PROJECT		











IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

500 0 500

SCALE: 1" = 500'

N

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	DRAWN - ADR	REVISED -
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

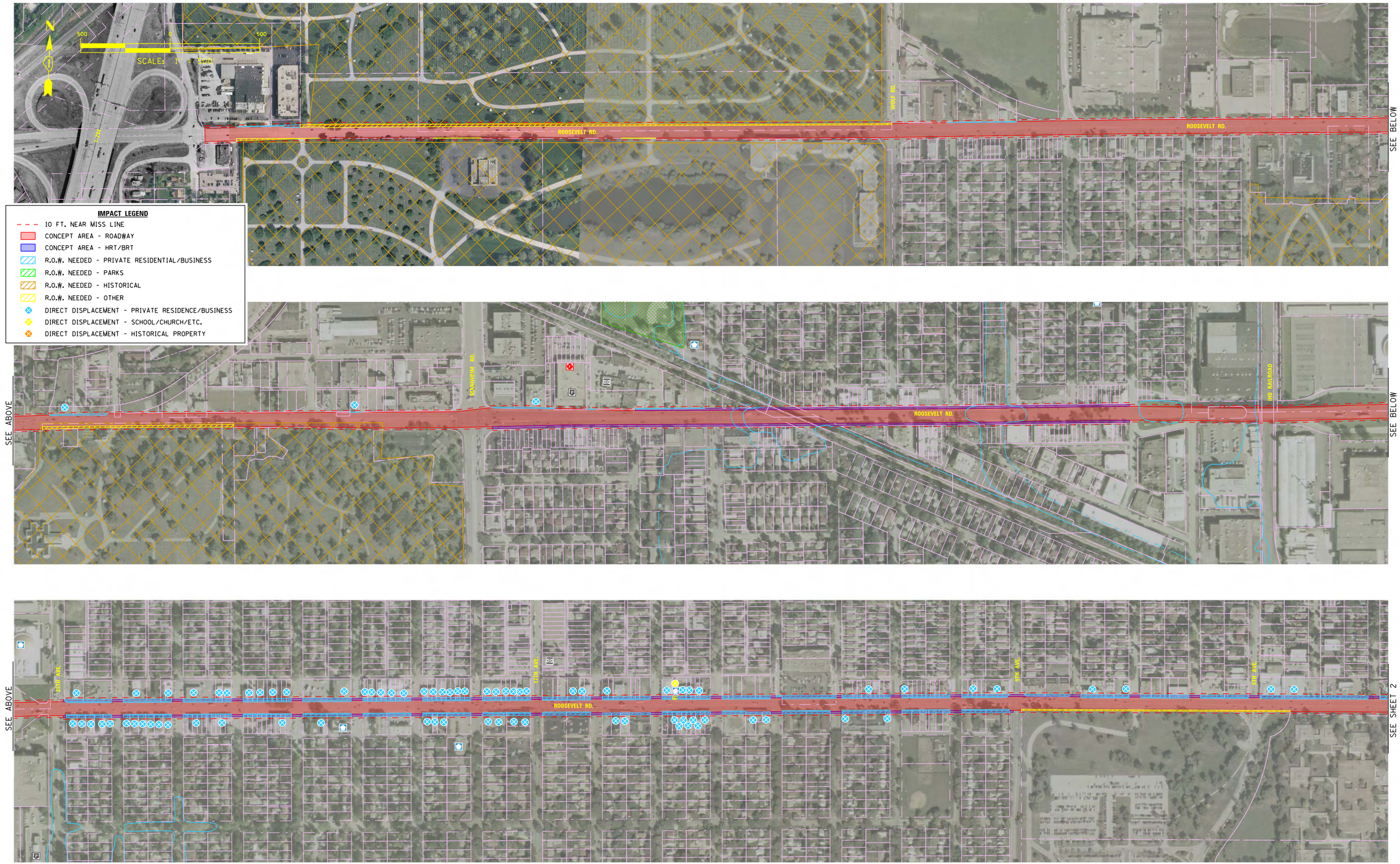
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 1 – ARTERIAL IMPROVEMENTS – WITHOUT PARKING

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

Roosevelt and Madison Improvements – With Parking

ART 2



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
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PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

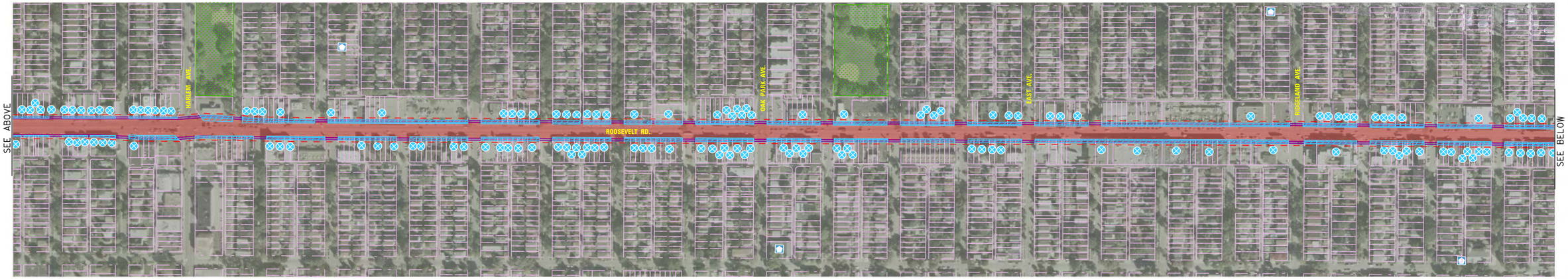
I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
ART 2 - ARTERIAL IMPROVEMENTS - WITH PARKING

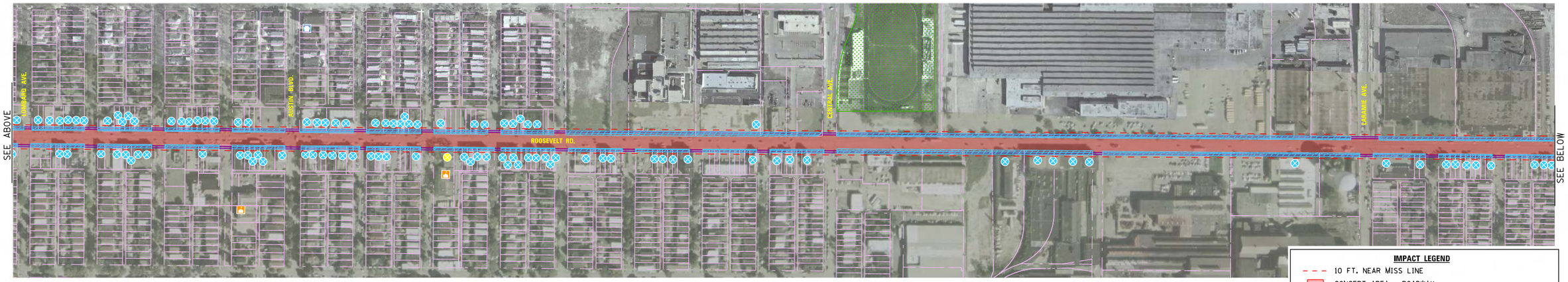
SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

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IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

N

500 0 500

SCALE: 1'' = 500'

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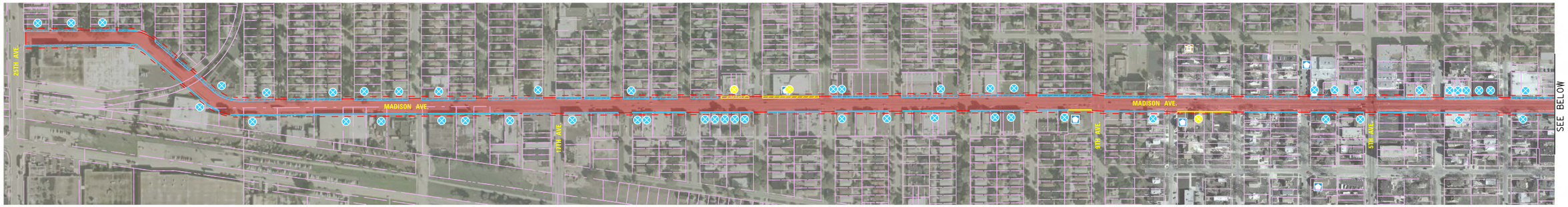
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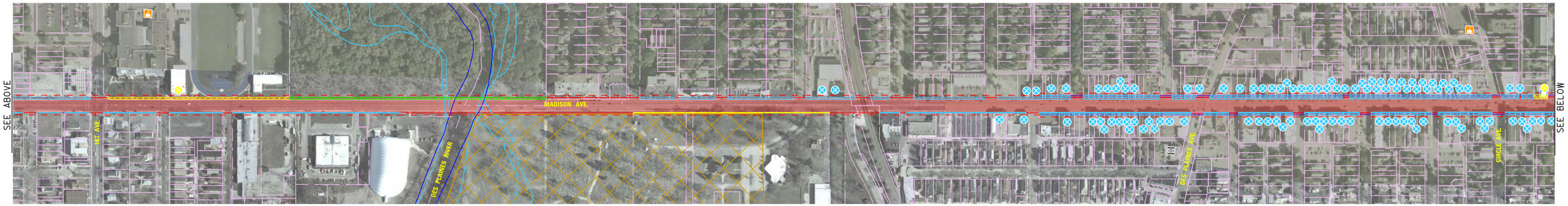
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

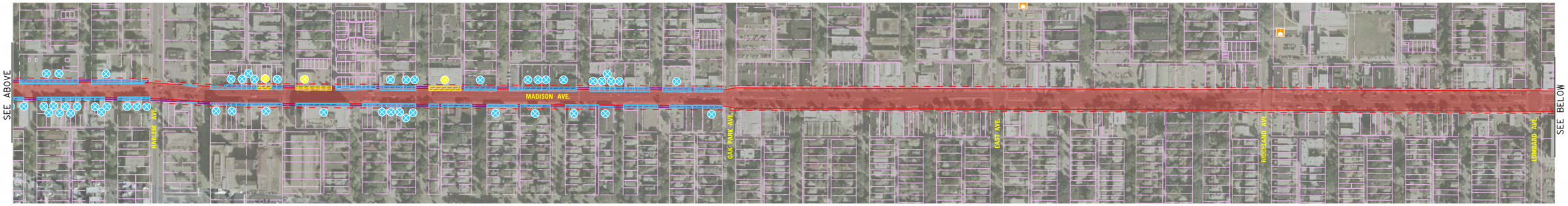
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 2 – ARTERIAL IMPROVEMENTS – WITH PARKING

SCALE: 1'' = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		











IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

500 0 500

SCALE: 1" = 500'

N

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 2 – ARTERIAL IMPROVEMENTS – WITH PARKING

SCALE: 1" = 500' | SHEET NO. 3 OF 3

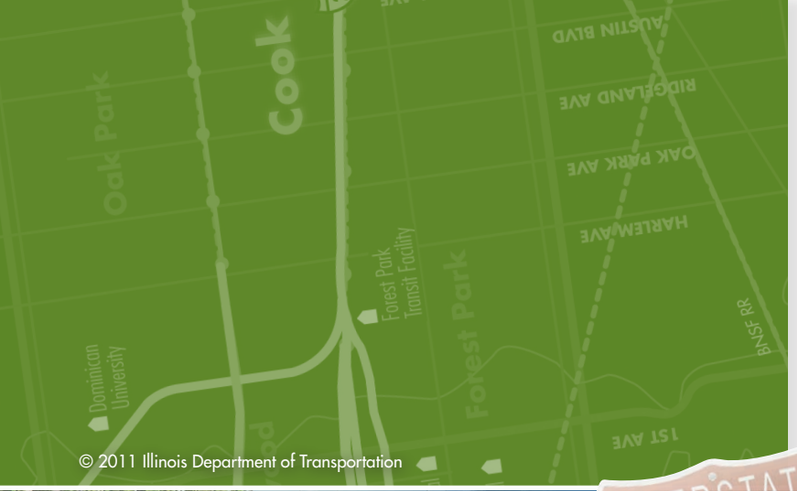
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	_____	COOK	3	3
		CONTRACT NO. _____		
		ILLINOIS FED. AID PROJECT		

Initial Alternatives Identification and Evaluation Report

May 2012

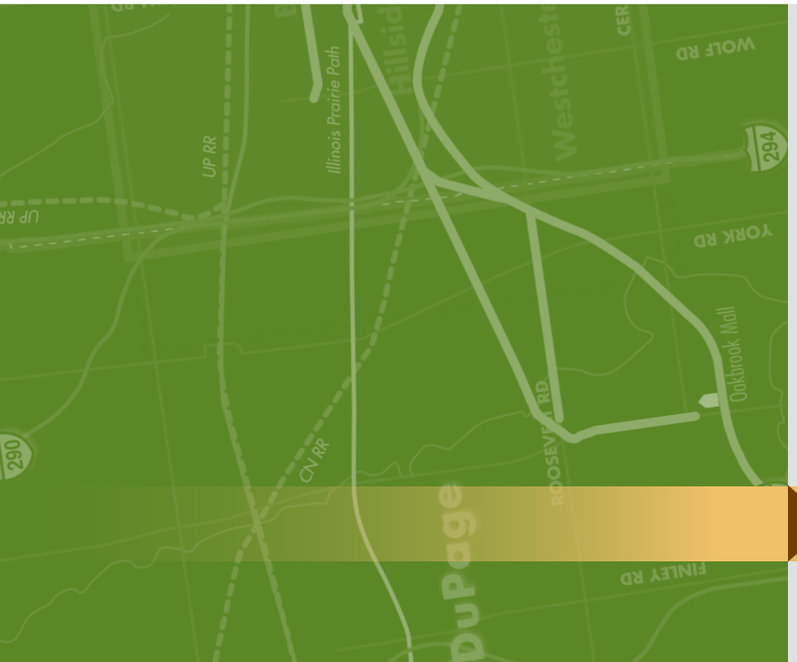
APPENDIX F

Round 2 Combination Mode Alternatives



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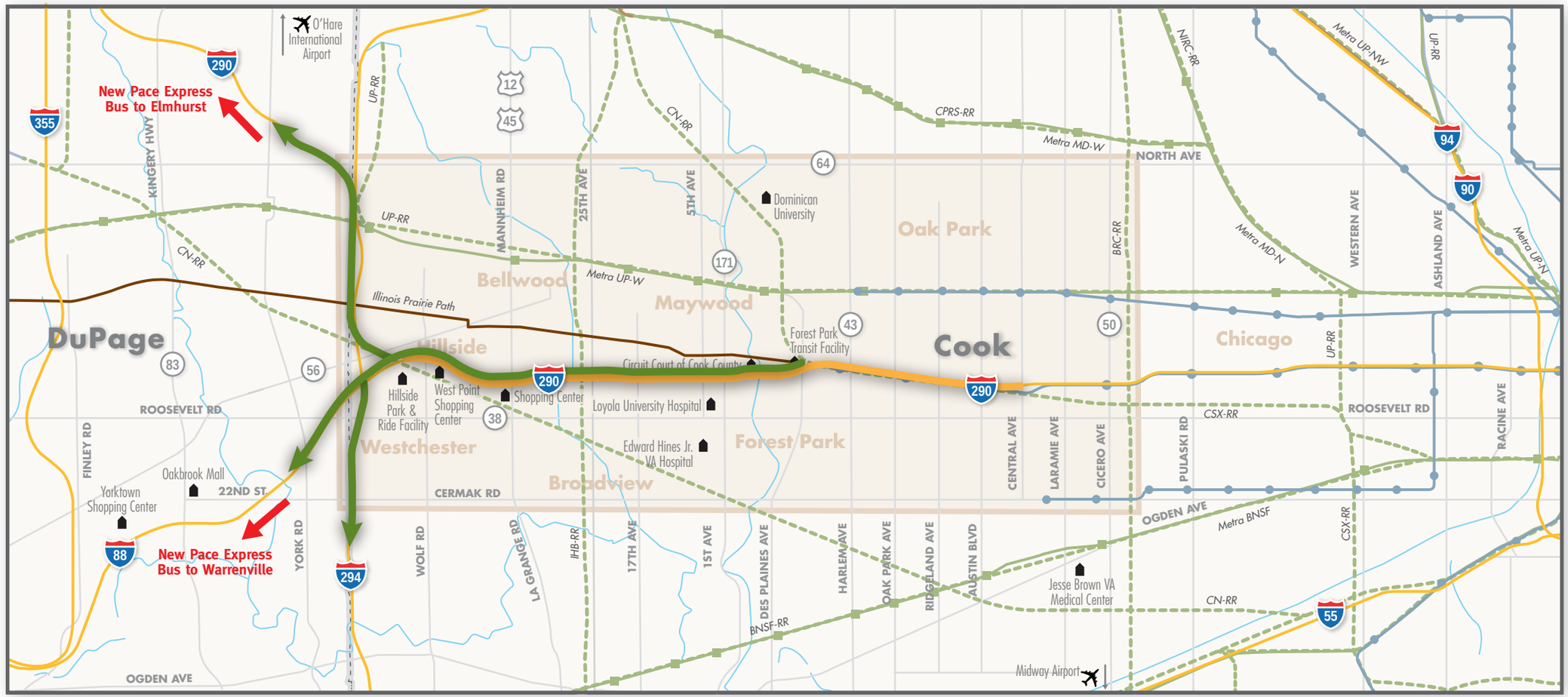
Eisenhower expressway

I-290 PHASE I STUDY

Round 2

Initial Combo Alternatives Descriptions

GP + EXP > General Purpose Add Lane & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- General Purpose Add Lanes
- Express Bus Operating on Shoulder
- New Pace Express Bus Route

N

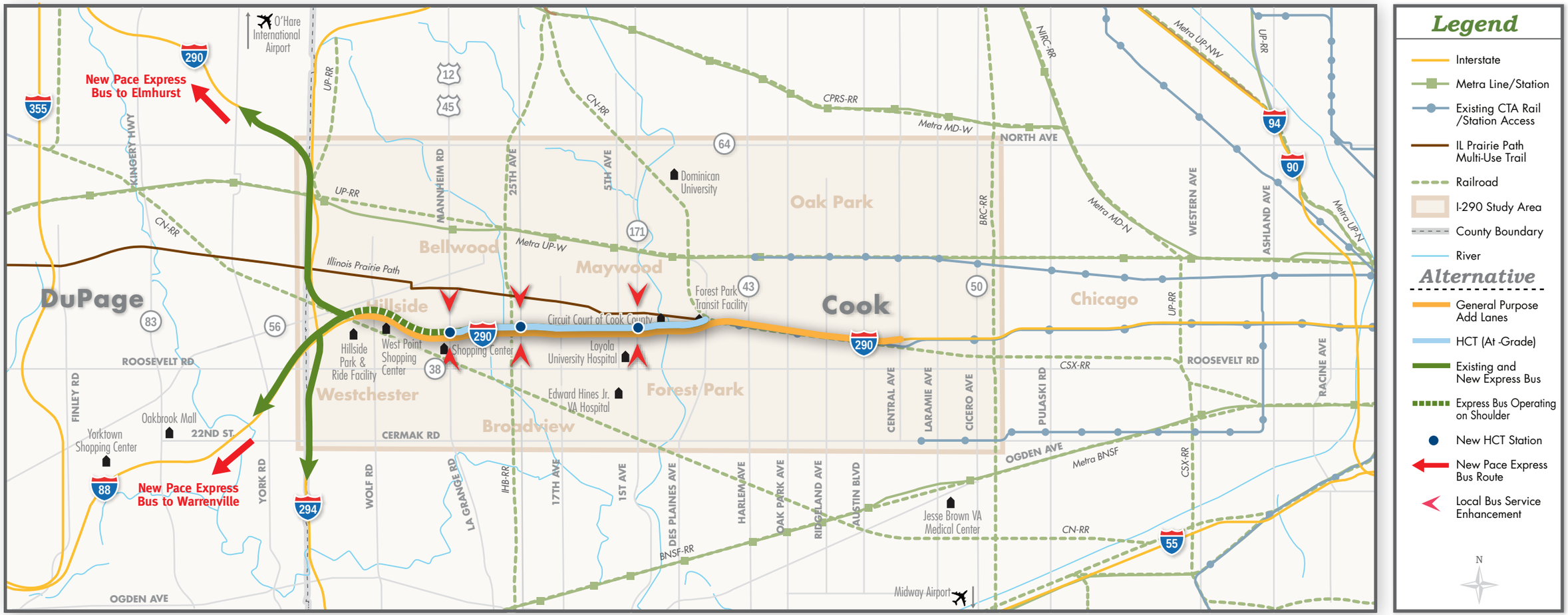
GP Lanes

> Add 2 Lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus service to use I-290 Shoulder.

GP + HCT + EXP > General Purpose Add Lane & High Capacity Transit & Express Bus Service



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- General Purpose Add Lanes
- HCT (At -Grade)
- Existing and New Express Bus
- Express Bus Operating on Shoulder
- New HCT Station
- New Pace Express Bus Route
- Local Bus Service Enhancement

N

*Not to scale

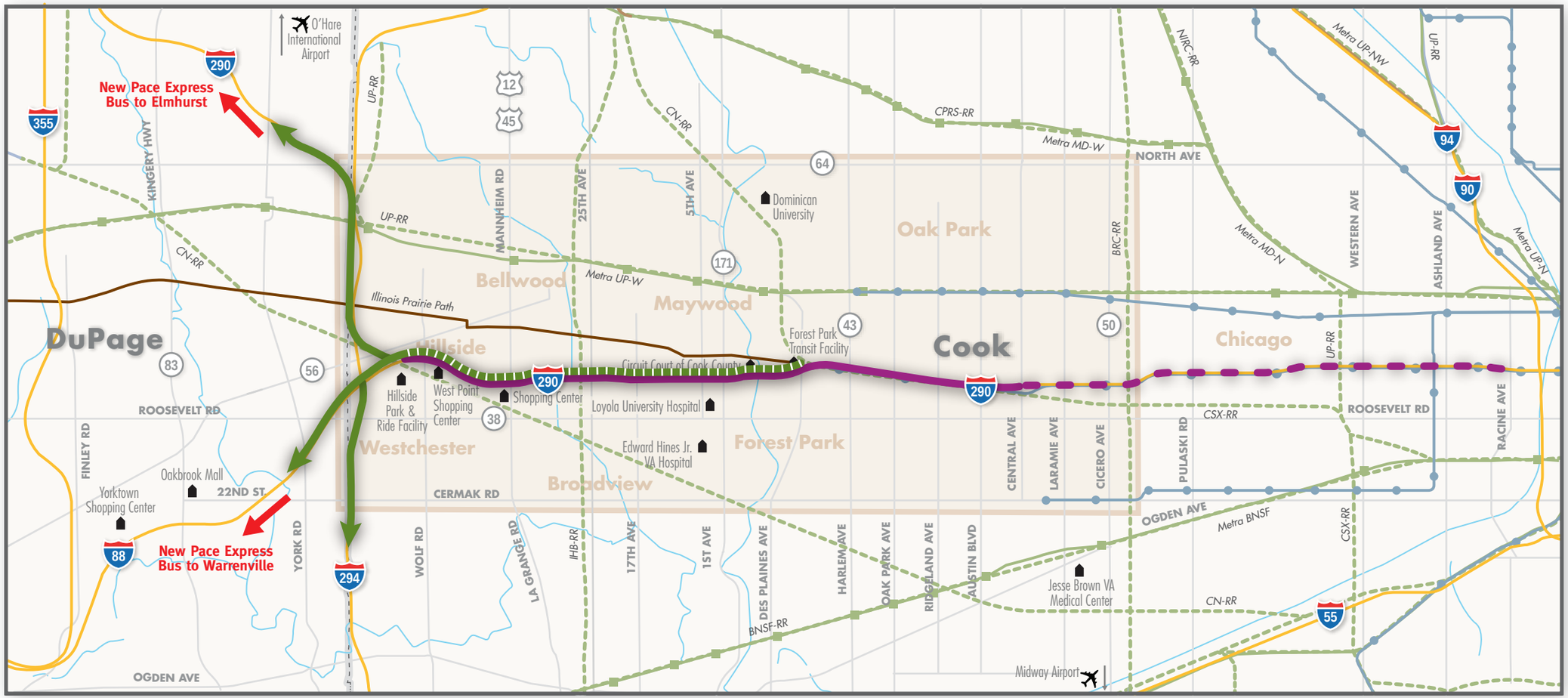
GP Lanes:
> Add 2 Lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

High Capacity Transit (HCT):
> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).
> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.

High Capacity Transit (HCT): *(con't)*
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:
> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus service to use I-290 Shoulder.

HOV + EXP > High Occupancy Vehicle Lanes (HOV) 2+ Occupants & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOV 2+ Add Lanes
- HOV 2+ Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in HOV Lanes
- New Pace Express Bus Route

N

HOV 2+:

> Add 2 HOV lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOV (1 lane in each direction) from Central Avenue to Racine Avenue.
> HOV lane restricted to vehicles with two or more occupants (no toll).
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOV lanes.

HOV + HCT + EXP > High Occupancy Vehicle Lanes (HOV) 2+ Occupants & High Capacity Transit (HCT) & Express Bus Service

I-290 PHASE I STUDY ROUND 2 *September 29, 2011*



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOV 2+ Add Lanes
- HOV 2+ Lane Conversion
- HCT (At -Grade)
- Existing and New Express Bus
- Express Bus Operating in HOV Lanes
- New HCT Station
- New Pace Express Bus Route
- Local Bus Service Enhancement

N

HOV 2+:

> Add 2 HOV lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOV (1 lane in each direction) from Central Avenue to Racine Avenue.
> HOV lane restricted to vehicles with two or more occupants (no toll).
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).

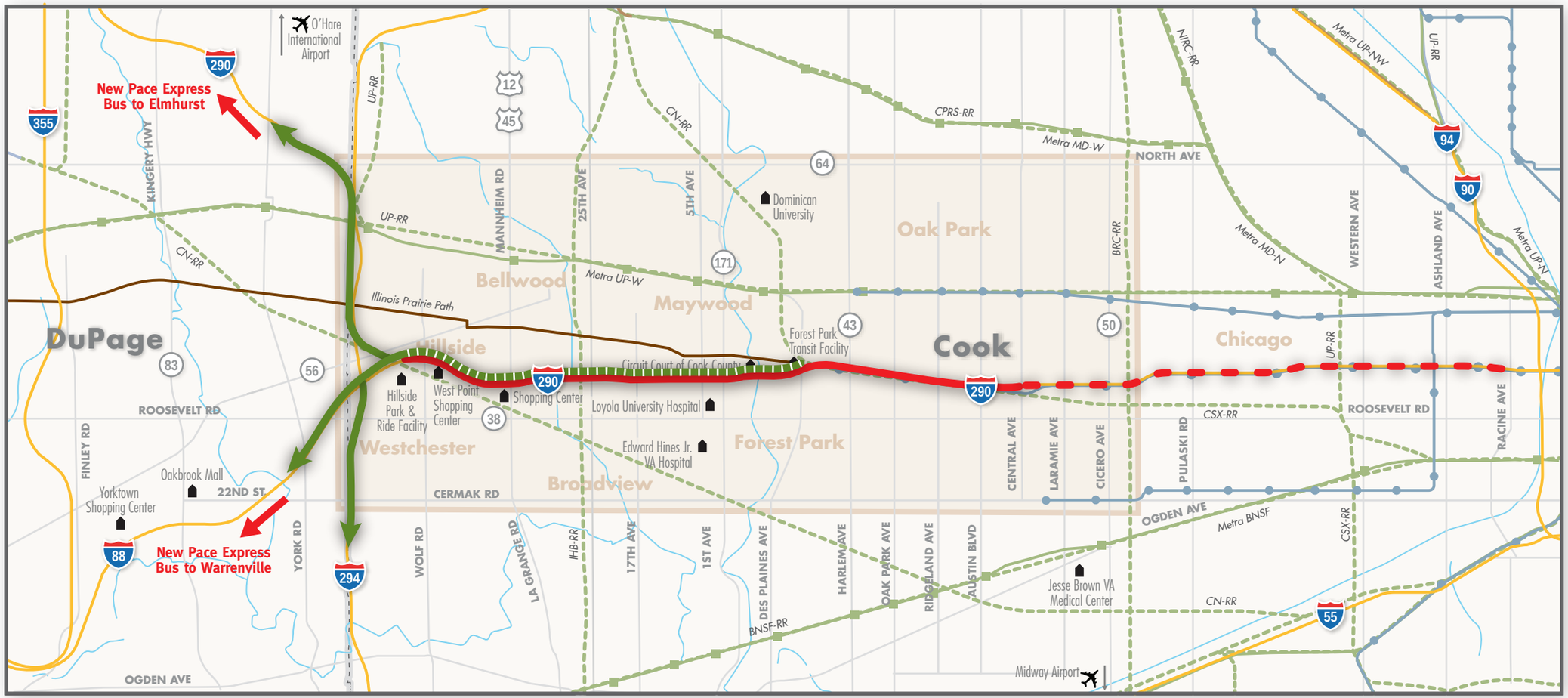
High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use HOV lanes.

HOT + EXP > High Occupancy Toll Lane (3+) & Express Bus Service



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOT 3+ Add Lanes
- HOT 3+ Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in HOT Lanes
- New Pace Express Bus Route

N

**Not to scale*

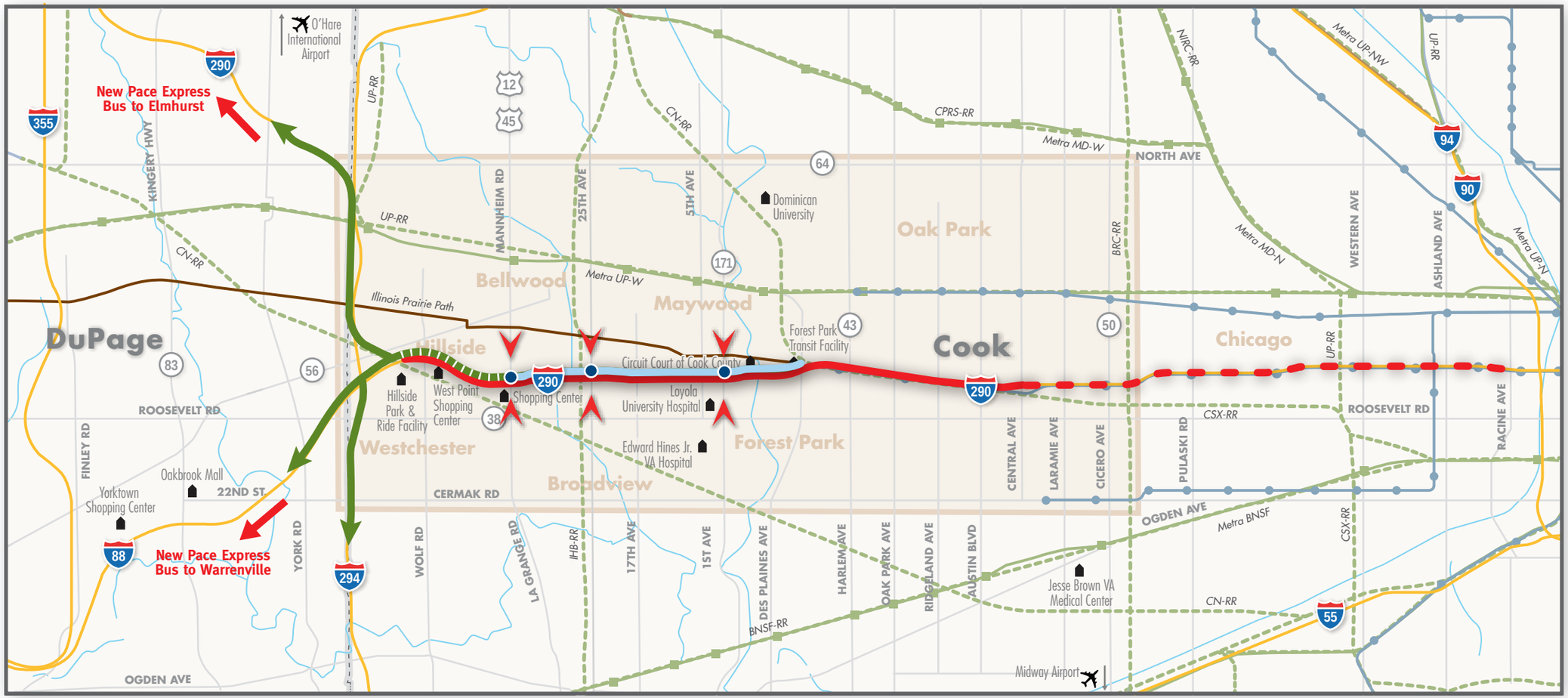
HOT 3+:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

HOT + HCT + EXP > High Occupancy Toll Lanes (HOT) 3+ Occupants & High Capacity Transit & Express Bus Service



*Not to scale

HOT 3+:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).

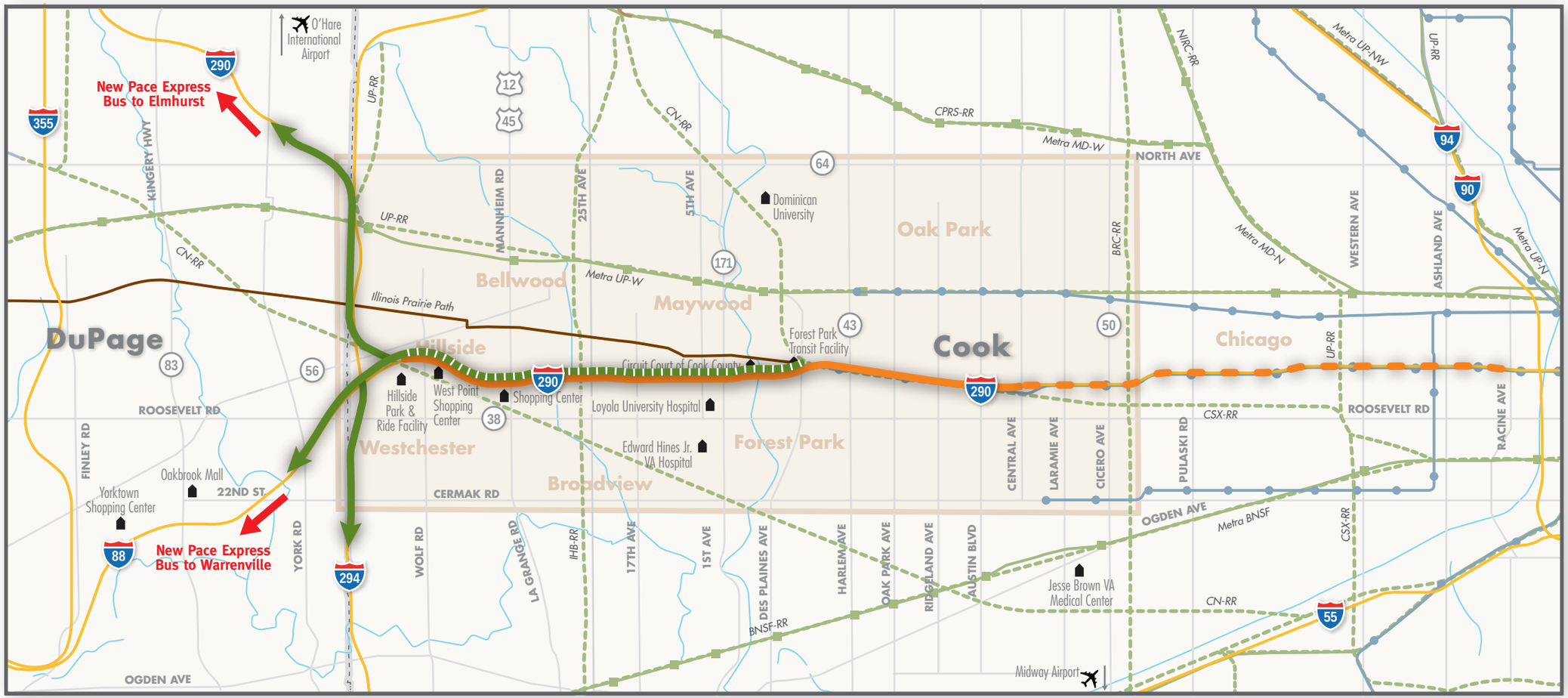
High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use HOT lanes at no charge.

TOLL + EXP > Toll Add Lanes & Express Bus Service



**Not to scale*

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Tolled Add Lanes
- Tolled Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in Toll Lanes
- New Pace Express Bus Route

N

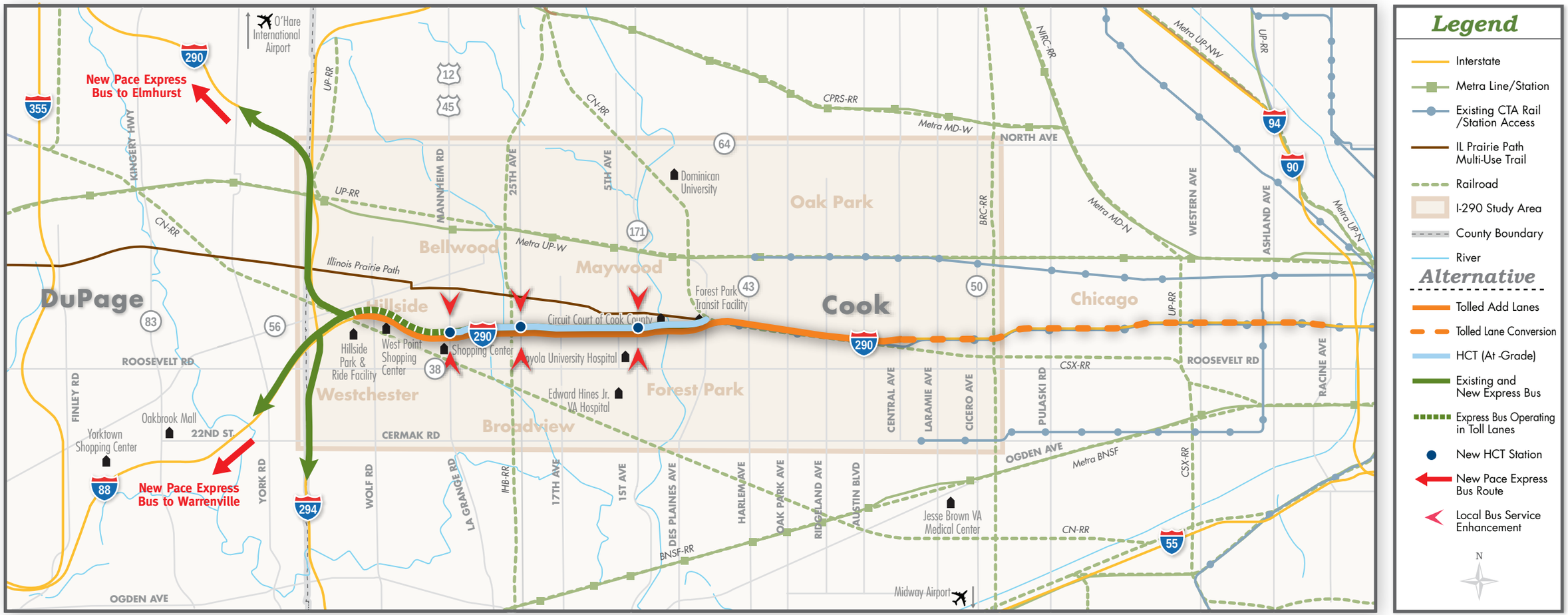
Toll Lanes:

> Add 2 Toll Lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Existing 3 Lanes between I-88/290 Split and Central to remain free.
> Convert 2 existing General Purpose lanes to Toll Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

TOLL + HCT + EXP > Toll Add Lanes & High Capacity Transit & Express Bus Service



*Not to scale

Toll Lanes:

> Add 2 Toll Lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Existing 3 Lanes between I-88/290 Split and Central to remain free.
> Convert 2 existing General Purpose lanes to Toll Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).

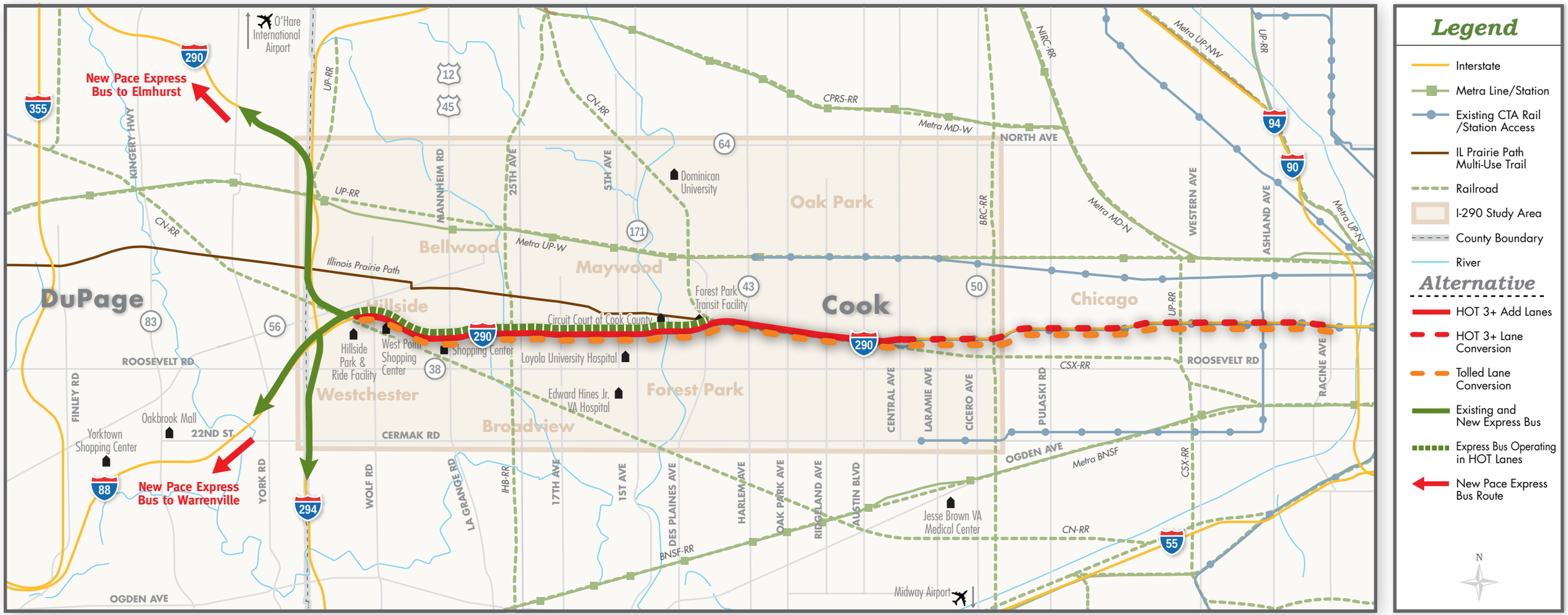
High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use toll lanes at no charge.

HOT + TOLL + EXP > HOT Lanes & Toll All Existing Lanes & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOT 3+ Add Lanes
- HOT 3+ Lane Conversion
- Tolled Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in HOT Lanes
- New Pace Express Bus Route

HOT Lanes:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

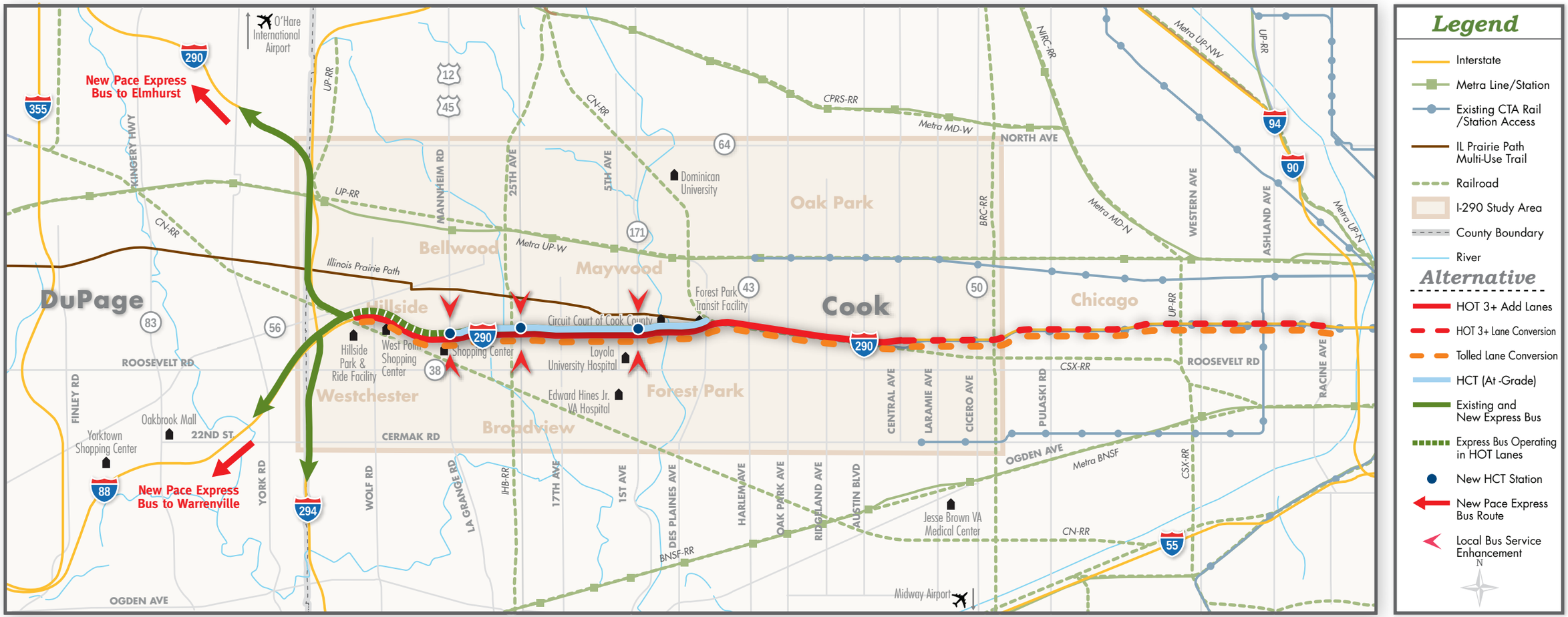
Toll Lanes:

> Toll existing lanes from I-290/I-88 Split to Racine Avenue.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

HOT + TOLL + HCT + EXP > HOT Lanes & Toll All Existing Lanes & High Capacity Transit & Express Bus Service



**Not to scale*

HOT Lanes:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

Toll Lanes:

> Toll existing lanes from I-290/I-88 Split to Racine Avenue.
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).
> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to run on HOT Lanes at no charge.

Round 2 Combination Mode Alternatives

Initial Alternatives Identification and Evaluation Report

April 2013

APPENDIX G

Summary of Round 2 Combination Mode Evaluation Results

I-290 Phase I Study

Round 2 - Combination Mode Alternatives Purpose and Need Evaluation Measures

February 21, 2013

DRAFT

This is a draft document, and may be updated.

P&N Point		Measure			Higher ↑ or Lower ↓ value of measure desired	2040 No Build + EXP	GP Lane		HOV 2+		HOT 3+		Toll		HOT 3+ & Toll		Base w/ Toll & HCT	
							GP & EXP	GP & EXP & HCT	HOV 2+ & EXP	HOV 2+ & EXP & HCT	HOT 3+ & EXP	HOT 3+ & EXP & HCT	TOLL & EXP	TOLL & EXP & HCT	HOT 3+ & TOLL & EXP	HOT 3+ & TOLL & EXP & HCT	BASE (3GP) W/ VALUE $ & HCT	BASE (2GP) & HOT 3+ & HCT
		Score by Sum Need Point Average Rank->					21.4	28.4	22.9	27.5	22.8	26.8	17.9	19.7	24.4	26.8	23.8	18.2
Regional Travel	All Vehicles	1.3	**I-290 Average Travel Time Changes** (Peak Periods)	All Lanes	%		17.2 min	-5.4%	-7.9%	-11.8%	-10.8%	-12.4%	-11.8%	-12.0%	-8.9%	-34.6%	-34.5%	-40.5%	-4.7%
				HOV/HOT	%		-	-	-	-40.6%	-40.2%	-25.3%	-17.1%	-40.1%	-39.9%	-16.7%	-22.1%	-	-27.8%
		1.4	**Daily Hours of Congestion** (I-290 in Study Area)	GP Lanes	hrs		18.0	-1.00	-0.50	-0.75	-0.75	-0.50	-0.50	-0.25	-0.25	-8.50	-8.25	-3.00	-4.00
				HOV/HOT *	hrs		-	0.0	0.0	-14.5	-14.0	-12.5	-12.5	-12.0	-12.0	-12.0	-11.5	0.0	0.0
		1.5	**Daily Person Throughput** (Daily thru Study Area)		#	↑	423,953	17,482	22,810	28,150	31,895	34,406	38,137	35,463	40,022	26,824	30,592	10,672	22,957
		1.6	**Vehicle Miles of Travel (Daily VMT)**		miles	↓	233,263,703	31,249	68,884	42,619	24,144	105,057	113,918	148,191	155,759	81,709	107,482	122,800	38,192
		1.7	**Vehicle Hours of Travel (Daily VHT)**		hours	↓	10,319,255	-19,415	-28,554	-20,250	-23,232	-8,970	-12,886	-5,795	-1,225	-17,613	-11,715	8,247	9,684
		1.8	**Congested VMT (Daily)**		miles	↓	17,937,393	-56,395	-76,738	-67,995	-59,370	-62,872	-59,812	-62,468	-41,955	-95,328	-88,684	-47,249	23,414
		1.9	**Hours of Delay (Daily)**		hours	↓	5,237,381	-17,454	-26,852	-19,713	-22,163	-8,916	-12,816	-6,897	-2,346	-21,298	-16,115	-831	8,247
	Trucks	1.10	**Truck Miles of Travel (TMT)**		miles	↓	44,488,408	2,528	6,303	-3,358	-2,209	-2,739	-2,980	-5,016	-3,256	-11,082	-10,314	-13,814	-6,480
		1.11	**Truck Hours of Travel (THT)**		hours	↓	1,746,489	-3,636	-4,483	-1,942	-2,395	-893	-1,726	183	934	-4,582	-2,986	29	3,912
		1.12	**Congested TMT**		miles	↓	2,353,496	-9,612	-12,389	-7,894	-7,662	-9,335	-11,809	-5,526	-4,936	-21,456	-18,410	-7,999	5,745
		1.13	**Truck Hours of Delay**		hours	↓	856,318	-3,312	-4,220	-1,851	-2,368	-812	-1,693	195	922	-5,236	-3,646	-1,309	3,503
Local Travel	Arterials	1.16	**Peak Period Speed**	**East-West Arterials**	mph	↑	18.49	0.47	0.47	0.37	0.36	0.21	0.20	0.10	0.09	-0.33	-0.32	-1.25	-0.39
		1.17		**North-South Arterials**	mph	↑	17.20	0.01	0.05	-0.01	0.14	0.01	0.11	0.06	0.01	-0.06	0.03	-0.21	-0.08
		1.18	**Vehicle Miles of Travel (VMT)**		miles	↓	3,381,655	-67,378	-77,451	-36,511	-43,604	-40,146	-43,110	-22,289	-25,257	73,639	74,412	196,323	43,270
		1.19	**Vehicle Hours of Travel (VHT)**		hours	↓	211,807	-6,267	-7,650	-5,271	-6,061	-5,191	-5,548	-3,389	-3,819	2,080	2,256	15,171	2,980
		1.20	**Congested VMT**		miles	↓	239,165	-15,193	-19,481	-15,354	-17,393	-15,935	-16,437	-11,529	-12,346	-3,468	-3,659	30,009	3,599
		1.21	**Hours of Delay**		hours	↓	101,880	-4,014	-5,093	-4,018	-4,581	-3,865	-4,126	-2,647	-2,996	-196	-50	8,827	1,544
Improve Regional And Local Travel				**Need Point Average Rank**				7.5	9.1	7.6	8.5	6.5	7.5	5.3	4.4	7.8	7.1	3.8	3.2
Access to Employment			**# of Jobs Accessible within 60 min.:**																
		2.1	**Auto**		#	↑	5,219,479	-60,229	6,141	-4,371	-4,371	14,167	21,257	13,846	15,603	75,626	90,099	199,772	-18,158
		2.2	**Transit**		#	↑	4,006,033	66,783	55,805	66,783	55,805	66,783	55,805	66,783	55,805	66,783	55,805	55,805	55,805
		2.3	**Transit & Auto**		#	↑	9,225,512	6,554	61,946	62,412	51,434	80,950	77,062	80,629	71,408	142,409	145,904	255,577	37,647
Improve Access to Employment				**Need Point Average Rank**				3.3	3.3	5.3	2.3	8.0	5.7	7.3	5.0	9.3	7.7	8.3	1.7
Safety			**Injuries and Fatality Rates % Change:**																
		3.1	**Arterial**		million vehicle miles/year	↓	0.496	0.07%	-0.09%	0.08%	-0.08%	0.14%	0.06%	0.19%	0.12%	0.31%	0.21%	0.60%	0.14%
		3.2	**Expressway**		million vehicle miles/year	↓	0.206	-9.14%	-8.56%	-10.14%	-9.91%	-8.30%	-8.05%	-8.15%	-7.80%	-12.14%	-11.88%	-16.17%	-12.44%
		3.3	**Overall** (Arterial, Highway, Transit)		million person miles/year	↓	0.247	-5.40%	-5.94%	-7.32%	-8.11%	-6.23%	-6.86%	-5.55%	-6.11%	-5.17%	-5.58%	-1.50%	-4.95%
Improve Safety for All Users				**Need Point Average Rank**				6.3	8.0	9.0	10.0	6.3	7.3	4.0	5.3	5.0	6.0	4.7	6.0
Modal Connections & Opportunities		4.1	**New Transit Trips** (Regional)		#	↑	2,009,178	-178	1,302	-6,080	-2,390	-3,706	-2,400	-5,221	-3,765	-3,125	-2,580	-1,652	-1,478
		4.2.1	**0.5 Mile Transit Access**	**Households**	#	↑	-	0	4,585	0	4,585	0	4,585	0	4,585	0	4,585	4,585	4,585
		4.2.2		**Employment**	#	↑	-	0	19,397	0	19,397	0	19,397	0	19,397	0	19,397	19,397	19,397
		4.3	**Non-motorized Connections**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.4	**Multimodal Opportunities**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improve Modal Connections & Opportunities				**Need Point Average Rank**				4.3	8.0	1.0	6.7	2.0	6.3	1.3	5.0	2.3	6.0	7.0	7.3
Facility Condition & Design		5.1	**Address Pavement Age**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.2	**Address Structure Deficiencies**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.3	**Address Geometric Deficiencies**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.4	**Address ADA Deficiencies**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.5	**Address Drainage Deficiencies**		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improve Facility Condition and Design				**Need Point Average Rank**				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend:

1st	2nd	3rd	4th	Worsened
Rank 12	Rank 11	Rank 10	Rank 9	

* Provided for information only, not included in scoring.

**For information

Round 2 Combination Mode Alternatives

Initial Alternatives Identification and Evaluation Report

April 2013

APPENDIX H

Travel Forecasting Assumptions

Purpose

The purpose of this summary is to present the travel forecasting assumptions being used by IDOT for the I-290 Environmental Impact Statement (EIS). In addition, a comparison of any differences in assumptions being used by CMAP for the development of their GO TO 2040 Comprehensive Regional Plan and the Cook-DuPage Corridor Study is also included, as well as a discussion of how the GO TO 2040 Plan and forecasts will be considered as part of the I-290 Study. The I-290 Study has previously documented its travel forecasting approach. The "I-290 Travel Model Assumptions Methodology & Validation" report (July 2010) was prepared and is posted on the I-290 project website (www.eisenhowerexpressway.com). CMAP has prepared "CMAP Travel Demand Model Validation Re port" (February 23, 2011), which documents their regional travel forecasting process and is available on their website (www.CMAP.illinois.gov). In summary, a project level forecast is required for the I-290 Study:

- To satisfy the requirements of National Environmental Policy Act (NEPA)
- To provide the appropriate level of engineering and environmental detail
- To account for differing infrastructure assumptions for the no build and build scenarios
- To properly disclose and measure project impacts.
- To provide tolling forecasts that are consistent with national industry standards

Why develop a project level forecast?

GO TO 2040 and NEPA studies are produced for different purposes

As part of the Clean Air Act Amendments and past Federal transportation authorizations up to and including Moving Ahead for Progress in the 21st Century (MAP-21), metropolitan areas over 50,000 in population must develop regional long range transportation plans. These plans are intended to guide public policy with respect to future land use and infrastructure investment for the next 20+ years for the region. GO TO 2040 is intended to identify an overall framework of major capital projects that are tested for air quality conformity and are within an assumed overall fiscally constrained scenario. The projects identified as part of the GO TO 2040 process essentially represent placeholders that are subject to NEPA studies, including a rigorous analysis of alternatives. GO TO 2040 does not, however, satisfy all of NEPA's planning requirements for implementing an infrastructure project.

As required by NEPA, a major infrastructure project such as I-290 is required, at a project level of detail, to undergo:

- An analysis of a "No Build" alternative to define the transportation need. For the I-290 study, the "No Build" is defined as no major improvements in the study area; outside the study area, the major capital improvements contained in GO TO 2040 are assumed to be in place.

- An analysis of a range of reasonable Build alternatives. As documented in the ongoing I-290 study, a broad range of multimodal (highway/transit combinations) alternatives are being evaluated.
- An assessment of the social, economic, and environmental impacts of a proposed action or project. The I-290 study will include an analysis of noise, air quality, energy, threatened & endangered species, natural resources, wetlands, floodplains, water resources, groundwater resources, Section 4(f) properties/parks and recreation, special/hazardous waste, special lands, social and economic impacts including environmental justice, cultural resources, visual resources, indirect and cumulative impacts, and construction impacts.
- Consideration of environmental sequencing: avoidance, minimization and mitigation.
- Stakeholder involvement: coordination and consultation on every aspect of the NEPA process, including the identification of project needs, evaluation methodologies, and alternatives development and evaluation.

NEPA requires preparation of an EIS for major Federal actions that may significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. IDOT and FHWA will be preparing an EIS for the I-290 Study.

GO TO 2040 and NEPA studies differ in scale and level of detail

Regional Long Range Transportation Plans – For CMAP, a seven-county northeastern Illinois region is evaluated; the regional transportation network covers 23 counties in three states; this regional modeling platform yields broad measures of performance, such as total auto and transit trips, average travel time, and hours of congestion. To evaluate this project in a regional context using its standard travel demand model, CMAP codes a managed lane as equivalent to 0.33 lane additional capacity. Standard travel models cannot effectively evaluate managed lane operations or congestion pricing.

NEPA / Project Level Studies – Require a greater level of travel modeling detail for use in design, environmental impact evaluation, and financial analysis. NEPA / Project Level Studies typically use a focused area modeling approach where the regional model is detailed in the project study area. This involved developing a finer level of detail for the roadway network in the study area. The I-290 Study also implemented additional modeling enhancements to better analyze the alternatives under consideration, including modeling procedures to estimate auto occupancy in order to evaluate HOV alternatives, tolling procedures to evaluate toll and HOT alternatives, transit model improvements to evaluate transit alternatives, and detailed travel performance measures, such as person throughput, study area expressway and arterial performance, and truck and transit measures. The travel model enhancements developed for the I-290 Study are presented in the attached table.

GO TO 2040 and NEPA studies differ in transportation infrastructure assumptions for "Build and No Build"

During 2008, while GO TO 2040 was in its early development, CMAP used a "Reference Scenario" as a baseline to evaluate over 100 proposed major capital improvements. Because the policy direction of GO TO 2040 had not yet been established, the Reference Scenario assumed continuation of current socioeconomic and land use trends and no additional transportation infrastructure in 2040. In 2010, CMAP officially adopted GO TO 2040 which includes a "Preferred Scenario" that promotes infill and reinvestment as the primary policy driver for future land use planning and transportation investment. The Preferred Scenario integrates socioeconomic and land use assumptions with a fiscally constrained set of transportation improvements intended to support specific planning goals. In the Preferred Scenario, CMAP assumes an I-290 managed lane from Mannheim to Cicero, but no CTA Blue Line extension, in the list of fiscally constrained transportation projects. The I-290 NEPA study tests and refines the original project specification to achieve better performance and recognize specific construction and operational constraints.

As prescribed by NEPA, IDOT excludes all major capital projects in the study area to determine "No Build" conditions. The No Build alternative serves as a benchmark against which the transportation needs are defined and the Build Alternatives are compared. For the I-290 study, the No Build alternative includes all of the major capital projects included in fiscally constrained GO TO 2040 Plan *except* the proposed I-290 Multimodal Corridor project. The I-290 project also employs an updated version of the Reference Scenario by assuming that socioeconomic and land use patterns are the product of market-driven trends rather than the policy driven integrated land use and transportation scenario found in the GO TO 2040.

The Build alternatives for the I-290 Study are combinations of highway and transit improvements, including managed lanes, the Blue Line Extension, and other transit, highway, and non-motorized improvements. As such, the Build alternatives that advance to the Draft Environmental Impact Statement (DEIS) will each require a Build socioeconomic forecast. Further coordination with FHWA and CMAP is necessary to address the need to develop multiple build forecasts and the role of the GO TO 2040 preferred scenario forecast.

What are the specific differences between GO TO 2040 and I-290 forecasting approaches?

2040 Population and Employment Forecasts

As part of the GO TO 2040 Comprehensive Regional Plan process, CMAP developed population and employment forecasts that reflect the desired outcome of the plan. As part of CMAP's mandate to integrate land use and transportation planning, the method used to develop the 2040 population and employment forecasts is a radical departure from previous practices in the region. Prior to GO TO 2040, regional planning practice in northeastern Illinois was based on municipal and county consultation, historic trends, local land use policies, local development proposals, available land for development, and county level control totals. This socioeconomic and land use forecast was adopted as the planning

baseline for major project development under the separately developed Regional Transportation Plan (RTP).

CMAP's approach for the GO TO 2040 Plan was to integrate land use and transportation policy using a scenario-driven 2040 population and employment forecasting technique systematically responsive to major investments and high-level choices that shape the region. The scenario-driven forecasts reflect the plan's desired scenario outcome (i.e. the Preferred Scenario) and assume that the recommended policies will be in place by 2040 in order to achieve these.

Since the late 1990's, a court ruling (Sierra Club, et al v. U.S. Department of Transportation, et al, January 16, 1997, No. 96 C 4768) has required inclusion of No Build and Build Scenario evaluations for major project development. IDOT has coordinated with CMAP on performing No Build and Build analyses that forecast alternative development patterns and travel behavior that might result from a major new transportation project. It is instructive to recognize that actual socioeconomic and land use outcomes are a combination of policy- and market-driven economic forces. In reality, public policy only redirects market-driven land development. A market-based economic forecast alternative can also aid detailed NEPA level project development in determining the sensitivity of proposed highway and transit facility performance and environmental impacts under different background assumptions. Also, any potential toll and revenue evaluations needed to finance a project will require that an investment-grade forecast be prepared. Lenders and bonding agencies are typically reluctant to assume that goal-based policy-driven recommendations will be entirely effective in the face of *laissez-faire* market economics. Tolling options are being considered as part of the I-290 Study, and similar market-based economic forecasts are also being used by the Illinois Tollway for their major project development studies. Similarly, the Federal Transit Administration now places more emphasis on models that replicate current year demand and existing land use as the basis for forecasting eligibility for New Starts funding.

IDOT has developed a market-based economic forecast for this study. This No Build market-based economic forecast does not assume the implementation of the I-290 Multimodal Corridor project, but includes implementation of the fiscally constrained projects outside of the study area. The I-290 Study No Build forecasts maintain the same control totals for the region as GO TO 2040, but have a different distribution of population and employment within the region that more closely resembles the Reference Scenario.

CMAP anticipated and supports the need for alternative socioeconomic forecasts to evaluate major projects as outlined in CMAP's Forecasting Principles. IDOT consultants have closely coordinated with CMAP staff on development of the I-290 market-based economic forecasts, consistent with the CMAP forecasting principles, and CMAP staff concurs on the method used to develop them.

The I-290 Study is using market-based economic forecasts for the No Build scenario 2040 population and employment forecasts. The I-290 Study population and employment forecasts are based on historic trends, 2010 Census data, land availability, local land use policies, and independent Woods & Poole county level economic forecasts. Note that the resulting population and employment forecasts for the I-

290 Study are based on different forecasting assumptions than GO TO 2040 Plan, which were scenario derived, policy-based forecasts. The I-290 Study No Build market-based population and employment forecasts do not contain the same policy assumptions as the CMAP forecast, and are more consistent with the detail and assumptions typically used to initiate project level design, environmental, and financial evaluations.

A comparison of the existing 2010, CMAP GO TO 2040 Plan, and I-290 Study 2040 No Build population forecasts for Cook and DuPage Counties is presented in the following table. The difference between the 2040 population forecasts from the I-290 Study and the CMAP GO TO 2040 Plan reflects the level of policy and directed investment assumed in the GO TO 2040 Plan policy goals. For Cook County, there is an 8% difference between the 2040 GO TO 2040 population total and the I-290 Study. For DuPage County, there is a 14% difference between the 2040 CMAP GO TO 2040 population and the I-290 Study. This is largely the result of accommodating new growth within existing communities instead of converting vacant or agricultural land at the region's fringe to urban use.

Population Forecast Comparison

County	2010 Population (Census)	2040 CMAP GO TO 2040 Population Forecast	2040 I-290 Study No Build Population Forecast
Chicago	2,695,934	3,303,768	3,000,996
Suburban Cook	2,499,365	2,935,429	2,773,534
Total Cook	5,195,299	6,239,197	5,774,530
DuPage	916,924	1,160,364	1,022,204

The I-290 Study will also develop 2040 Build population and employment forecasts that will be used to test the final Build alternatives being evaluated in the DEIS. The I-290 2040 Build population and employment forecasts will use the 2040 I-290 No Build population and employment forecasts as a starting point and then revise the forecasts based on the increased accessibility provided by the transportation improvements included in the Build alternatives. Given the need to develop multiple build forecasts for the Draft EIS alternatives, further coordination is required with FHWA and CMAP to develop a methodology for producing them and determining the role of the GO TO 2040 forecast in that process.

Highway and Transit Network Assumptions

The I-290 Study utilized the CMAP GO TO 2040 Plan highway and transit networks as a starting point to develop the No Build scenario transportation networks. Thus, major capital projects contained in the fiscally constrained GO TO 2040 Plan were included in the networks, with the exception of the I-290 Multimodal Corridor project. In addition, the background transit service enhancements included in the fiscally constrained GO TO 2040 Plan, such as implementation of arterial rapid transit, and other bus enhancements were included in the I-290 Study transit network. Thus, these background transit improvements contained in the GO TO 2040 Plan, such as the Cermak Road arterial rapid transit (bus rapid transit) service, are included in the 2040 I-290 transit network for all alternatives tested.

For the development and testing of transit alternatives in the I-290 Study, the CTA Blue Line extension, bus rapid transit, and express bus alternatives were coded on top of the background transit network. The I-290 transit alternatives included the addition of new terminal and intermediate stations for the Blue Line extension and bus rapid transit alternatives, the availability of park-and-ride at outlying stations (Mannheim Road and stations to the west), feeder bus connections for existing bus routes, and additional new (or restored) feeder bus service. The attached map depicts the transit network improvements for the testing of the Blue Line extension to Oak Brook via I-290 as part of the Single Mode testing.

For the I-290 Study, additional detail was also included in the study area for the coding of I-290 in order to better reflect actual movements. The use of auto occupancy and toll modeling procedures also required more detailed coding of I-290. On the transit side, minor revisions were made to the transit network and processing of the network to better replicate existing transit travel patterns in and near the study area. This included improving the split between forecasted Metra and CTA rail ridership.

Travel Model Enhancements

Throughout the I-290 Study, the travel demand forecasting approach and implementation has included continuous coordination and cooperation with CMAP. When the I-290 Study was initiated in 2009, the CMAP regional travel model and the 2030 Regional Transportation Plan assumptions were used as the starting point. With the adoption of CMAP's GO TO 2040 Comprehensive Regional Plan in October 2010, the travel modeling for the I-290 Phase I Study transitioned to using CMAP's GO TO 2040 forecasts.

Over the course of the I-290 Study, IDOT's consultant has implemented a number of enhancements to the CMAP regional travel model, which have in turn been adopted by CMAP. There were three major reasons for developing and implementing these CMAP regional travel model enhancements:

- To update the CMAP regional travel models using data from the 2007 CMAP Travel Tracker Survey, the American Community Survey (ACS) and the 2010 Census.
- To develop and implement more detailed travel forecasting procedures and inputs for use in the development of design-level traffic forecasts for major project development, and
- To develop enhanced travel forecasting procedures to provide improved sensitivity to the alternatives being tested.

IDOT's consultant has coordinated closely with CMAP staff as part of implementing these model improvements. The I-290 Study travel model improvements were developed by Parsons Brinckerhoff staff with extensive experience working directly with the CMAP regional travel model.

The attached table summarizes the regional travel model enhancements implemented for the I-290 Study. As seen in this table, there have been a long series of travel model enhancements made for the I-290 Study as additional needs arise. Many of these travel model enhancements have since been

integrated into the CMAP regional travel forecasting process.

Can you compare CMAP's results for I-290 and the Blue Line extension in GO TO 2040 with IDOT's current I-290 study?

I-290 Results

The modeling results for an I-290 managed lane improvement are not comparable. GO TO 2040 did not use any auto occupancy or tolling procedures in their regional modeling. The I-290 managed lane project was represented by increasing capacity on I-290 by an additional third of a lane in each direction to approximate the additional traffic that would use the managed lane. Therefore, this added capacity which is supposed to act as an HOV/HOT lane, is essentially represented by an increase in capacity of the general purpose lanes. The additional one-third of a lane capacity is intended to represent the magnitude of the additional HOV/HOT vehicles that would be using the managed lane. For the purposes of regional long range transportation plan project analysis and regional air quality conformity analysis, this is an acceptable approach.

The I-290 Study, since it is a NEPA/project level analysis, is using auto occupancy and tolling procedures to provide a more causal representation of travel behavior associated with managed lanes. Thus, the model estimates single occupant, 2-person, and 3+ person auto vehicle trips, as well as reflecting the impact of tolls, including mode shifts from auto to transit as a result of tolling. This additional level of analysis detail is required for development of project level design, environmental, and financial measures.

Blue Line/HCT Extension Results

The modeling results for a transit extension of the Blue Line to Oak Brook are more comparable, since CMAP regional transit modeling procedures were used for GO TO 2040 and the I-290 Study. The "GO TO 2040 Major Capital Projects" (originally drafted February 2010; updated October 2010) shows a Blue Line extension resulting in +4,000 transit trips and -3,000 auto trips. In the Round One Single Mode Screening analysis in the I-290 Study, the Blue Line Extension to Oak Brook resulted in +8,400 transit and -8,400 auto trips. Thus, even using a 2040 No Build market-based population and employment forecast in the I-290 Study, the Blue Line extension resulted in double the auto diversion, and higher ridership than in GO TO 2040.

Role of GO TO 2040 Comprehensive Regional Plan goals in the I-290 NEPA study

The GO TO 2040 Plan identified improvements in the I-290 corridor that met the broad goals of GO TO 2040, including conformity with regional air quality standards. For the purposes of the I-290 NEPA study, our purpose and need has and will continue to be related to those goals, including:

- Improve regional and local mobility – Directly related to GO TO 2040 congestion evaluation measures, including speeds, travel times and hours of congestion

- Improve accessibility to employment – Directly related to GO TO 2040 jobs-housing access evaluation measure
- Improve safety for all users – Safety is a paramount goal for any transportation project
- Improve modal connections and opportunities – Directly related to GO TO 2040 mode share evaluation measure
- Improve facility deficiencies – Directly related to GO TO 2040 facility condition evaluation measure

Furthermore, the I-290 DEIS will address in a much greater level of detail the socio-economic and environmental impacts/benefits of the finalist build alternatives.

In addition, a comparison between the GO TO 2040 Preferred Scenario and the I-290 NEPA study forecasts will be included in the Draft EIS. The eventual preferred alternative, which will be identified in the Final EIS, will include a discussion of how it is consistent with the GO TO 2040 Plan.

Summary

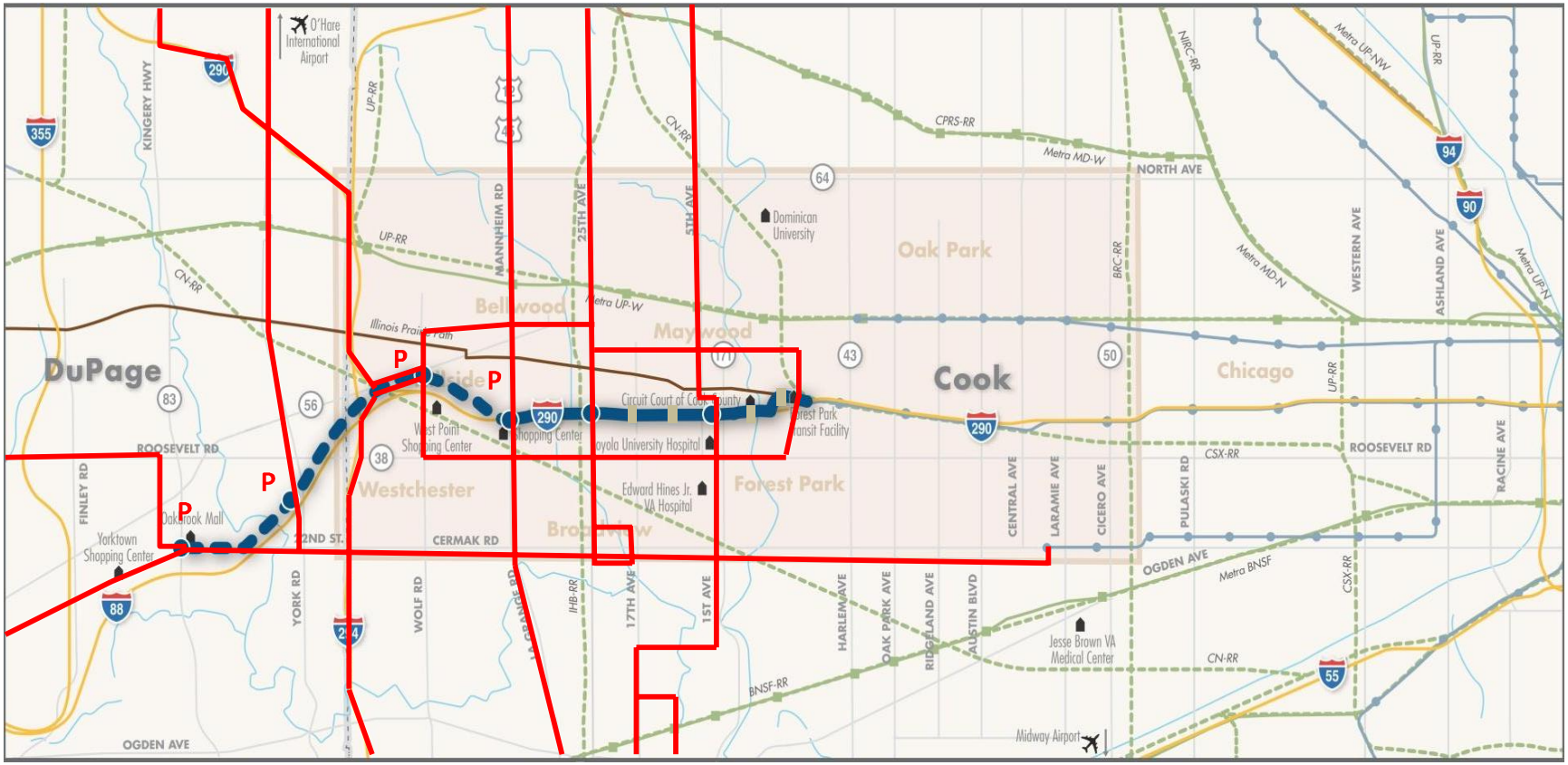
A project level forecast is needed in order to provide a sufficient level of engineering and environmental detail, to account for differences in infrastructure assumptions, and in doing so, satisfy NEPA requirements. CMAP has anticipated the need for alternative forecasts for project level development by issuing their "CMAP Forecast Principles for Data Users and Forecast Developers," and IDOT has coordinated with CMAP in developing I-290 market-based economic forecasts, for which CMAP has concurred with the methodology used to develop these forecasts.

The requirement for more detailed NEPA project level forecasts for the I-290 Study also led to more detailed highway and transit networks and processing in the study area. Furthermore, additional travel model enhancements were made for the I-290 Study to better model managed lane alternatives and to better replicated study area travel patterns. The model enhancements made by IDOT have been/will be incorporated back into CMAP's regional model.

The overall results in testing of the I-290 managed lane in GO TO 2040 versus the I-290 Study are not comparable, since GO TO 2040 did not use auto occupancy or tolling procedures to model the I-290 improvements. With regards to the Blue Line extension, the I-290 Study resulted in double the auto diversion and higher ridership than GO TO 2040.

Attachments:
Transit Network Assumptions Summary
Travel Forecasting Comparison Table

Single Mode Blue Extension to Oak Brook Transit Network Assumptions



- Blue Line Extension Station
- Feeder/Intersecting Bus Route
- P Station Park-and-Ride Facility

Travel Forecasting Comparison Table

Attributes or Assumptions	CMAP GO TO 2040 2008 Evaluation	IDOT I-290 EIS Model 2012 Evaluation	Comments
2040 Base Line Projects Assumed in Transportation Networks	CMAP 2040 fiscally constrained major projects and background bus and arterial projects included.	Starting point is the same 2040 CMAP transportation network minus the I-290 Multimodal Corridor Managed Lane Project.	To create 2040 I-290 "No-Build" alternative scenario used for comparison of conditions with and without an improvement. Required practice for EIS and accepted by CMAP.
2040 Socioeconomic Forecasts	Based upon CMAP GO TO 2040 Preferred Regional Scenario (developed prior to 2010 Census results).	2040 No-Build forecast developed by Consultant Team (developed after 2010 Census results) based on CMAP regional control totals. 2040 Build forecast to be developed by Consultant Team for use in DEIS.	CMAP developed only 2040 Preferred Regional Scenario. Preferred Regional Scenario developed as a scenario-driven policy-based 2040 forecast for addressing major investments and high-level choices that shape the region. The forecast reflects the desired plan scenario outcome and assumes that the recommended policies will be in place by 2040. The I-290 2040 No Build forecast were based on historic trends, land availability, and independent Woods & Poole county level forecasts and match the population totals used for GO TO 2040. Market based forecast approach is typical practice for design and financial analysis purposes for major project development. 2040 Build forecast to reflect any accessibility changes based on implementation of the build project.

Attributes or Assumptions	CMAP GO TO 2040 2008 Evaluation	IDOT I-290 EIS Model 2012 Evaluation	Comments
Specific Regional Travel Model Improvements			
1. Trip Generation Model (2009-2010)	Previous trip generation model calibration data based on information from1989-1991 Household Survey and 2000 Census Journey to Work data.	Updated CMAP regional trip generation rates based on more recent 2007-2008 CMAP Travel Tracker Survey and U.S. Census Bureau American Community Survey data. This included an update of trip generation rates for persons residing in households, stratification by income level for home-based work trips, and updates of the household vehicle ownership, trip attraction allocation, external trips, and non-motorized sub-models	I-290 improvements implemented by CMAP
2. Trip Distribution Model (2009-2010)	Previous trip distribution model calibration data based on information from 1989-1991 Household Survey and 2000 Census Journey to Work data.	Re-calibrated CMAP regional trip distribution models to more recent CMAP Travel Tracker Survey and Census journey to work trip length data. Updated the input files for estimating the costs of transit and highway travel, and stratified home based work trips by income level.	I-290 improvements implemented by CMAP
3. Mode Choice Model (2009-2010)	Previous mode choice model calibration data based on information from 1989-1991	Updated CMAP regional mode choice model, including re-calibration of the model	I-290 improvements implemented by CMAP

	Household Survey and 2000 Census Journey to Work data.	based upon more recent CMAP Travel Tracker Survey mode shares, update of travel costs to reflect current conditions, adjustment of model coefficients for current dollars in the primary auto-transit choice model and the auto occupancy sub-model, and model code revisions to account for the stratification of home-based trips by income level (for example, this stratification improves transit mode choice modeling for commuter rail and other longer distance commuting trips).	
4. Highway Assignment (2009-2010)	Previous highway assignment time-of-day model calibration data based on information from 1989-1991 Household Survey and 2000 Census Journey to Work data. Highway assignment by auto occupancy level not performed in regional CMAP model runs.	Updated CMAP regional highway trip assignment model, including updates to more current time-of-day factors based on the more recent CMAP Travel Tracker Survey, and revisions to the traffic assignment macros to include the assignment of the additional managed lane trip types.	I-290 improvements implemented by CMAP
5. Sub-Area Highway Network (2009-2010)	N/A	Added highway network detail in CMAP regional highway network for the I-290 study area to allow the development of more detailed project level traffic forecasts required for design purposes.	I-290 project specific model improvement

6. Sub-Area Zone System (2009-2010)	N/A	Added detail to transportation analysis zones in CMAP regional model for the I-290 study area to allow the development of more detailed project level traffic forecasts for design purposes.	I-290 project specific model improvement
7. Evaluation Measure Summaries (2009-2012)	N/A	Developed processes to summarize regional model data into transportation system performance evaluation measures. The summaries allowed IDOT to prepare the evaluation results of alternatives in a tabular format for use in comparing the transportation performance of different alternatives.	I-290 project specific model improvement
8. Highway Assignment (2011)	Equilibrium traffic assignment	Incorporated advanced path-based traffic assignment resulting in improved model convergence, faster computer run times, and the ability to analyze path-based results that are required for the development of travel performance summaries.	Implemented by CMAP
9. Trip Distribution/Mode Choice Models (2011)	Previous trip distribution/mode choice model cost data based on updates during mid-2000s	Revised CMAP procedure for estimating transit cost and time inputs for trip distribution and mode choice, including updating the fare calculations to current levels. These revisions were made to better reflect current transit	Implemented by CMAP

		conditions to provide faster computer run times.	
10. Transit Assignment (2011)	CMAP uses a variant of this transit assignment procedure	Implemented transit assignment procedure that does not require coding of auto access links and allows riders to consider multiple rail stations and bus stops. This results in improved sensitivity of the transit modeling through better transit access representation.	
11. Highway Assignment (2012)	Toll links contained in CMAP network	Updated tolling procedures in regional highway assignment through network coding, updated link volume-delay functions and revised assignment macros. This update improved the sensitivity of the model to tolling characteristics contained in the managed lane alternatives.	CMAP Implementation planned in 2013
12. Mode Choice Model (2012)	Tolls not included in CMAP Mode Choice Model	Developed a post-processing procedure that estimates the effect upon mode choice of alternate tolling and pricing scenarios. This results in the mode choice model being sensitive to tolling, so its impacts can now be reflected in the transit mode share.	CMAP Implementation planned in 2013

Appendix D

Environmental Justice Methodology Technical Memorandum

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

September 2016

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Table of Contents

1.0 BACKGROUND 1

2.0 DEFINING ENVIRONMENTAL JUSTICE POPULATIONS IN THE STUDY AREA 2

2.1 Determination of Meeting the Minority or Low-income Threshold..... 3

2.2 Output of Environmental Justice Definition 3

3.0 DESCRIBING THE ENGAGEMENT OF ENVIRONMENTAL JUSTICE POPULATIONS 4

4.0 METHODOLOGY FOR ANALYZING AND DESCRIBING POTENTIAL IMPACTS TO ENVIRONMENTAL JUSTICE POPULATIONS 4

List of Tables

Table 1. Environmental Justice Analysis by Impact Type 4

Appendices

Appendix A Minority Populations

Appendix B Hispanic/Latino Ethnicity Populations

Appendix C Low-Income Populations

Appendix D Accessibility to Employment Centers

1.0 Background

This memo describes the proposed process for the Environmental Justice (EJ) assessment for the I-290 Study and includes some of the results of the analysis, which are summarized in the Draft Environmental Impact Statement (DEIS). The goal of an EJ assessment is to evaluate a proposed federal project based on potential disproportionately high and adverse impacts to minority and low-income populations and make provisions so that those groups are treated fairly during, and can participate in, decision-making processes related to proposed federal projects. To guide federal agencies in achieving this goal, Executive Order 12898 was issued entitled: "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," on February 11, 1994.

The Executive Order states that "each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Pursuant to the Executive Order, the Federal Highway Administration (FHWA) has adopted FHWA Order 6640.23A, "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," dated June 14, 2012.

FHWA Order 6640.23A defines the term "adverse effects" to include "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects," which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of FHWA programs, policies, or activities.

In terms of transportation policy, the EJ framework contains three fundamental principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;

2. To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and

3. To prevent the denial of, reduction in, or considerable delay in the receipt of benefits by minority and low-income populations.[1]

Under FHWA Order 6640.23A, a minority is defined as a person who is:

- **Black:** A person having origins in any of the black racial groups of Africa;
- **Hispanic or Latino:** A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- **Asian American:** A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- **American Indian and Alaskan Native:** A person having origins in any of the original people of North America, South America (including Central America) and who maintain cultural identification through tribal affiliation or community recognition; or
- **Native Hawaiian or Other Pacific Islander:** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Under FHWA Order 6640.23A, low income is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

2.0 Defining Environmental Justice Populations in the Study Area

For this assessment, the data has been aggregated as White, Black, Asian, and Other. The Other category represents the sum of several US Census classifications, including American Indian and Alaskan Native, Native Hawaiian and Pacific Islander, Other Races, and those identified by two or more races.

As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. Consistent with the US Census data, Hispanic or Latino origins are considered as ethnicity data and a separate designation from race data.

According to the US Census Bureau, the terms "Hispanic" or "Latino" refer to persons who trace their origin or descent to Mexico, Puerto Rico, Cuba, Spanish speaking Central and South America countries, and other Spanish cultures. Origin can be considered as the heritage, nationality group, lineage, or country of the person or the person's parents or ancestors before their arrival in the US. People who identify their origin as Hispanic

[1] FHWA, 2000. http://www.fhwa.dot.gov/environment/environmental_justice/

or Latino may be of any race, consistent with the FHWA Order 6640.23A. Thus, the percent Hispanic was not added to percentages for racial categories.

Under FHWA Order 6640.23A, low-income is defined as a person whose median household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines.

Compliance with EJ requirements is evaluated by identifying and assessing potential impacts to minority and low-income populations within the identified Study Area.

As defined by the US Census Bureau, census block groups generally contain between 600 and 3,000 people, and usually cover a contiguous area that does not cross state, county, or census tract boundaries. In conducting these assessments, available data for census block groups on population demographics is taken from the US Census and other sources.

For the purpose of comparison, there are two geographic units analyzed. The first, the affected community (AC), is defined as any census block group that is overlapped by the Study Area. The second, the Community of Comparison (COC), is a larger geographic unit that contains all of the alternatives; for the purposes of this study – it is Cook County, Illinois.

2.1 Determination of Meeting the Minority or Low-income Threshold

To identify concentrated racial and ethnic minority and low-income populations, 2010 Census block groups that met the following threshold criteria were classified as an EJ population of concern:

- If the AC population is more than 50 percent minority, ethnicity or low-income, or
- If the percentage of low-income, ethnicity or minority population in the AC is 10 percent greater than the percentage of low-income, ethnicity, or minority population in the COC.

2.2 Output of Environmental Justice Definition

The output of the definition of EJ concentrations is a series of GIS-based maps and tables. Due to the length of the corridor, the corridor is subdivided for readability. There are three sets of maps (Appendices A, B, and C): 1) minority status; 2) Hispanic/Latino ethnicity status; and 3) low income status, with two shading types depending on if the AC population is 50 percent minority, ethnicity or low income or if it is 10 percent greater than that of the COC. These maps will also be used to define impacts in the EJ section of this Environmental Impact Statement (EIS). Demographic tables will accompany the maps quantifying 2010 US Census population data.

3.0 Describing the Engagement of Environmental Justice Populations

In addition to analysis related to the EJ impacts of the proposed project, a component of EJ is the inclusion of EJ populations in the project planning process. As will be shown through the analysis in the EIS, EJ AC's are densely populated throughout the Study Area. To attempt to reach a diverse population throughout the Study Area, public meetings and other engagement tools have been used. To encourage participation, different engagement methods were employed and are documented in the I-290 EIS.

4.0 Methodology for Analyzing and Describing Potential Impacts to Environmental Justice Populations

The build alternatives being evaluated in the I-290 EIS include capacity and lane management improvements on the mainline of I-290, interchange modifications, and other multimodal improvements. The EJ analysis considers these improvements in determining impacts. The following table presents the analysis undertaken by type in the EIS.

Table 1. Environmental Justice Analysis by Impact Type

Impact Type	Review Element	Methodology/Measure
Mobility	Are interchange modifications providing consistent benefits/impacts throughout the Study Area? Does the design change access to/from residences or businesses?	Evaluate any right-of-way and traffic impacts of interchanges/cross roads as compared to the No Build Alternative. Since the interchanges are the same for all alternatives, the new interchange designs are compared with the 2040 No Build Alternative design.
Mobility	Does the occupancy requirement or cost of toll cause low income users to travel in more congested lanes, thereby increasing travel time?	Review travel time output from the travel demand model. This was done by reviewing trip tables at the transportation analysis zone level – and evaluating travel times. A series of maps was developed that compares all alternatives against the No Build Alternative for up to distinct EJ population origin and destinations versus overall changes in the Study Area to determine any disproportionate travel time impacts (Appendix D).

Impact Type	Review Element	Methodology/Measure
Mobility	Does the cost of toll in the build alternatives (if applicable) cause travelers to divert onto local system into low income/minority neighborhoods as compared to the No Build Alternative?	Trip table output from the travel demand model will give point to point travel data. This allows us to understand the level of diversion that occurs based on the alternative. Compare all alternatives against the No Build Alternative to determine diversion onto the local road network.
Mobility	Do any of the alternatives affect transit users, bicyclists and pedestrians in a disproportionate way?	Qualitatively discuss improvements being made to bicycle and pedestrian facilities. Discuss if project improvements are impacting these users more than auto users.
Safety	Does the cost of toll cause travelers to divert onto local system into low income/EJ neighborhoods (as compared to the No Build Alternative), which could pose a higher safety risk to neighborhood residents (bicycles, pedestrians and local drivers)? Will the alternatives impact (positive or negative) emergency response times to the AC/EJ populations as compared to the No Build Alternative?	Compare all alternatives against the No Build Alternative to determine traffic diversion onto the local road network from travel model. If significant traffic changes, determine impacts to safety and response times. Review national research on HOT/toll lanes relative to HOT/toll lane usage versus income.
Other	Do any of the alternatives of the proposed project result in disproportionately adverse environmental effects in EJ communities?	Reiterate project impacts in the following environmental disciplines: Noise, Air quality, Section 4(f), Relocations, Public Services and Utilities, Land Use, Visual, Economic, and Cultural Resources. Where adverse effects are anticipated, discuss if these effects are concentrated in areas that have a higher percentage of EJ and low-income populations. There would be "disproportionately high and adverse" effects if, for example, all project-related noise impacts are concentrated in EJ communities.

5.0 Summary of Environmental Justice Findings

There are minority and low-income EJ Populations in the Study Area. The project was examined to identify any disproportionately high adverse human effects on these

populations, to ensure that participation in the transportation decision-making process was full and fair, and to ensure that project benefits would be received by EJ communities in an equitable and timely manner.

To measure the effects, access to employment, non-motorized transportation and transit access to and from I-290 between 1st and 25th Avenues, and traffic effects on neighborhood arterials were examined from a transportation standpoint. Also, social and environmental factors such as community changes, noise, air quality, and historic properties were examined for disparate impacts between the EJ and non-EJ communities served by the project. The public involvement/community outreach efforts were identified, both as to location, frequency, and method of delivery.

No substantial differences in transportation access were found with any of the build alternatives with respect to EJ communities, as compared to non-EJ communities, and all build alternatives had benefits in job accessibility and non-motorized and transit access for EJ communities that were similar to non-EJ communities. Of the build alternatives, the HOT 3+ & TOLL alternative had a worse impact on 2040 arterial traffic than the No Build Alternative, while the other three build alternatives showed positive effects. Environmental effects such as those to air, noise, and social and economic resources (including construction impacts) were similar for both EJ and non-EJ communities, and no residences or businesses in either EJ or non-EJ communities are proposed to be displaced by any of the build alternatives. Public involvement was encouraged by the participation of representatives of EJ communities in the project's CAG study group, as well as traditional and non-traditional means of engaging the public in participation at public and community meetings. Though there will be impacts (noise and construction impacts in particular) to EJ and non-EJ communities along the Study Area, upon implementation of the planned mitigation, as described in this EIS, and coordinated with each community, the impacts will not be disproportionately high and adverse to EJ communities.

Appendix A

Minority Populations

Minority Populations

Black/African American Populations

The geographic dispersion of Black/African American communities is presented in Figure 1. The Project Corridor for the I-290 Study consists of 167 census block groups. Of these 167 block groups, 98 have Black/African American populations that are 50 percent or more of the block group total or have Black/African American populations at least 10 percent higher than the Cook County average (24.6 percent). These block groups can be classified as EJ Populations.

Black/African American populations are the most predominant minority community within the Study Area, making up 33.4 percent of the Study Area population, according to the US Census Bureau 2013 estimates. The Study Area total of Black/African Americans is higher than the Cook County average of 24.6 percent.

One of the largest concentrations of Black/African American populations is in the eastern portion of the Study Area in the City of Chicago, primarily between Austin Boulevard and Ashland Avenue. Other concentrations of Black/African American populations are located in the western half of the Project Corridor, north of I-290 in Maywood and Bellwood, and south of I-290 in Broadview.

Asian Populations

Thirteen block groups have Asian populations that are 50 percent or more of the block group total or have an Asian population at least 10 percent higher than the Cook County average (6.2 percent). These block groups can be classified as EJ Populations.

The geographic distribution of Asian populations can be seen in Figure 2. The largest concentration of Asian populations in the Project Corridor is found in Chicago between Damen Avenue and Ashland Avenue. Other areas of Asian populations that are 10 percent or greater than the Cook County average are found in Chicago, south of West Harrison Street, between Western and Ashland Avenues. The Village of Westchester also has an Asian population that is 10 percent greater than the Cook County average located between Wolf Road and US Route 45.

Some Other Race

According to the US Census Bureau the 'Some Other Race' category includes all other responses not included in the 'White', 'Black or African American', 'American Indian and Alaska Native', 'Asian' and 'Native Hawaiian and Other Pacific Islander' race categories described above. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the 'Some Other Race' category are included in the Some Other Race classification.

In the Project Corridor, there are concentrations of 'Some Other Race' populations dispersed across the corridor. As depicted in the Figure 3, most of the 'Some Other Race' populations are outside the EJ study area. The largest concentrations of 'Some Other

Race' populations are located in Cicero between Ridgeland Avenue east to Kostner Avenue, and from Roosevelt Road south to Cermak Road. Another concentration is located along Cermak Road in Chicago from Ashland Avenue east to I-94. Census block groups with populations of 'Some Other Race' that are 10 percent or greater than the Cook County average are also located in Maywood, Bellwood and Hillside in the western portion of the Project Corridor.

Of the 167 total block groups of the project area, 14 block groups had populations of individuals identifying themselves as 'Some Other Race' that made up 50 percent or greater than the block group's total population or are 10 percent higher than the Cook County Average. These block groups can be classified as EJ Populations.

Two or More Races Populations

Within the 167 block groups of the Project Corridor, there is one block group that is an EJ Population, because it has a population identifying as Two or More Races that was 10 percent higher than the Cook County average (1.8 percent) (Figure 4). This area is located north of Cermak Road, approximately between Ashland Avenue and Racine Avenue in Chicago.

Minority Populations

Block groups in the Project Corridor that are composed of 50 percent or more minority populations make up the majority of the block groups assessed. Of the 167 total block groups in the corridor, 109 contain 50 percent or greater minority populations, equating to 65.3 percent of all the block groups in the project corridor. The geographic dispersion of minority populations in the Project Corridor is detailed in Figure 5 through Figure 8. The maps show majority minority census block groups throughout the Project Corridor. The exceptions are largely in the far eastern portion of the Project Corridor in Chicago, the Villages of Oak Park, Forest Park, and River Forest.

Figure 1. Environmental Justice Analysis for Black/African American Populations by Census Block Group in the Project Corridor

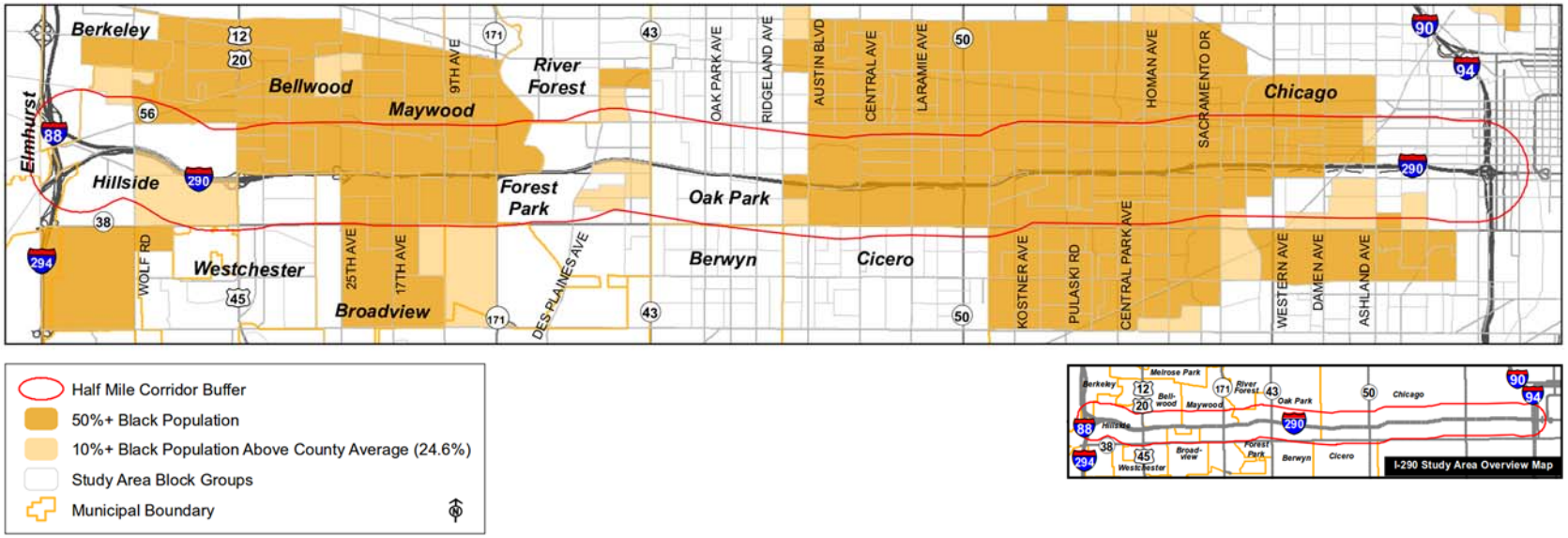


Figure 2. Environmental Justice Analysis for Asian Populations by Census Block Group in the Project Corridor

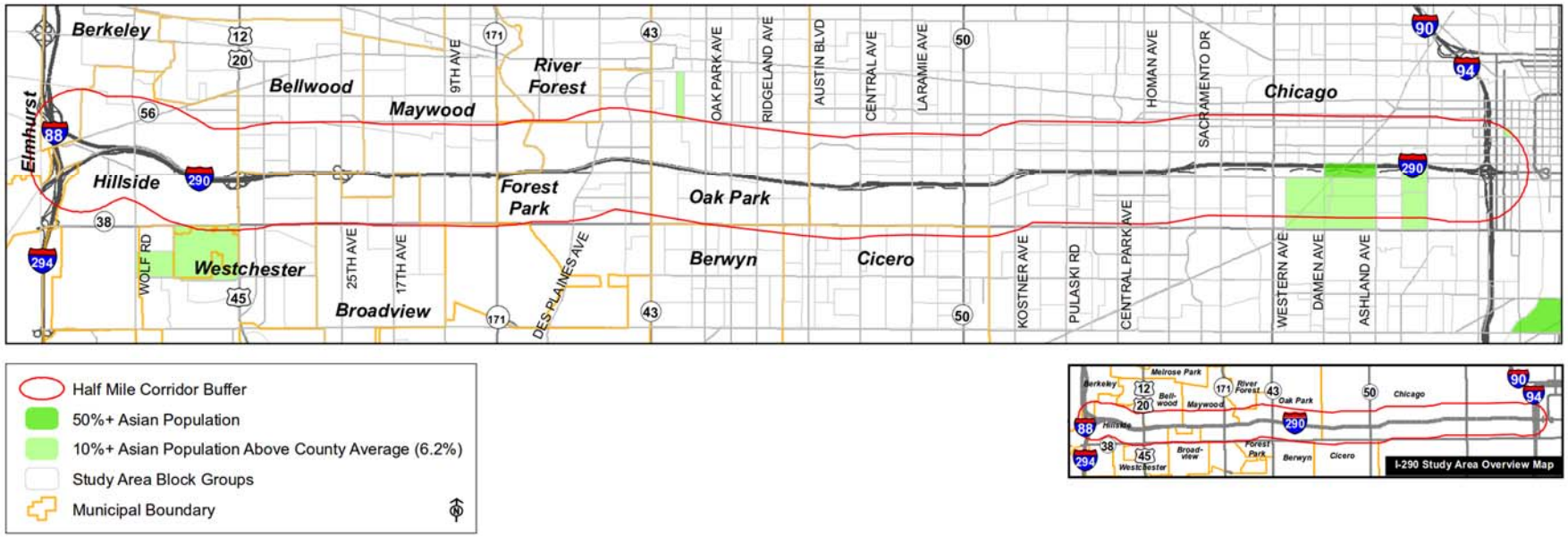


Figure 3. Environmental Justice Analysis for Some Other Race Populations by Census Block Group in the Project Corridor

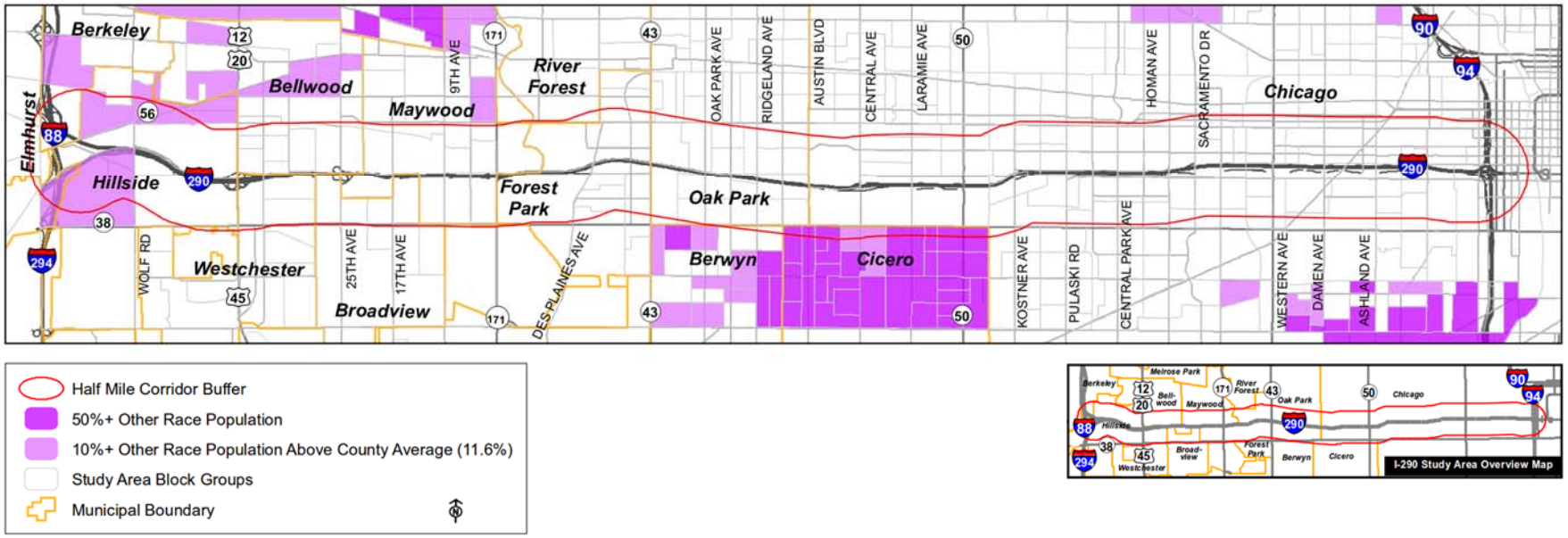


Figure 4. Environmental Justice Analysis for Two or More Populations by Census Block Group in the Project Corridor

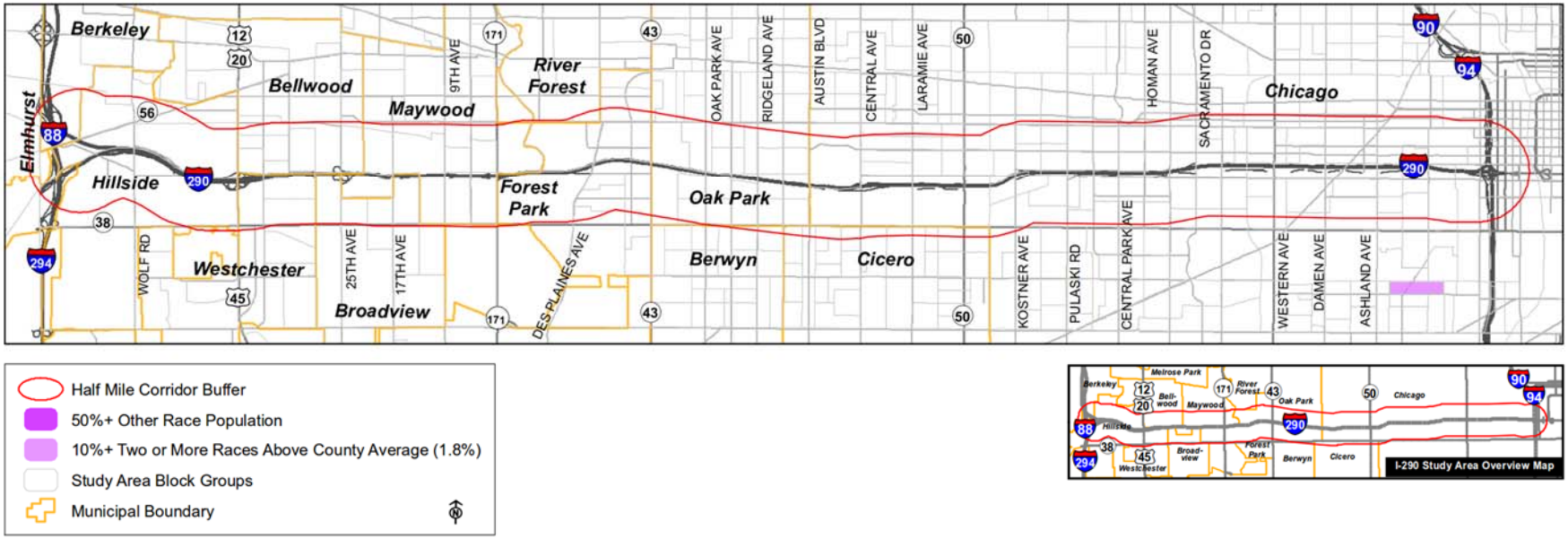
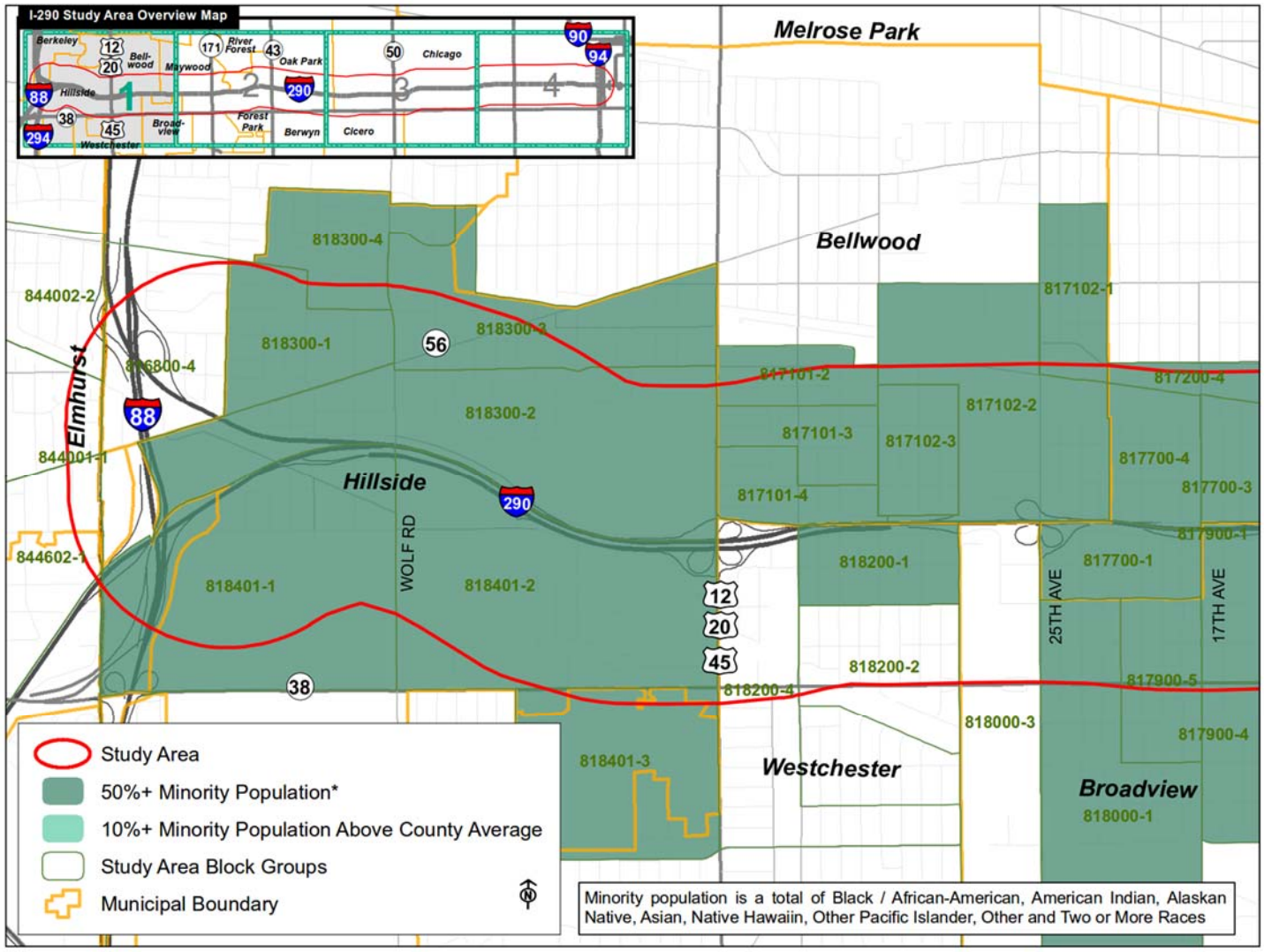
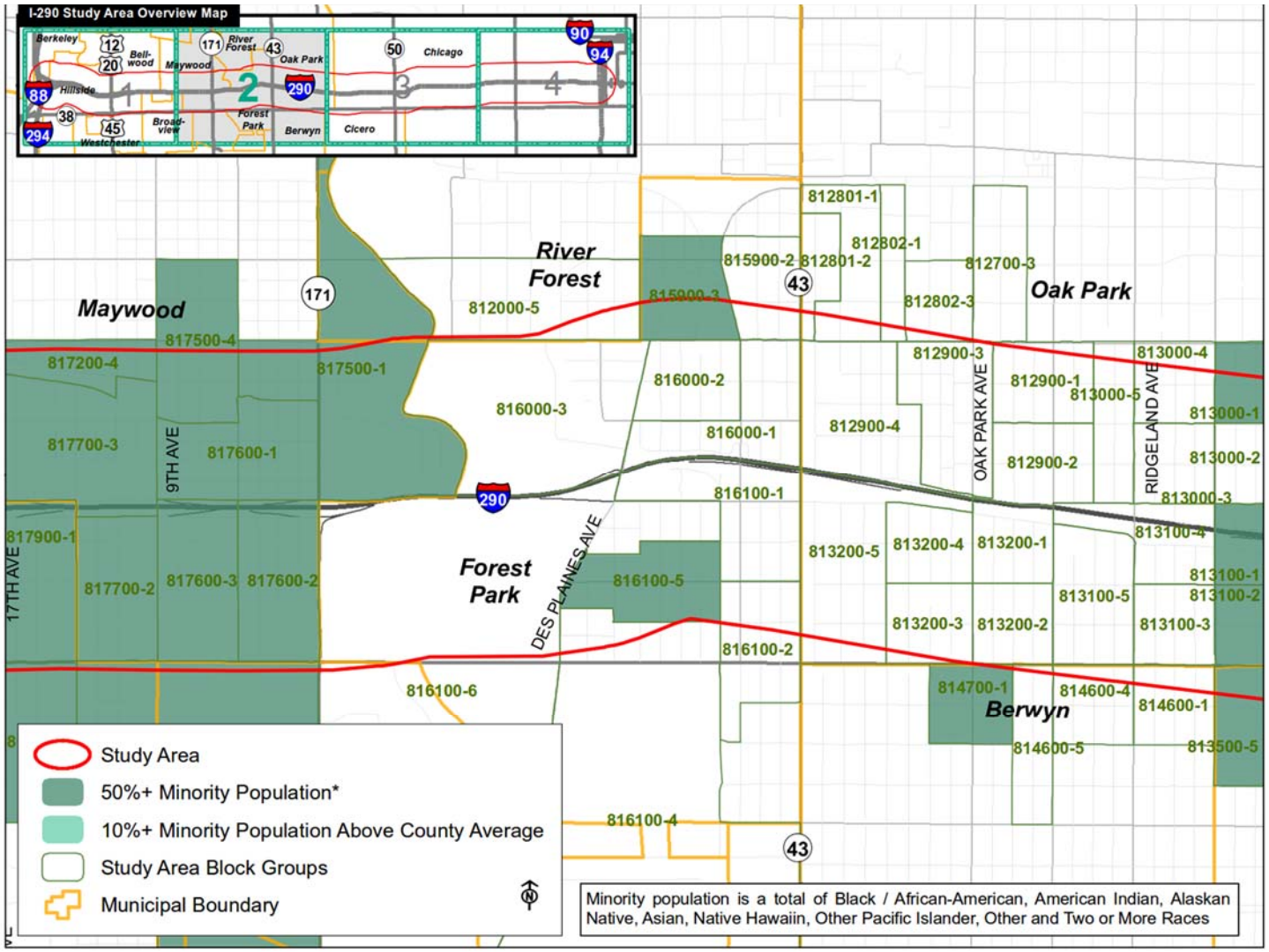


Figure 5. Environmental Justice Analysis for all Minority Groups by Census Block Group in the Project Corridor (Sheet 1)



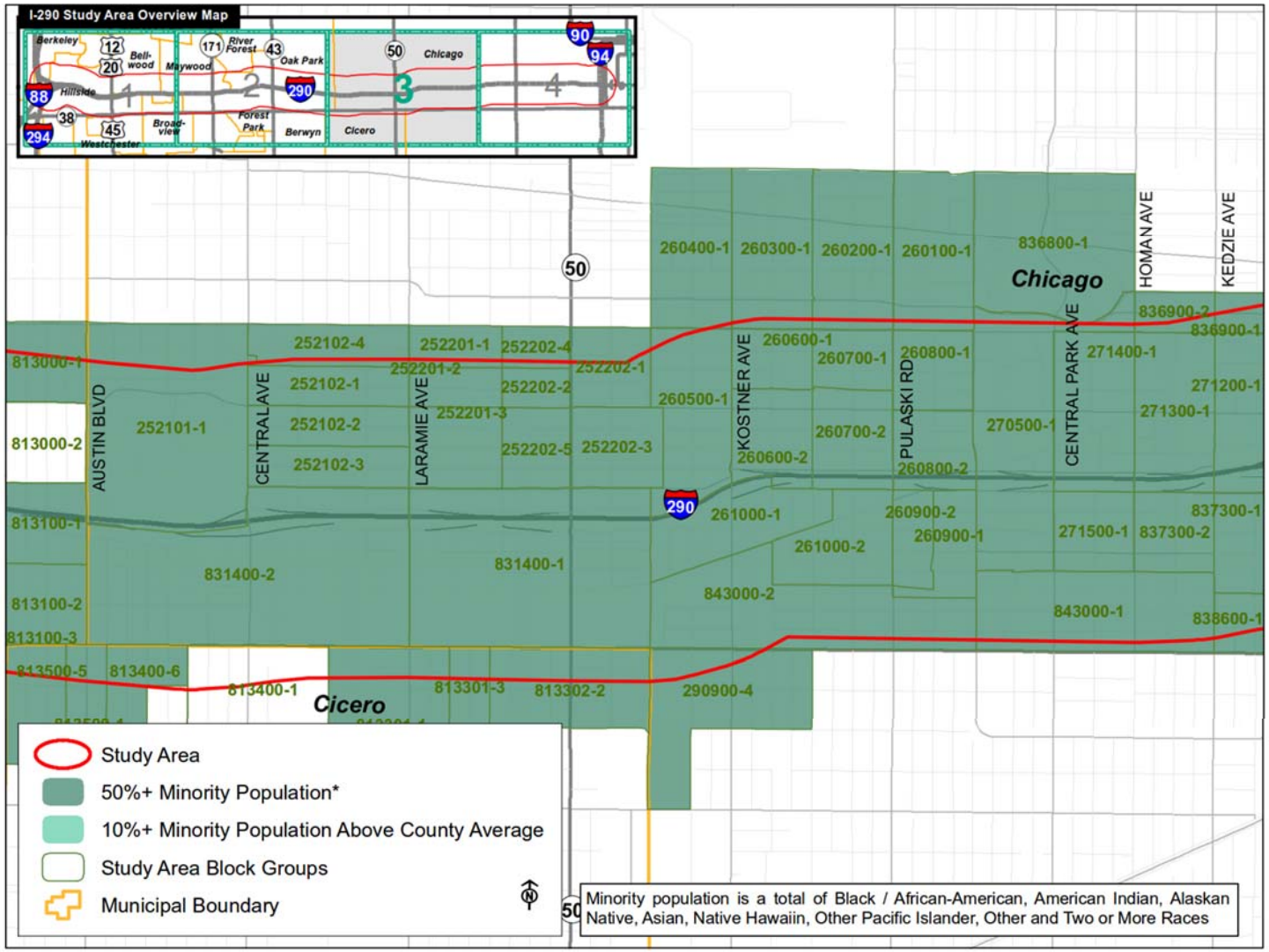
Source: US Bureau of the Census, 2013

Figure 6. Environmental Justice Analysis for all Minority Groups by Census Block Group in the Project Corridor (Sheet 2)



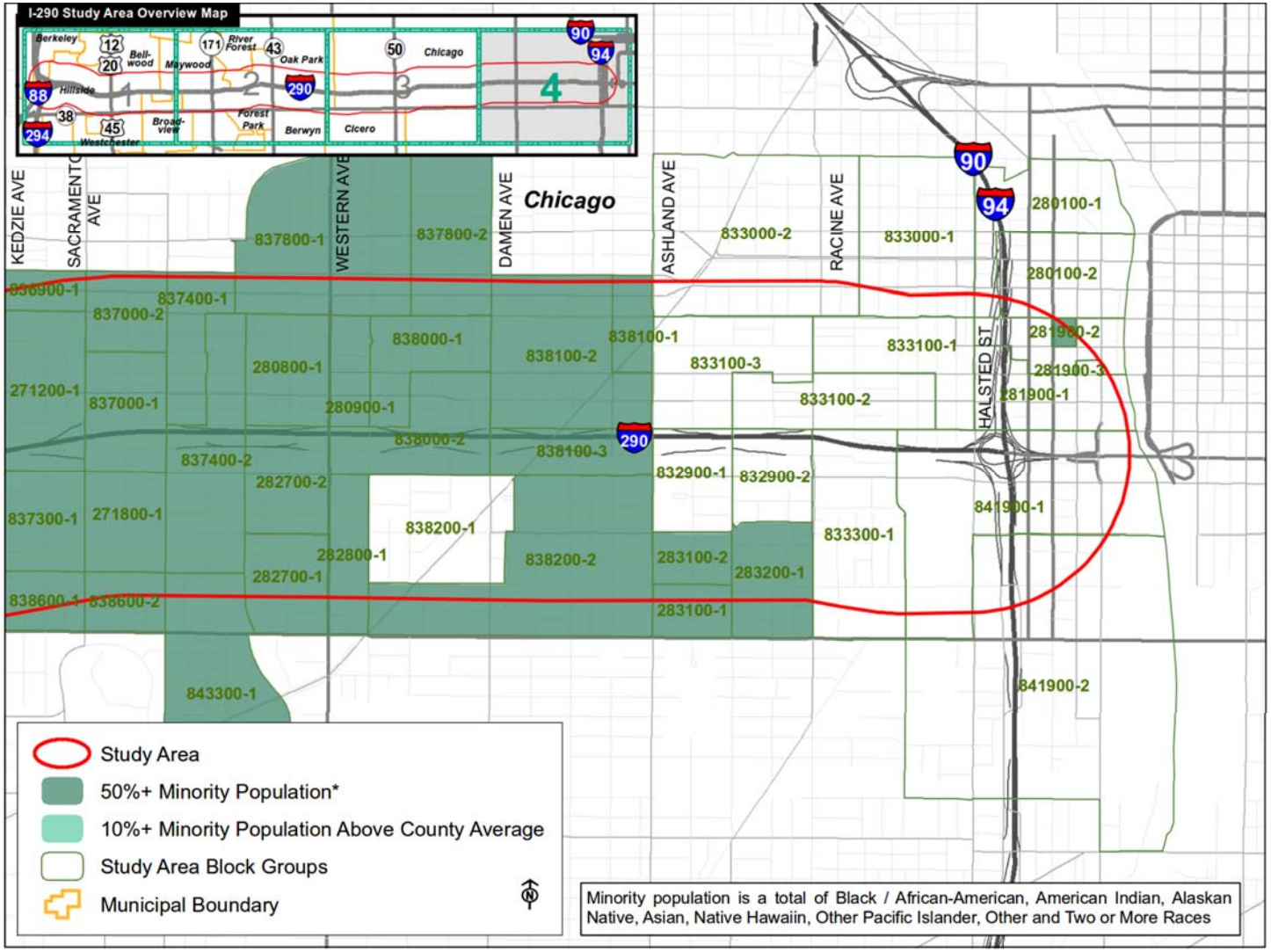
Source: US Bureau of the Census, 2013

Figure 7. Environmental Justice Analysis for all Minority Groups by Census Block Group in the Project Corridor (Sheet 3)



Source: US Bureau of the Census, 2013

Figure 8. Environmental Justice Analysis for all Minority Groups by Census Block Group in the Project Corridor (Sheet 4)



Source: US Bureau of the Census, 2013

Appendix B

Hispanic/Latino Ethnicity Populations

Hispanic/Latino Populations

Figure 9 through Figure 12 depict the geographic dispersion of Hispanic/Latino block groups along the Project Corridor that either make up 50 percent of the block group's population or are 10 percent or greater than the Cook County Hispanic/Latino population average. Of the 167 block groups assessed in the Project Corridor, 16 were found with Hispanic/Latino populations making up 50 percent or more of the block group's total population.

The largest concentration of Hispanic/Latino populations is located in Cicero and Berwyn along Roosevelt Road. This area extends from Cicero Avenue west to approximately Oak Park Avenue in Berwyn. Hispanic/Latino populations making up 50 percent or more of the population are also located along Douglas Boulevard south to 16th Street and from Kedzie Avenue west to Central Park Avenue.

Figure 9. I-290 Hispanic/Latino Ethnicity Status (Sheet 1)

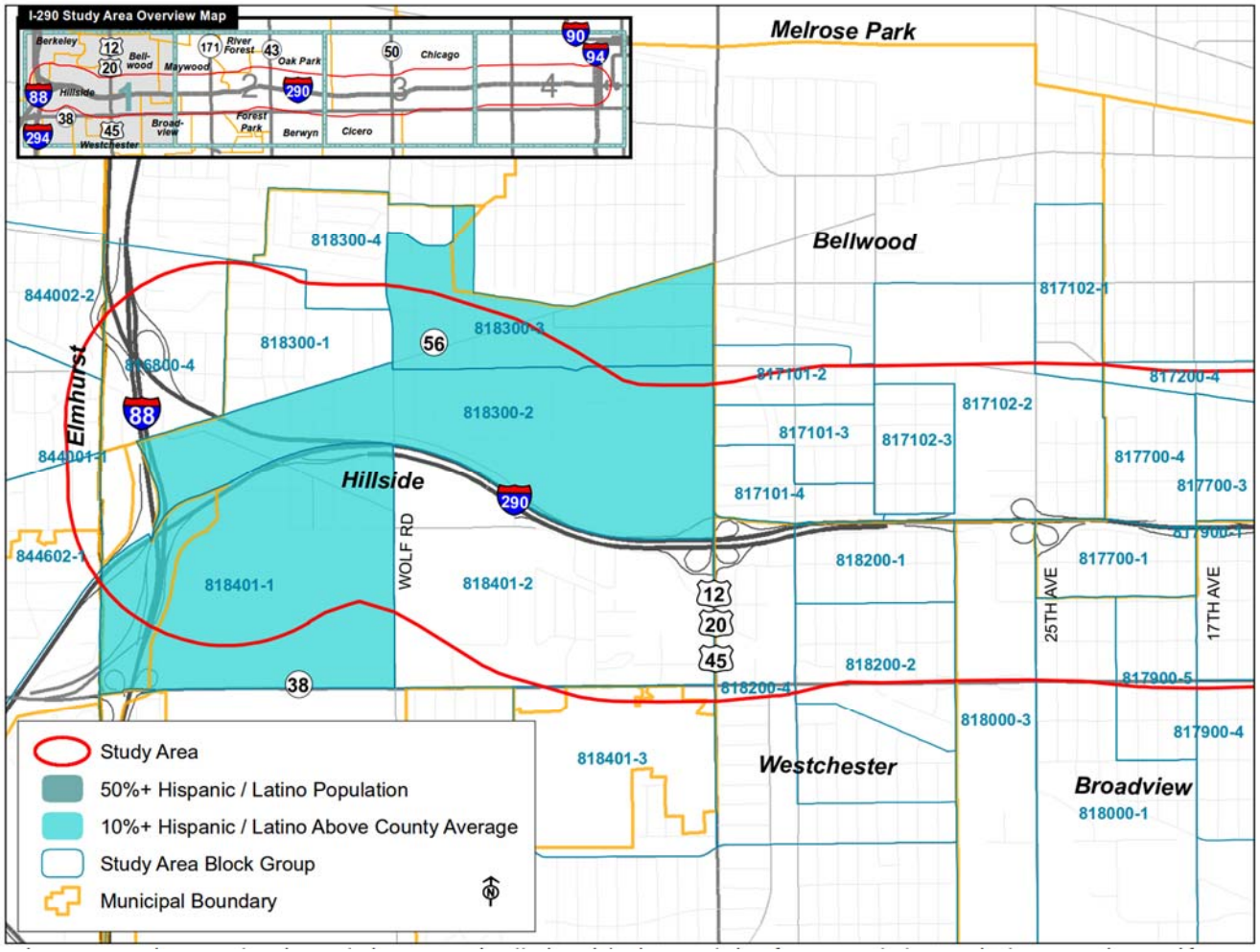


Figure 10. I-290 Hispanic/Latino Ethnicity Status (Sheet 2)

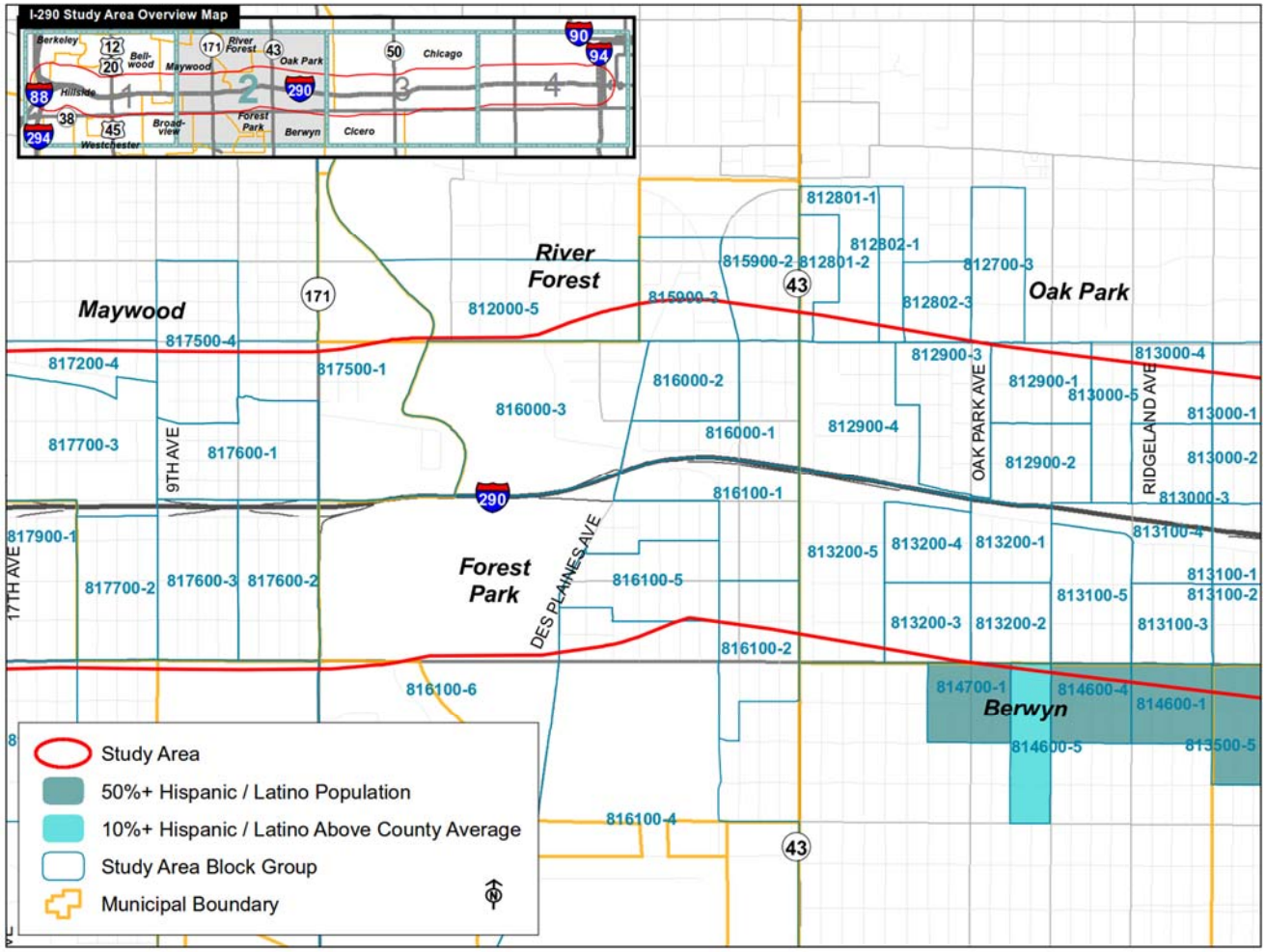


Figure 11. I-290 Hispanic/Latino Ethnicity Status (Sheet 3)

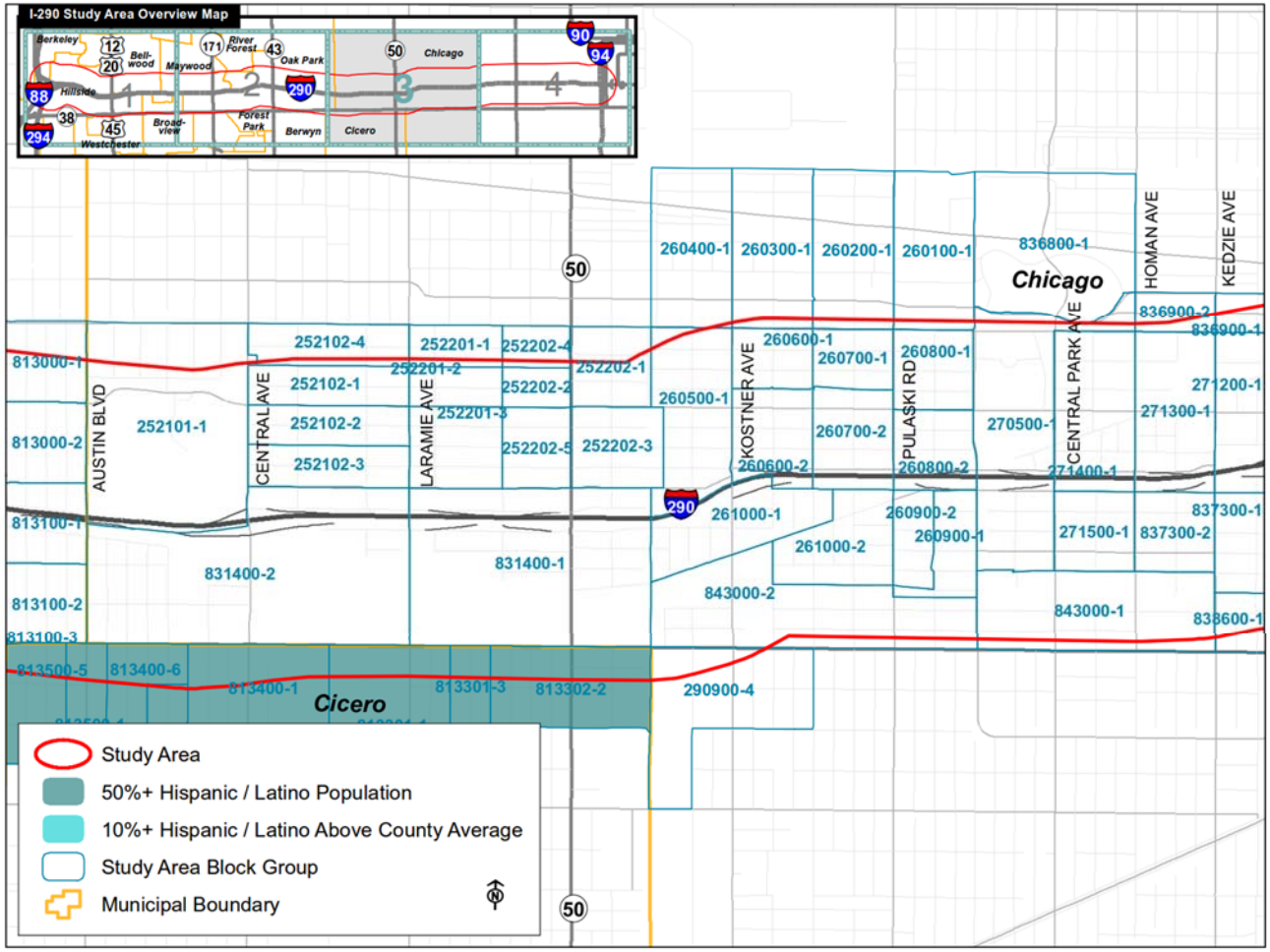
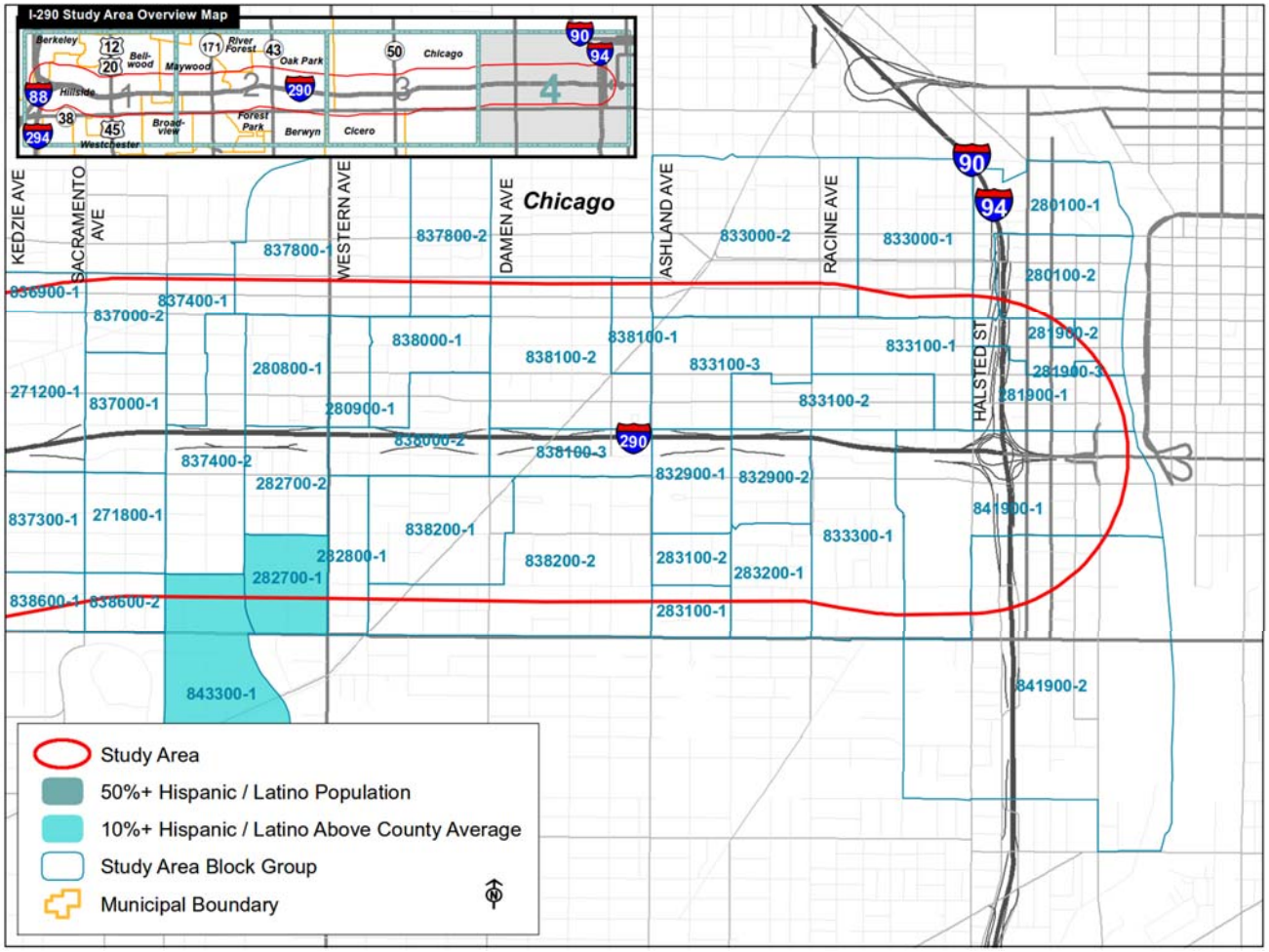


Figure 12. I-290 Hispanic/Latino Ethnicity Status (Sheet 4)



Appendix C

Low-Income Populations

Low-Income Populations

Data assessing low-income population was gathered from the 167 census block groups that are within the Project Corridor. These block groups can be classified as EJ affected communities based on low-income status as defined in the EJ Methodology Memorandum found in Appendix D.

There are 65 block groups that are made up of 50 percent or more low-income residents or are 10 percent higher than the Cook County Average (15.8 percent). These are considered block groups with EJ Populations.

The geographic dispersion of low-income population is shown in Figure 13 through Figure 16. The greatest concentration of low-income populations that are either 10 percent higher than the Cook County average, or block groups with a total population 50 percent or higher low-income, are found in the Chicago portion of the Project Corridor from Austin Boulevard to the I-90/I-94 corridor. Two of the greatest concentrations of low-income populations are found near the intersection of I-290 and Kostner Avenue in Chicago as well as Ashland Avenue to Roosevelt Road. Another area of low-income residents is found along Central Park Avenue from Madison Street south to Roosevelt Road. Most of the block groups found to have populations that are 50 percent or greater of the total population are within the 0.5 mile Project Corridor.

Figure 13. I-290 Corridor Poverty Status (Sheet 1)

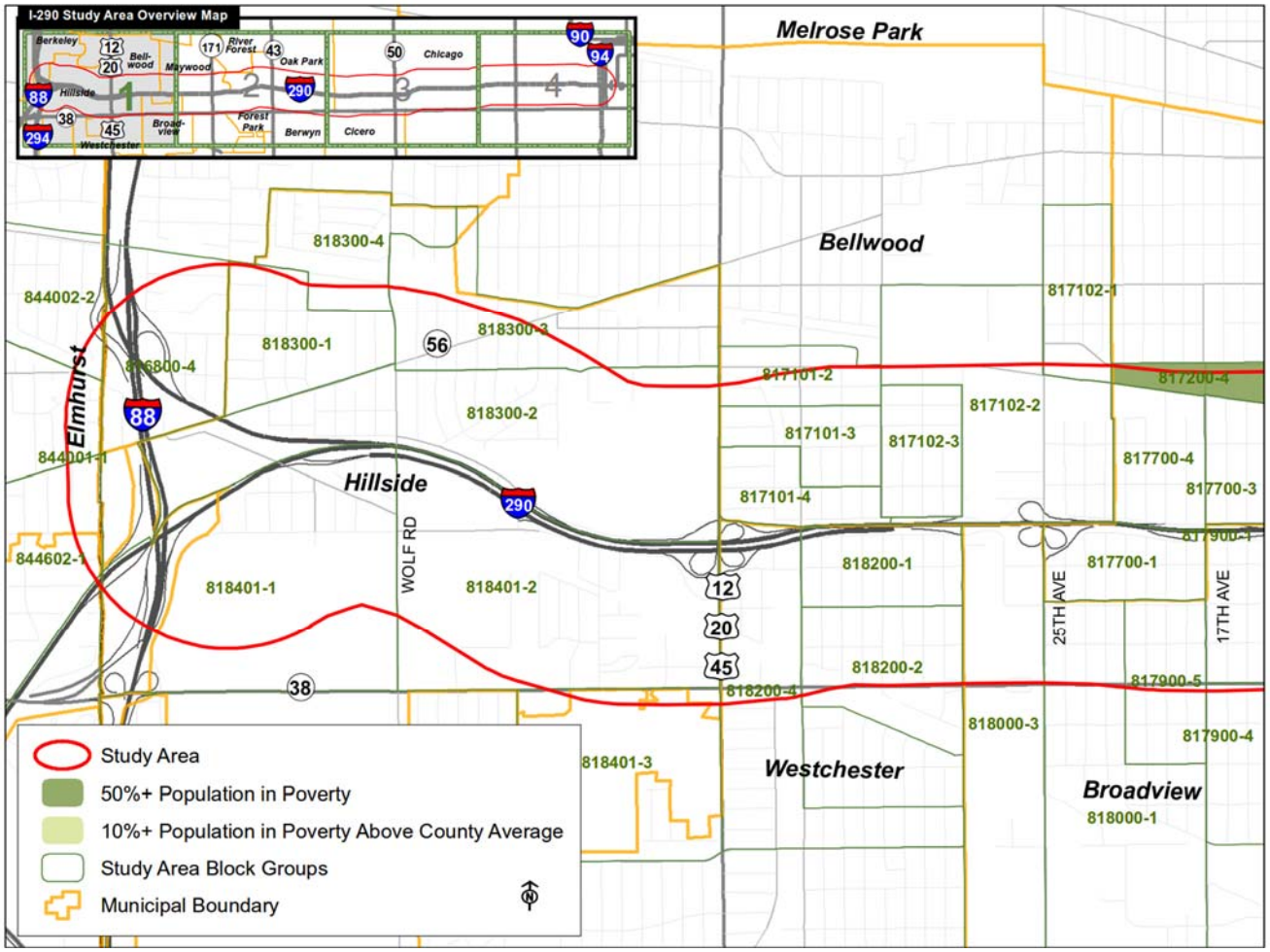


Figure 14. I-290 Corridor Poverty Status (Sheet 2)

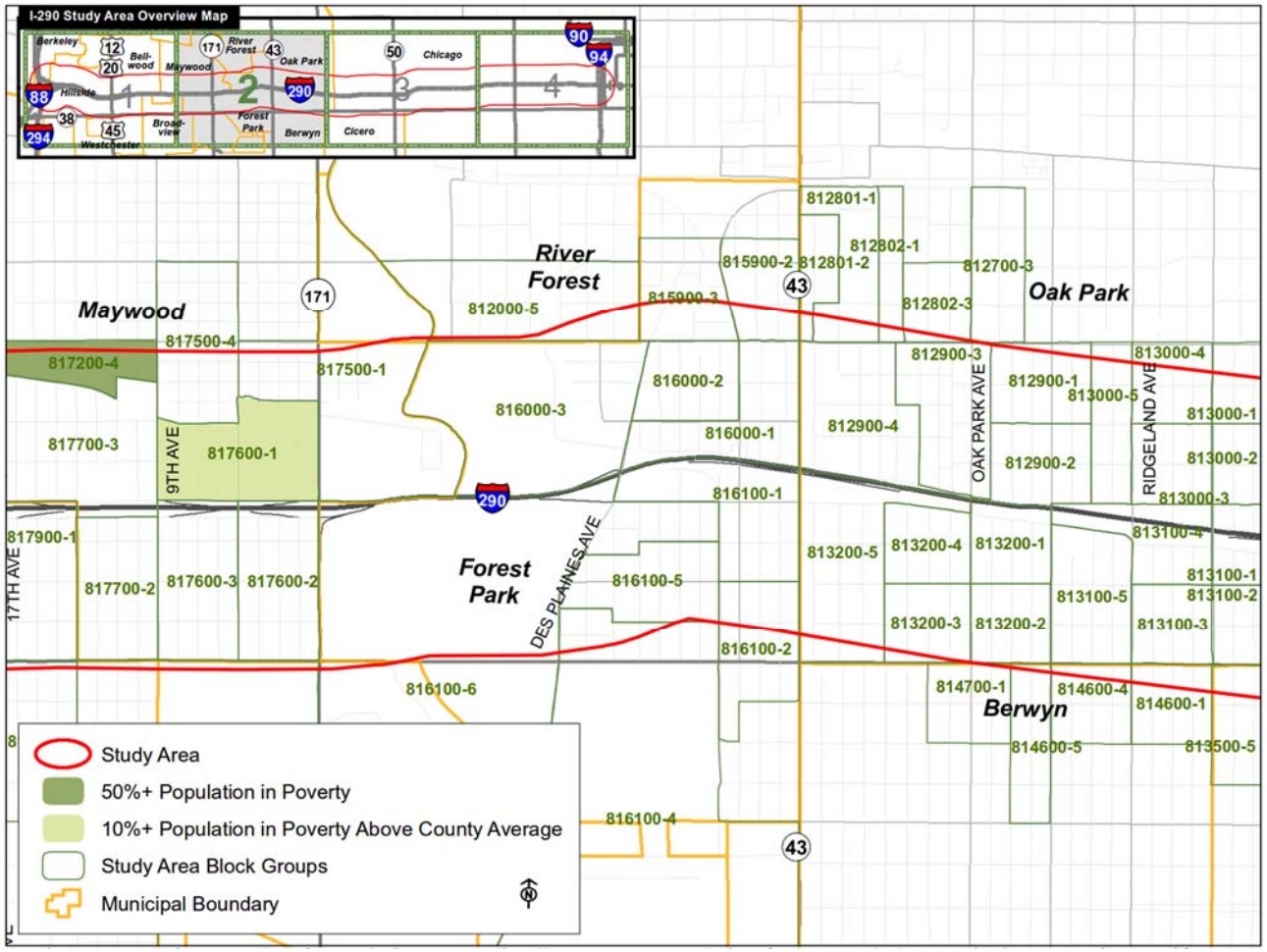


Figure 15. I-290 Corridor Poverty Status (Sheet 3)

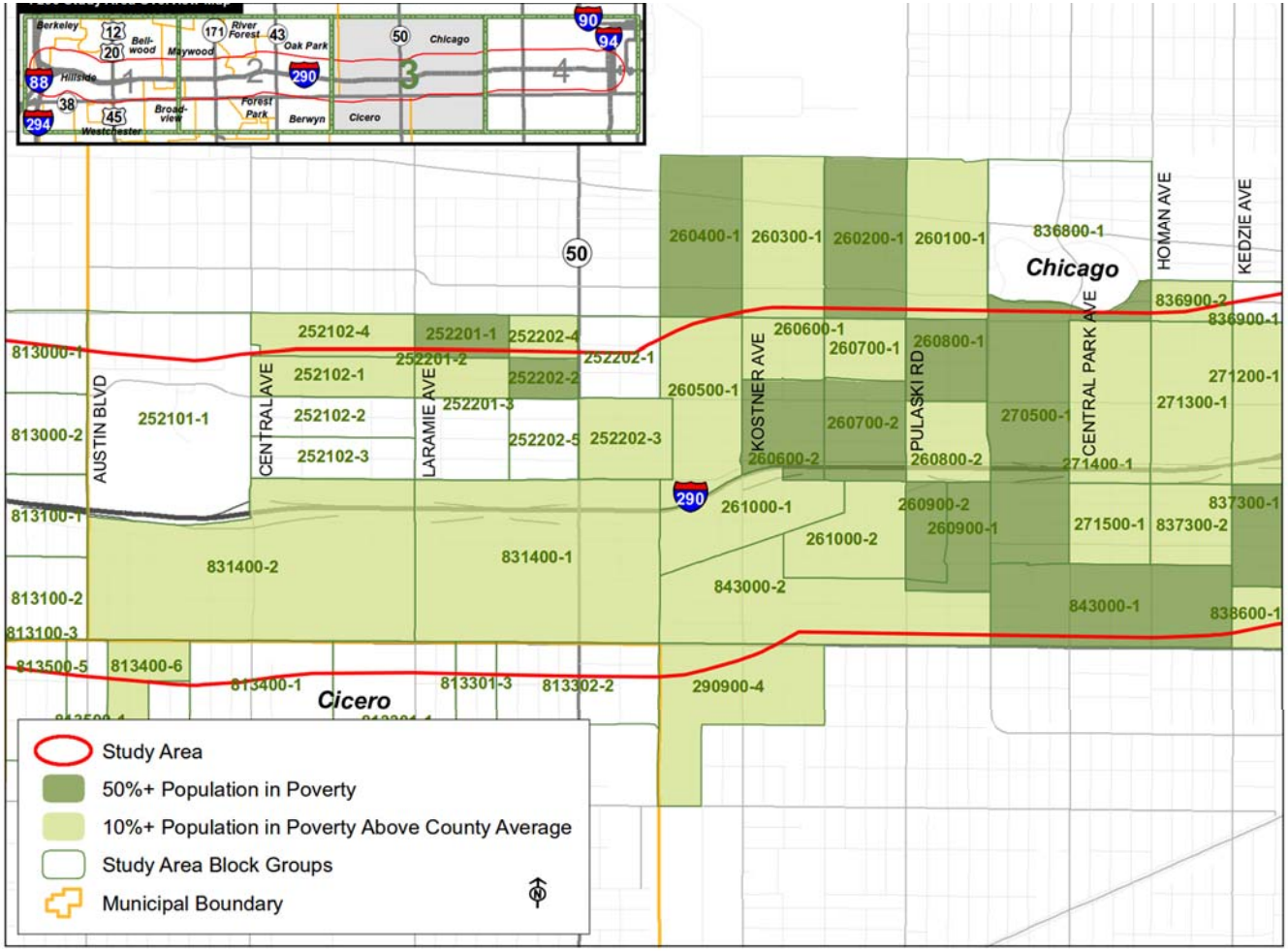
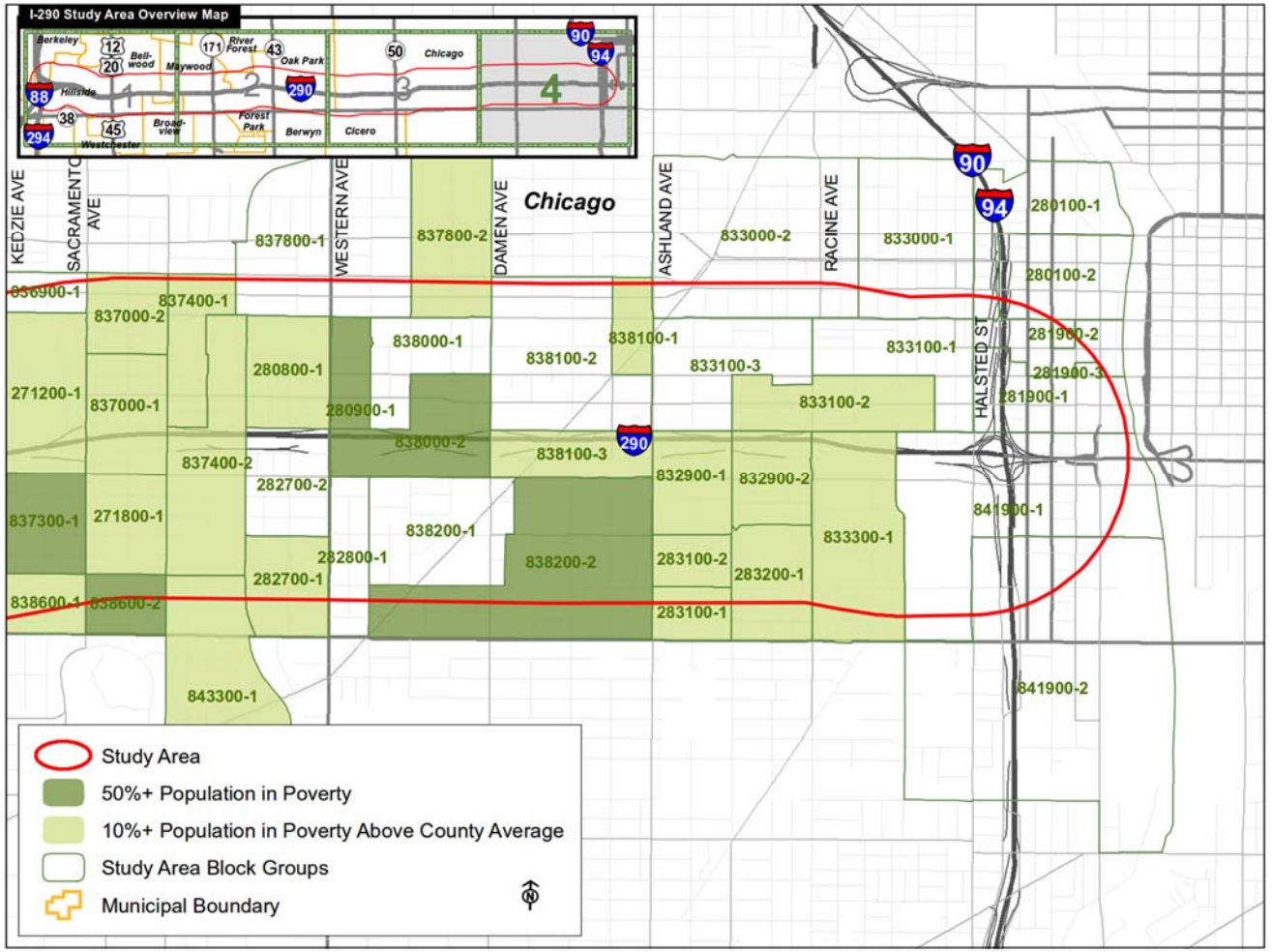


Figure 16. I-290 Corridor Poverty Status (Sheet 4)



Appendix D

Accessibility to Employment Centers

Access to Employment Centers

All of the build alternatives offer increases in average travel speed on I-290 through the length of the Project Corridor in the AM and PM Peak periods when compared to the 2040 No Build Alternative. The improved speeds on the expressway relative to the 2040 No Build Alternative would be a benefit to EJ populations since they would be able to travel to and from their destinations more quickly.

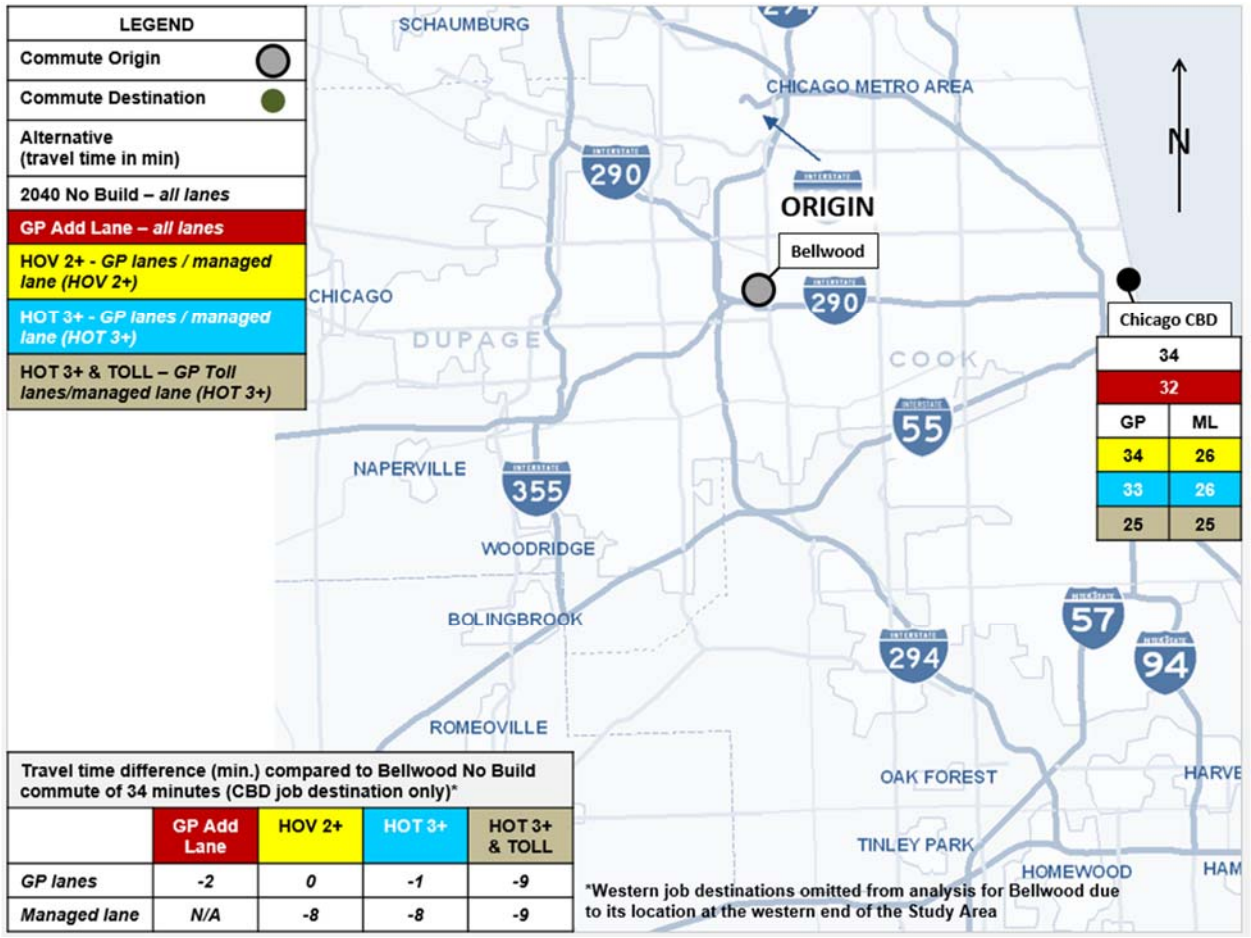
An additional analysis of access to employment centers was completed by comparing travel times from different origin and destination (O/D) pairs in the Study Area for all the build alternatives. For this analysis, the study's travel demand model was used. Trips were estimated in Transportation Analysis Zones (TAZs) within communities that have high EJ Populations as well as TAZs within communities that do not have a high EJ component. Five representative EJ communities (Bellwood, South Maywood, North Maywood, and the Chicago neighborhoods of West Garfield Park and East Garfield Park) as well as two representative non-EJ communities (Forest Park and Oak Park) were studied, with a job trip origin at a central location within each community and job trip destinations at the Chicago Central Business District and five representative suburban employment cluster locations (O'Hare Airport-ORD, South Bensenville/North Elmhurst, Oak Brook, Hodgkins, and Westfield/Fox Valley).

For Bellwood, only trips to the Central Business District were studied, since Bellwood's location at the west end of the Study Area would require minimal usage of the proposed I-290 build alternatives by employees accessing the suburban job locations.

Within each alternative, there are no apparent accessibility differences in travel times between the EJ and non-EJ communities. As shown in Figure 17 through Figure 23, the travel times are primarily a function of the distance from the trip origin to the destination and the efficiency of the alternative and lane in addressing mobility. Therefore, there is no overall discrepancy in potential mobility between EJ and non-EJ communities within any of the alternatives. However, the HOT 3+ & Toll Alternative is the most restrictive alternative with a requirement of three or more occupants to qualify for toll-free access to I-290. The other managed lane alternatives offer three free, unrestricted lanes and a fourth lane that can be accessed with no toll for vehicles meeting the occupancy requirements of two to three persons.

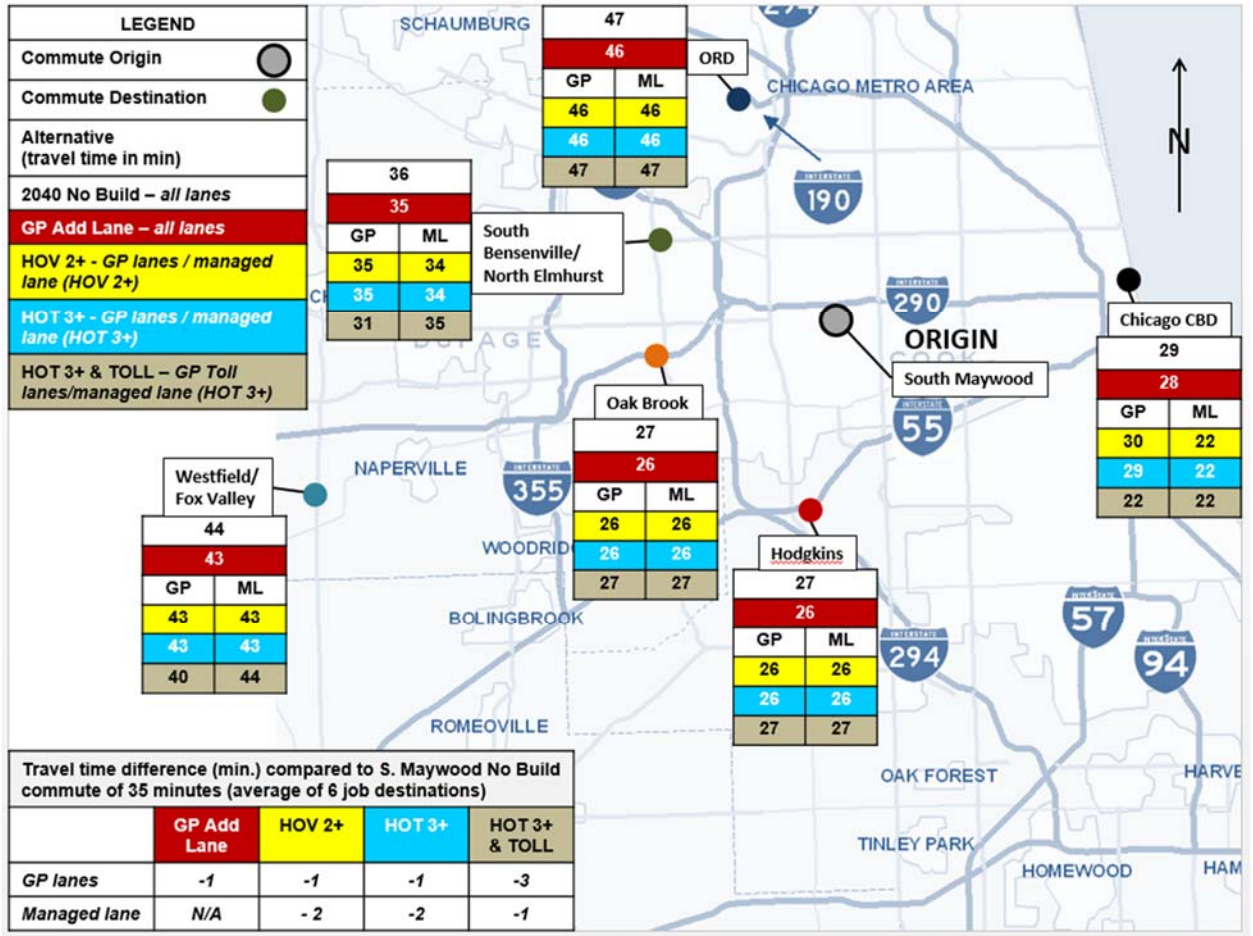
EJ Communities

Figure 17. Travel Times between Bellwood and Employment Destinations



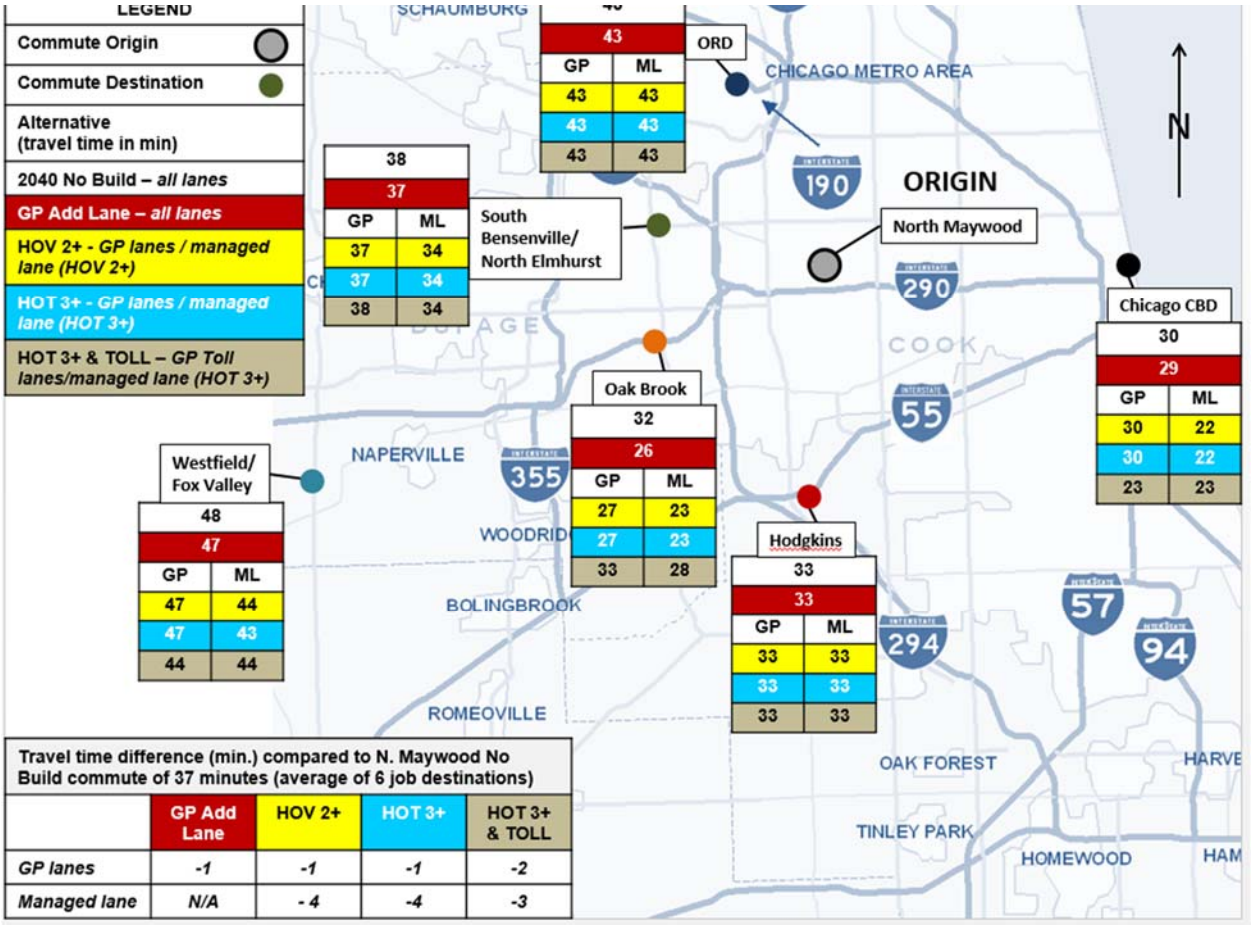
Bellwood: Commute travel times to Chicago CBD with the build alternatives range from 2 to 9 minutes less (GP or GP Toll lanes) and 8 to 9 minutes less (managed lanes) than those of the No Build Alternative, depending on alternative and lanes used. The GP lanes of the HOV 2+ Alternative offer the least time savings (0 minutes) and the HOT 3+ & TOLL Alternative's GP Toll and managed lanes offer the highest time savings (-9 minutes). As stated previously, destinations other than Chicago CBD were not studied for this trip origin due to its location at the western end of the Study Area and minimal potential travel on I-290 to suburban "reverse commute" job destinations.

Figure 18. Travel Times between South Maywood and Employment Destinations



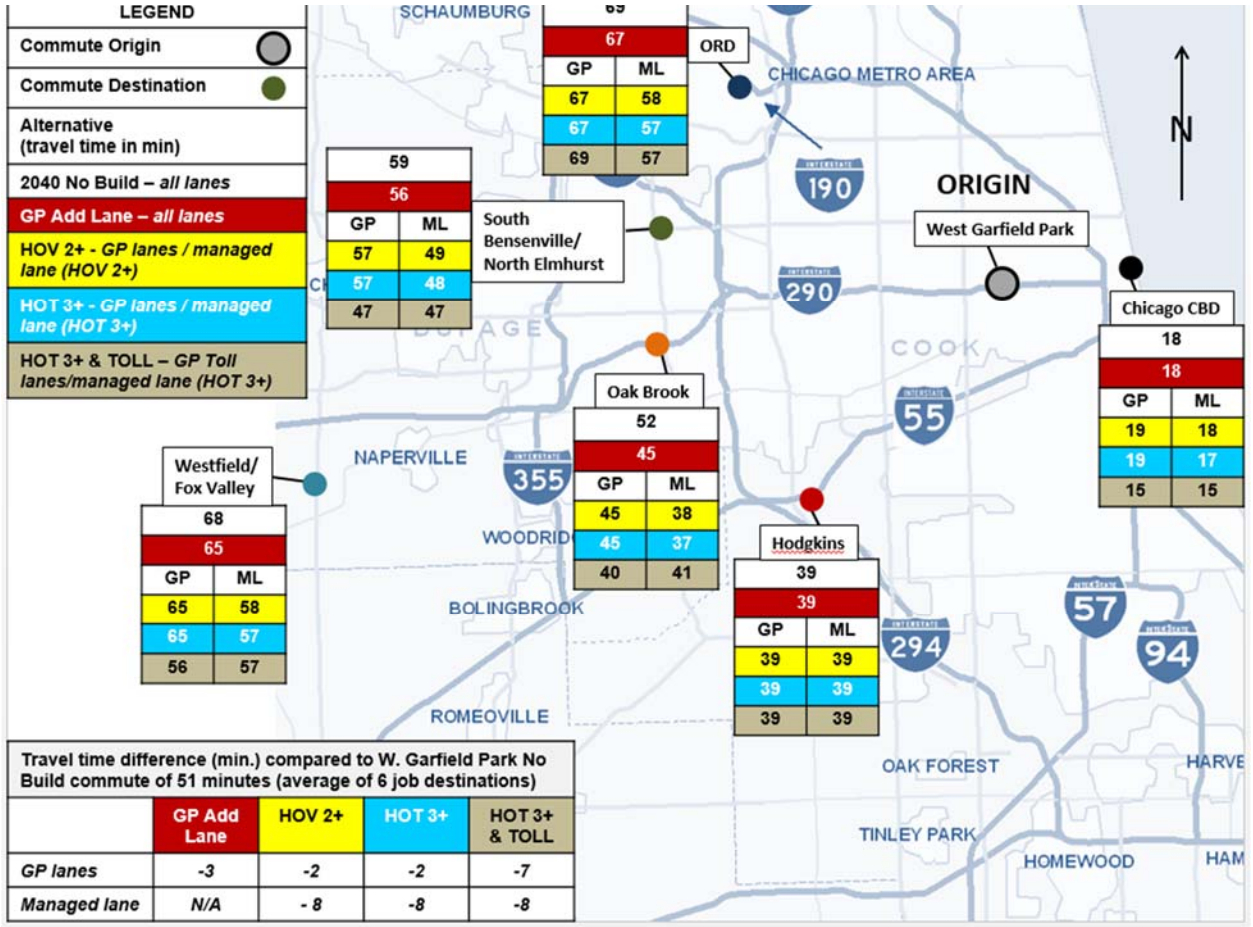
South Maywood: Commute travel times to job destinations with the build alternatives range from 1 minute more to 7 minutes less (GP or GP Toll lanes) and 0 to 7 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 1 to 3 minutes less than the No Build Alternative, with all lanes of the GP Add Lane Alternative, the GP lanes of the HOV 2+ and HOT 3+ alternatives, and the managed lane of the HOT 3+ & TOLL Alternative offering the least time savings (-1 minute) and the GP Toll lanes of the HOT 3+ & TOLL Alternative offering the highest time savings (-3 minutes).

Figure 19. Travel Times between North Maywood and Employment Destinations



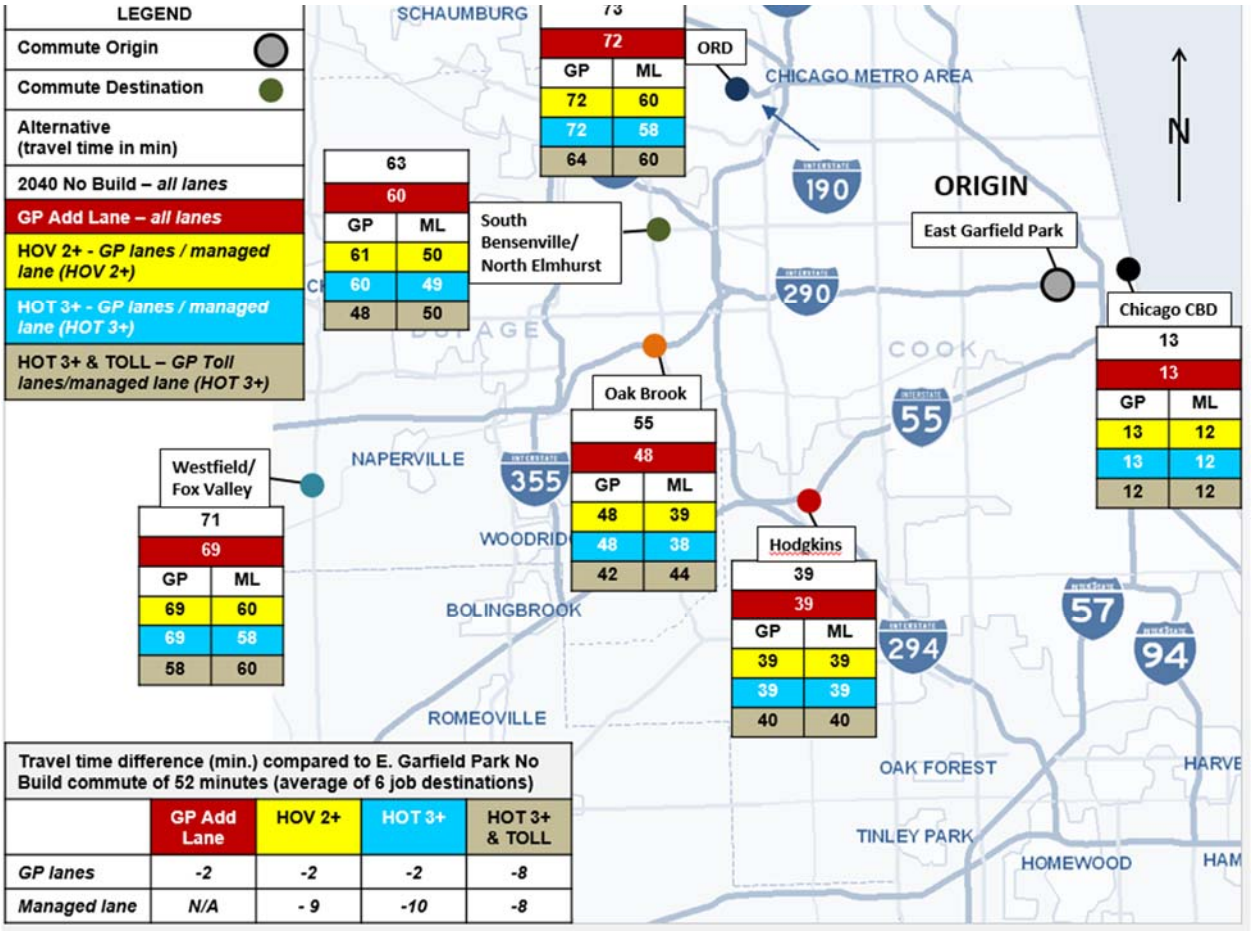
North Maywood: Commute travel times to job destinations with the build alternatives range from 0 to 7 minutes less (GP or GP Toll lanes) and 0 to 9 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 1 minute to 4 minutes less than the No Build Alternative, with all lanes of the GP Add Lane Alternative and the GP lanes of the HOV 2+ and HOT 3+ alternatives offering the least time savings (-1 minute) and the managed lanes of the HOV 2+ and HOT 3+ alternatives offering the highest time savings (-4 minutes).

Figure 20. Travel Times between West Garfield Park and Employment Destinations



West Garfield Park: Commute travel times to job destinations with the build alternatives range from 1 minute more to 12 minutes less (GP or GP Toll lanes) and 0 to 12 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 2 to 8 minutes less than the No Build Alternative, with the GP lanes of the HOV 2+ and HOT 3+ alternatives offering the least time savings (-2 minutes) and the managed lanes of the HOV 2+, HOT 3+, and HOT 3+ & TOLL alternatives offering the highest time savings (-8 minutes).

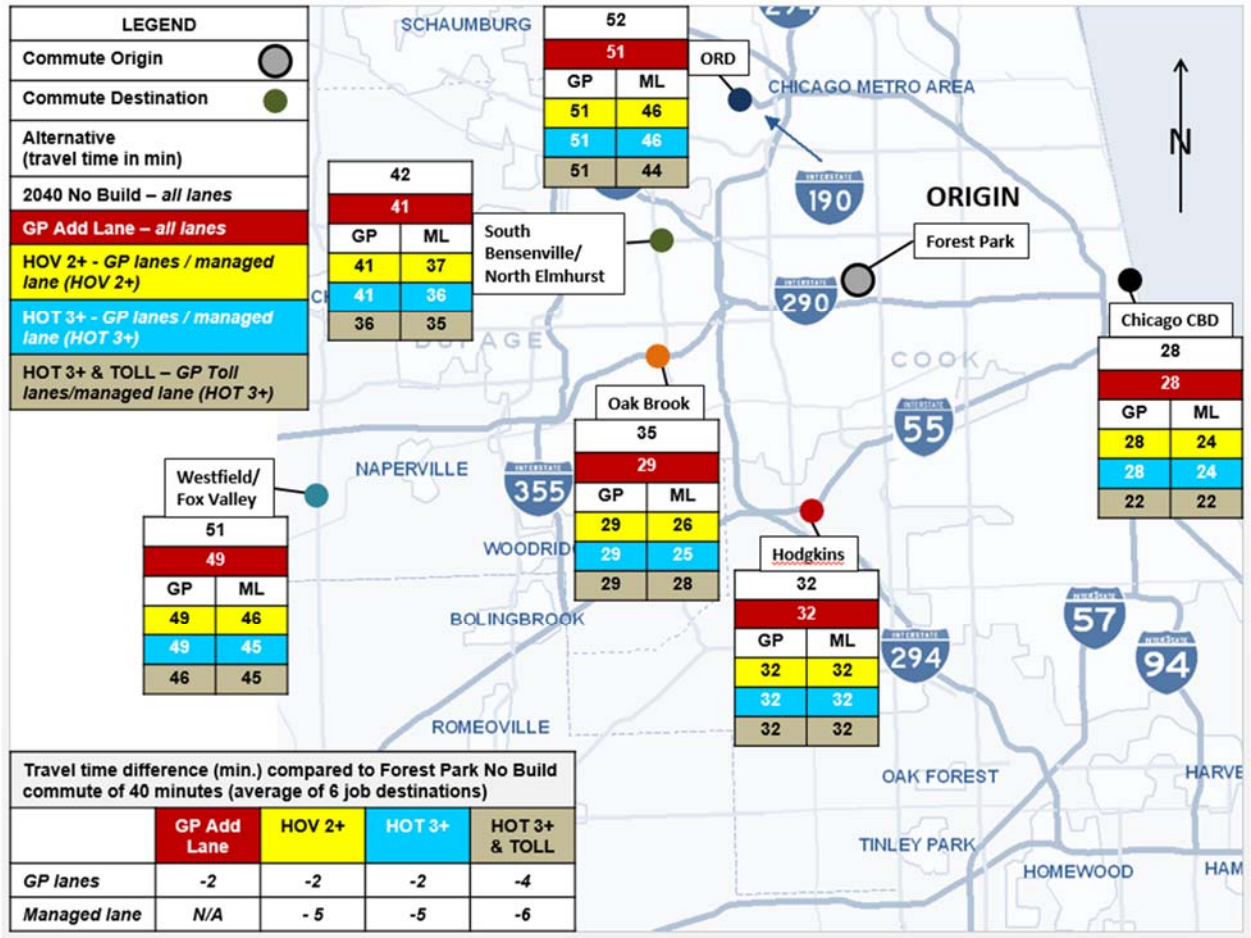
Figure 21. Travel Times between East Garfield Park and Employment Destinations



East Garfield Park: Commute travel times to job destinations with the build alternatives range from 0 to 15 minutes less (GP or GP Toll lanes) and 0 to 17 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 2 to 10 minutes less than the No Build Alternative, with all lanes of the GP Add Lane Alternative and the GP lanes of the HOV 2+ and HOT 3+ alternatives offering the least time savings (-2 minutes) and the managed lanes of the HOT 3+ Alternative offering the highest time savings (-10 minutes).

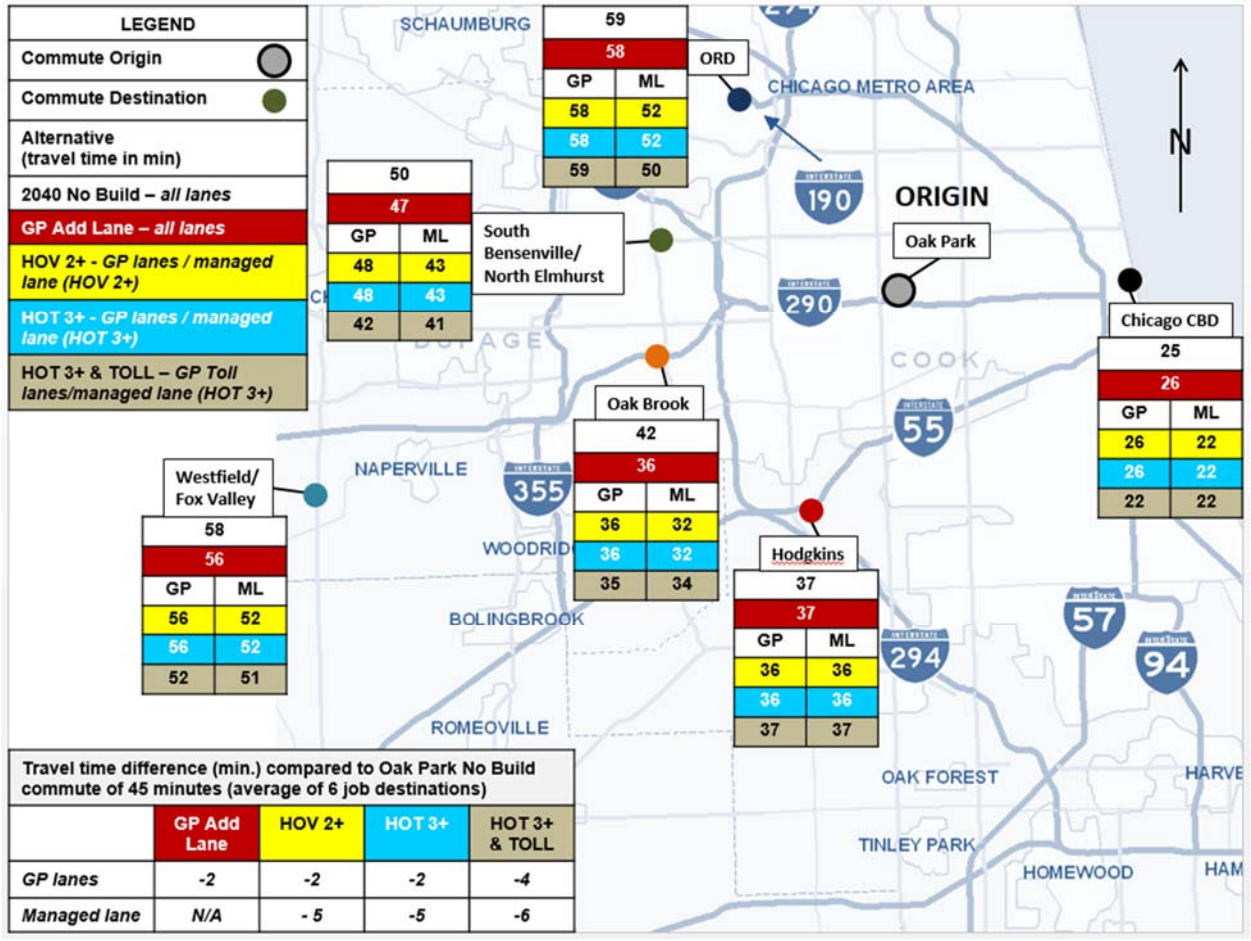
Non-EJ Communities

Figure 22. Travel Times between Forest Park and Employment Destinations



Forest Park: Commute travel times to job destinations with the build alternatives range from 0 to 6 minutes less (GP or GP Toll lanes) and 0 to 10 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 2 to 16 minutes less than the No Build Alternative, with all lanes of the GP Add Lane Alternative and the GP lanes of the HOV 2+ and HOT 3+ alternatives offering the least time savings (-2 minutes) and the managed lane of the HOT 3+ & TOLL Alternative offering the highest time savings (-6 minutes).

Figure 23. Travel Times between Oak Park and Employment Destinations



Oak Park: Commute travel times to job destinations with the build alternatives range from 1 minute more to 8 minutes less (GP or GP Toll lanes) and 0 to 10 minutes less (managed lanes) than those of the No Build Alternative, depending on destination, alternative and lanes used. The average commute time to all job destinations is from 2 to 6 minutes less than the No Build Alternative, with all lanes of the GP Add Lane Alternative and the GP lanes of the HOV 2+ and HOT 3+ alternatives offering the least time savings (-2 minutes) and the managed lane of the HOT 3+ & TOLL Alternative offering the highest time savings (-6 minutes).

Summary

For eastbound commuting trips to the Chicago CBD, the build alternatives would generally offer more travel time savings for the EJ communities located farthest from the CBD (North and South Maywood and Bellwood), as compared to the nearby EJ communities of East and West Garfield Park. For the non-EJ communities of Forest Park and Oak Park, similar patterns are evident for trips to the CBD.

For westbound commuting trips (or reverse commute) to suburban employment cluster locations, the build alternatives would generally offer more travel time savings for the EJ communities located farthest from the suburban employment clusters (East and West Garfield Park) as compared to the nearer EJ communities of North and South Maywood. For the non-EJ communities of Forest Park and Oak Park, similar patterns are evident for trips to the suburban employment cluster locations. As both Oak Park and Forest Park are located toward the center of the Project Corridor, little difference in performance would be expected in the westward direction among the two communities.

The managed lanes of the HOV and HOT 3+ and HOT 3+ and TOLL alternatives generally offer the greatest commuting time savings, while general purpose lanes of all alternatives offer more modest time savings, and in some cases offer commuting times that are unchanged or slightly worse than the No Build Alternative. The tolled lanes of the HOT 3+ & TOLL Alternative also have relatively high time savings as compared to the No Build Alternative.

Appendix E

Section 106 Materials and Correspondence

I-290 Eisenhower Expressway
Cook County, Illinois

Since the publication of the DEIS, Appendix E was updated to include the following:

E-4 – Added SHPO no adverse effect concurrence letter

E-5 – Added March 29, 2017 SHPO no archaeological properties affected concurrence letter

E-6 – Added Park District of Oak Park letter about Effects Assessment Report and response

E-8 – Added Effects Assessment Report (April 2017)

E-9 – Added meeting materials and meeting summary for consulting parties meeting on Effects Assessment Report

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

June 2017

Appendix E Table of Contents

SECTION 106 MATERIALS AND CORRESPONDENCE

Appendix E-1	**Area of Potential Effects Map and Supporting Documentation**
Appendix E-2	**Section 106 Historic Properties Identification Report (March 2016)**
Appendix E-3	**Section 106 Historic Properties Identification Addendum Report (May 2016)**
Appendix E-4	**Agency Coordination, Correspondence, and Comments Received**
Appendix E-5	**Agency Correspondence and Concurrence on Archaeological Investigations**
Appendix E-6	**Consulting Parties Coordination, Correspondence, and Comments Received**
Appendix E-7	**Section 106 Consulting Parties Meeting on Historic Properties Identification and Evaluation**
Appendix E-8	**Section 106 Effects Assessment Report (April 2017)**
Appendix E-9	**Section 106 Consulting Parties Meeting on Effects Assessment to Historic Properties**

Appendix E-1

Area of Potential Effects Map and Supporting Documentation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

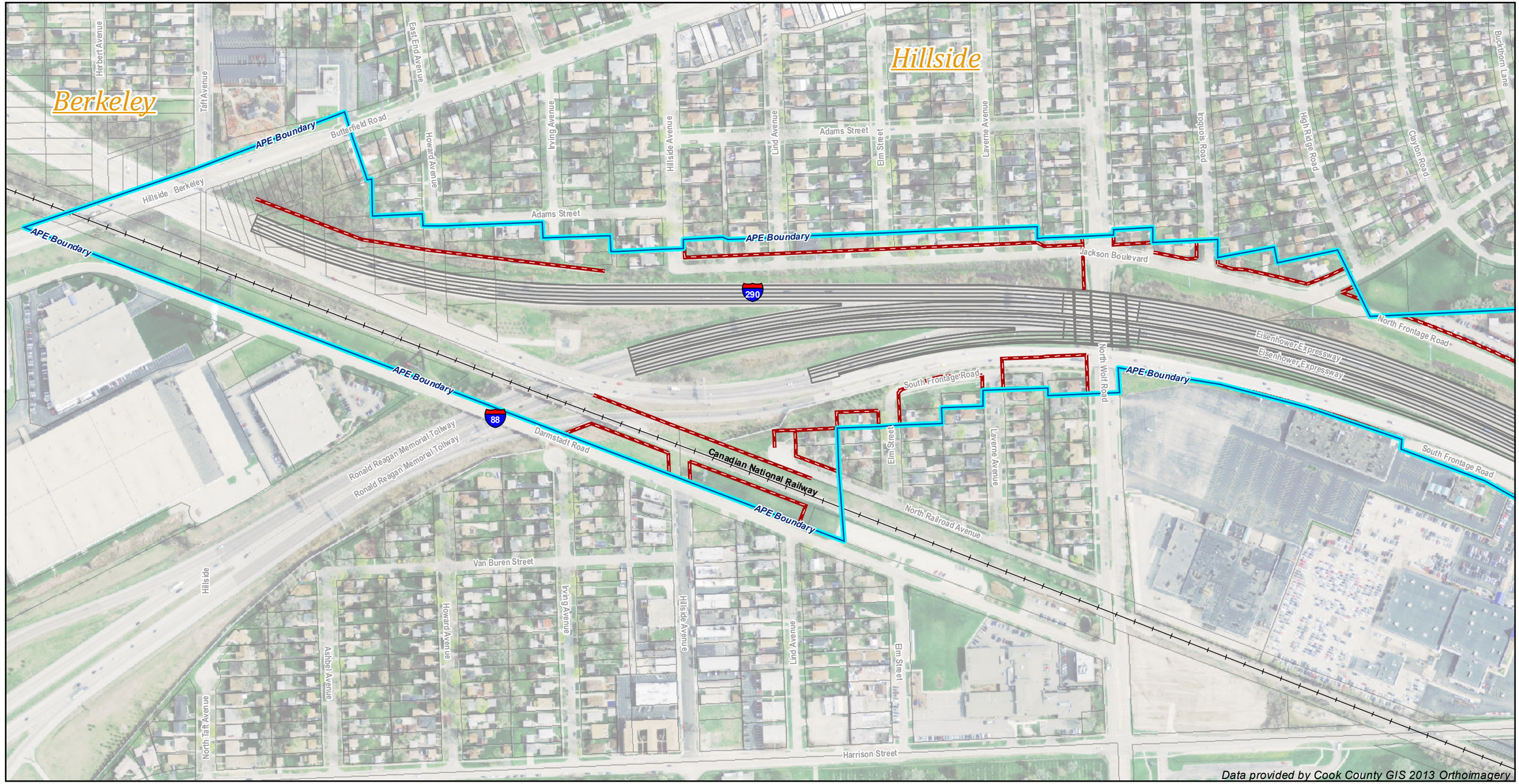
Illinois Department of Transportation

Prepared By:

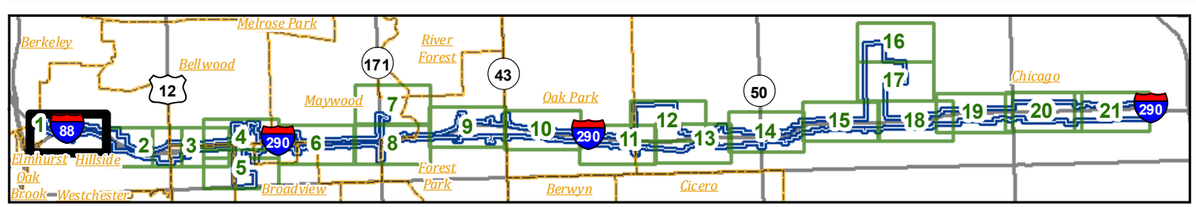
WSP | Parsons Brinckerhoff

November 2016

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Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- NRHP-Listed Property or District
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP-Eligible Property (by others)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 1 of 21

Date 12/14/2015

Hillside

Landfill

Bellwood

Gladys Avenue

Van Buren Street

Congress Street

Kitchener Street

APE Boundary

Idlewild Lane

Hillside Drive

South Frontage Road

North Frontage Road

Eisenhower Expressway

290

Harrison Street

Canadian National Railway

Orchard Avenue

Oakridge Avenue

Oak Avenue

Mannheim Road

Westchester

Bellwood

Hillside

12

Fenci Lane

Maple Avenue

South Forest Avenue

Seno Drive

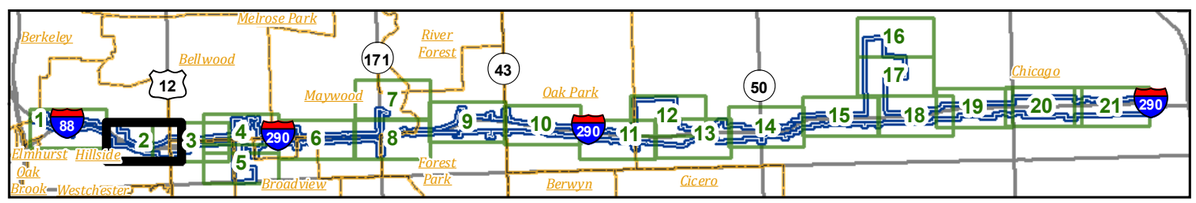
North Railroad Avenue

East Avenue

Worchester Avenue

Cromwell Avenue

Data provided by Cook County GIS 2013 Orthoimagery



0 300 600 900 1,200

1 inch = 300 feet

Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- NRHP-Listed Property or District
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP-Eligible Property (by others)
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- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 2 of 21

Date 12/14/2015

Bellwood

Westchester

Gladys Avenue

Congress Street

Harrison Street

Wedgwood Drive

Van Buren Street

Kitchener Street

Marshall Avenue

Park Place

Bellwood Avenue

Bohland Avenue

Linden Avenue

Rice Avenue

Eastern Avenue

32nd Avenue

31st Avenue

30th Avenue

Addison Creek

Mannheim Road

Hillside

North Frontage Road

Westchester

Bellwood

Eisenhower Expressway

Eisenhower Expressway

Balmoral Avenue

Worchester Avenue

Cromwell Avenue

Westchester Boulevard

Westchester Boulevard

Hull Avenue

Newcastle Avenue

Portsmouth Avenue

Suffolk Avenue

Norfolk Avenue

Manchester Avenue

Bristol Avenue

APE Boundary

APE Boundary

APE Boundary

APE Boundary

APE Boundary

APE Boundary

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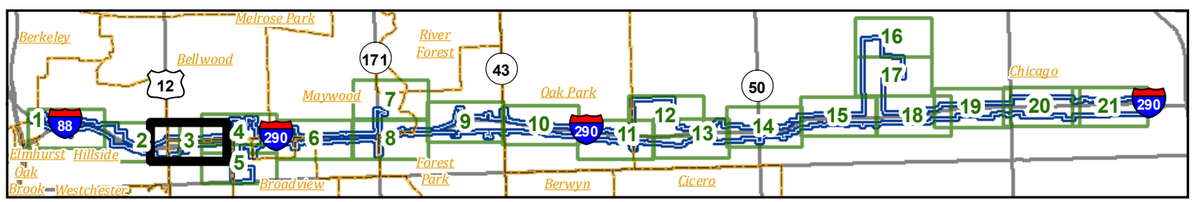
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Data provided by Cook County GIS 2013 Orthoimagery



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Legend

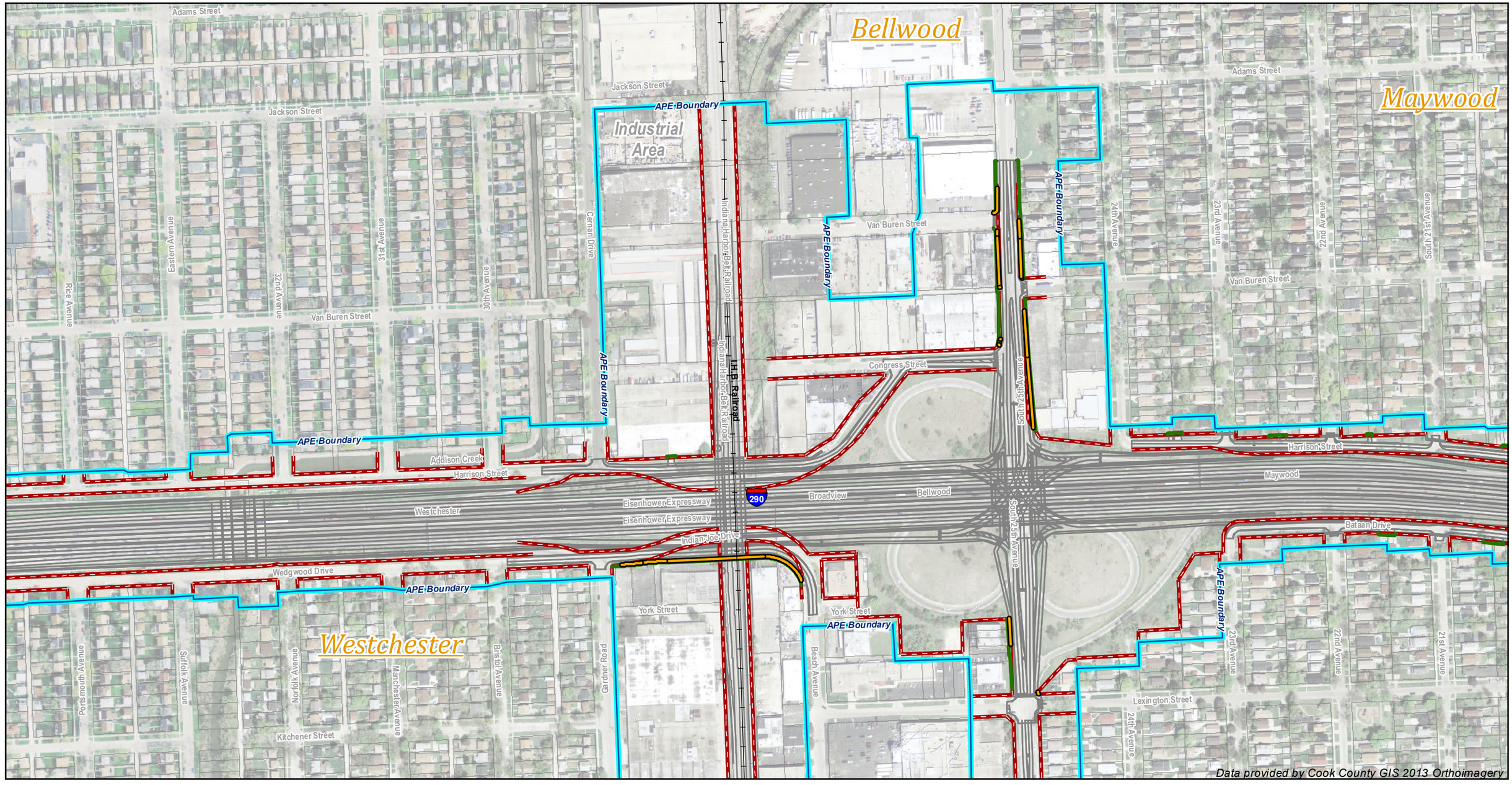
- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- NRHP-Listed Property or District
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP-Eligible Property (by others)
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- Railroad
- CTA Rail
- Proposed Design

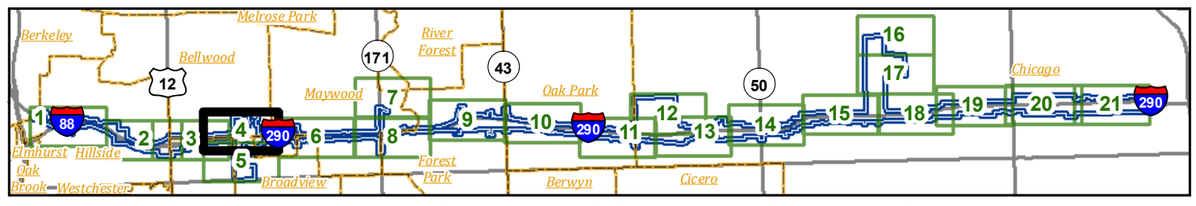
Area of Potential Effects

Eisenhower expressway

Sheet 3 of 21

Date 12/14/2015





Legend

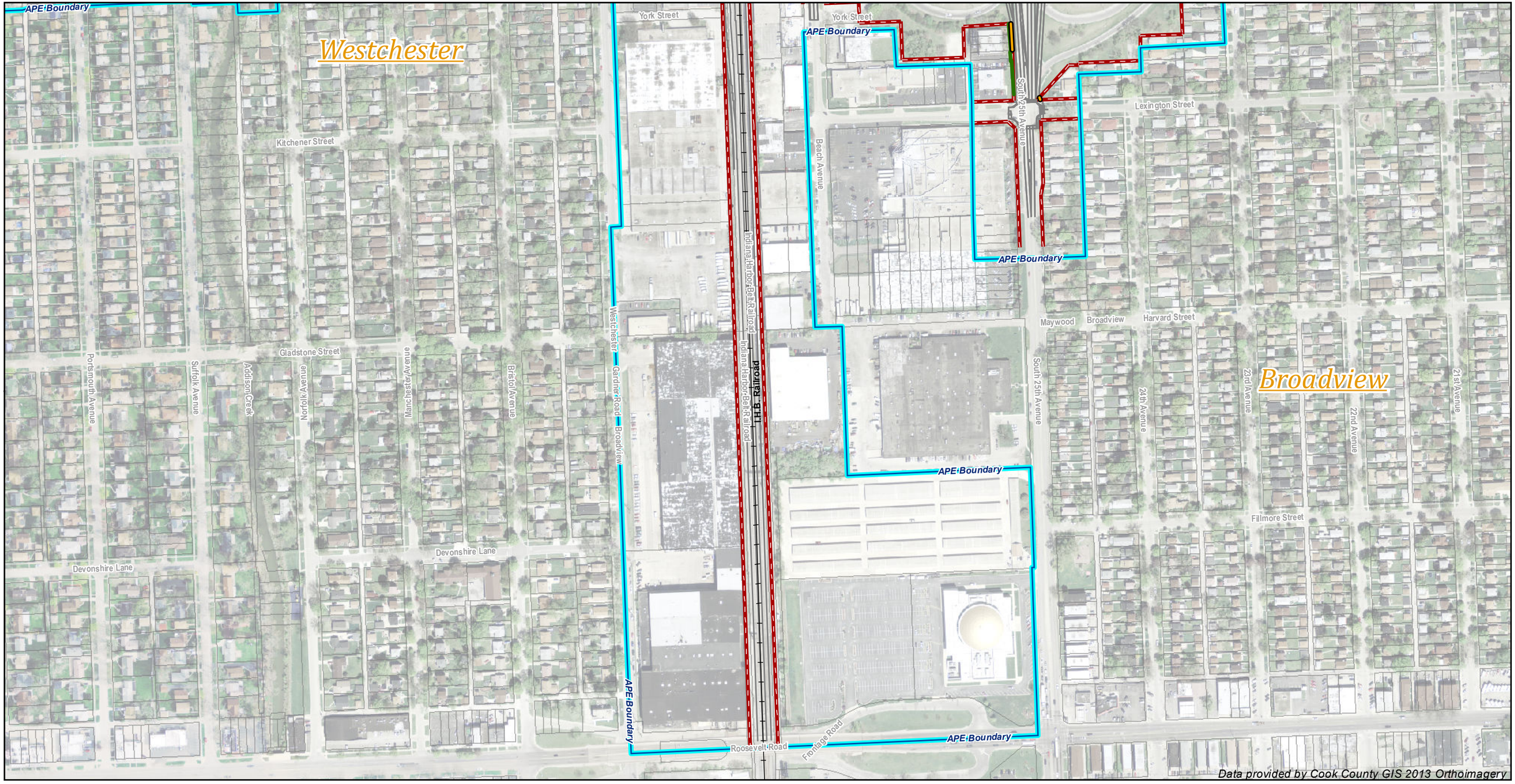
- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- NRHP-Listed Property or District
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP-Eligible Property (by others)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

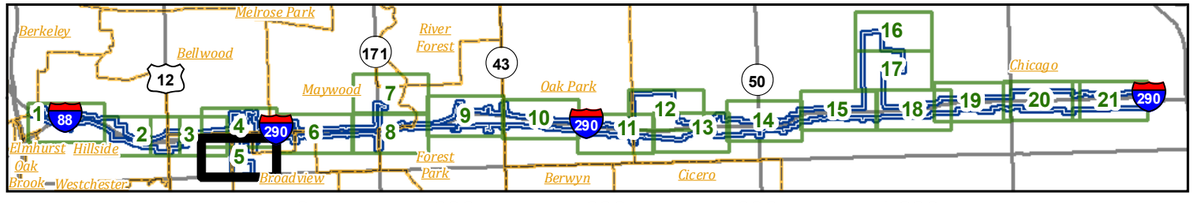
Area of Potential Effects

Eisenhower expressway

Sheet 4 of 21

Date 12/14/2015





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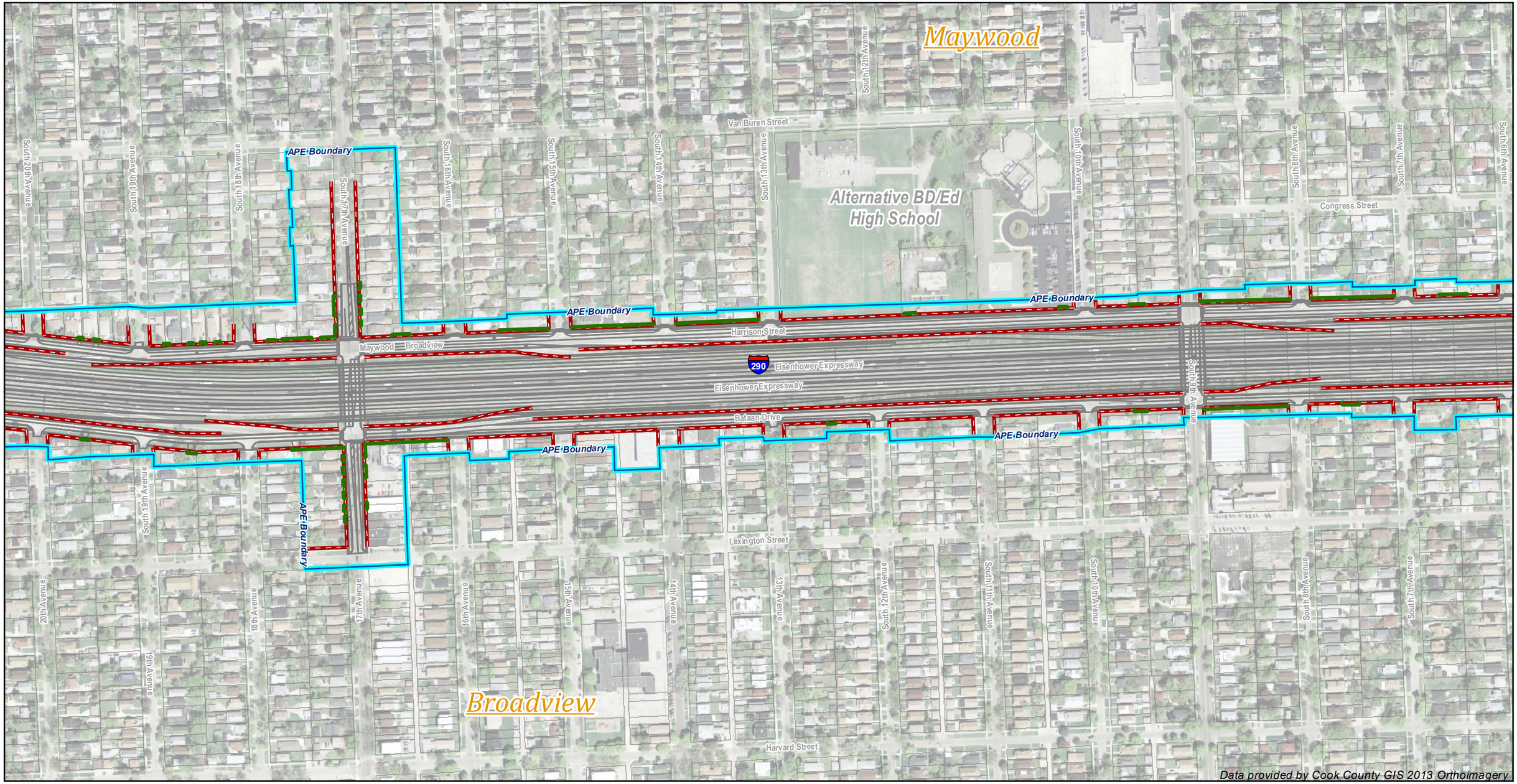
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- Pending NRHP Listing Property (by others)
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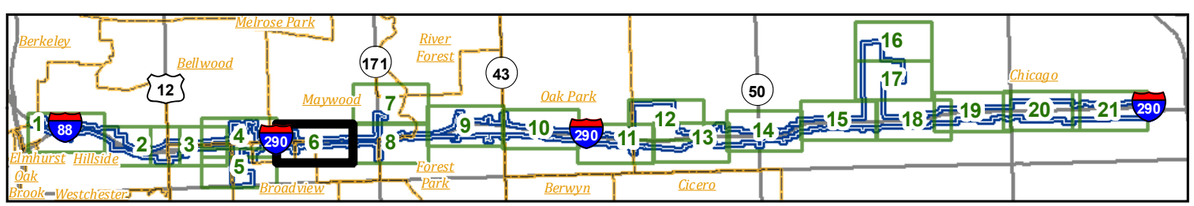
Area of Potential Effects

Eisenhower expressway

Sheet 5 of 21

Date 12/14/2015





1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
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- Previously Determined NRHP-Eligible Property (by others)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 6 of 21

Date 12/14/2015

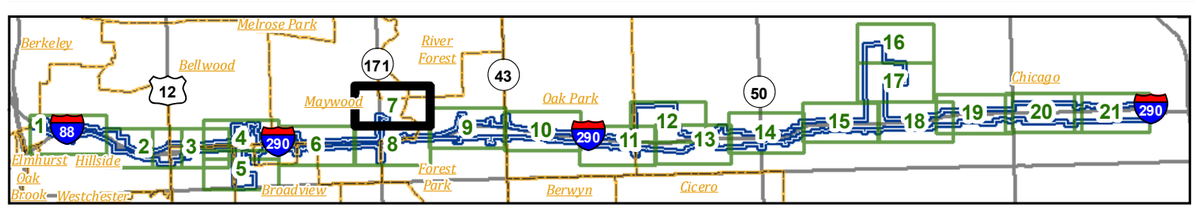
River Forest

Forest Park

Maywood

Warren Street
School Street
Madison Street
Green Street
Legion Street
Wilcox Street
Quincy Street
Vine Street
River Forest
Maywood
Forest Park
Cemetery
Des Plaines River
Des Plaines River
Des Plaines River
Thatcher Avenue
Gale Avenue
Keystone Avenue
South 2nd Avenue
South 5th Avenue
South 4th Avenue
South 3rd Avenue
1st Avenue
Orchard Avenue
Greenwood Avenue
171
APE Boundary
Maybrook Drive
Maybrook Drive
Illinois Prairie Path
Illinois Prairie Path

Data provided by Cook County GIS 2013 Orthoimagery



0 300 600 900 1,200 Feet

1 inch = 300 feet

Legend

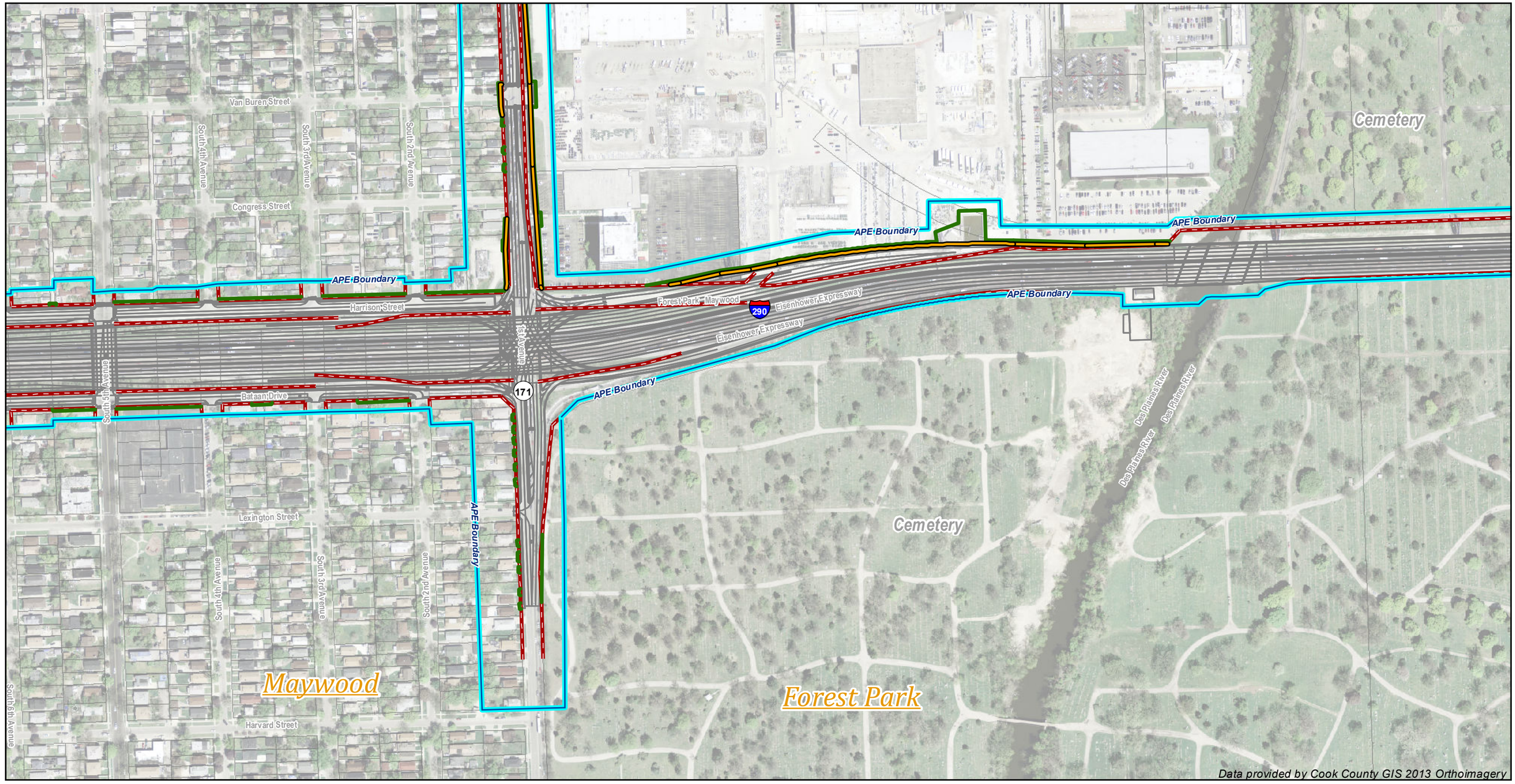
- Area of Potential Effects
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- Proposed Right-of-Way
- Temporary Easement
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- Pending NRHP Listing Property (by others)
- Previously Determined NRHP-Eligible Property (by others)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

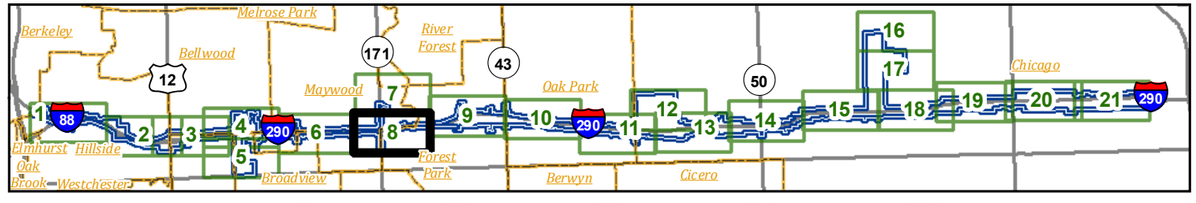
Area of Potential Effects

Eisenhower expressway

Sheet 7 of 21

Date 12/14/2015





1 inch = 300 feet

Legend

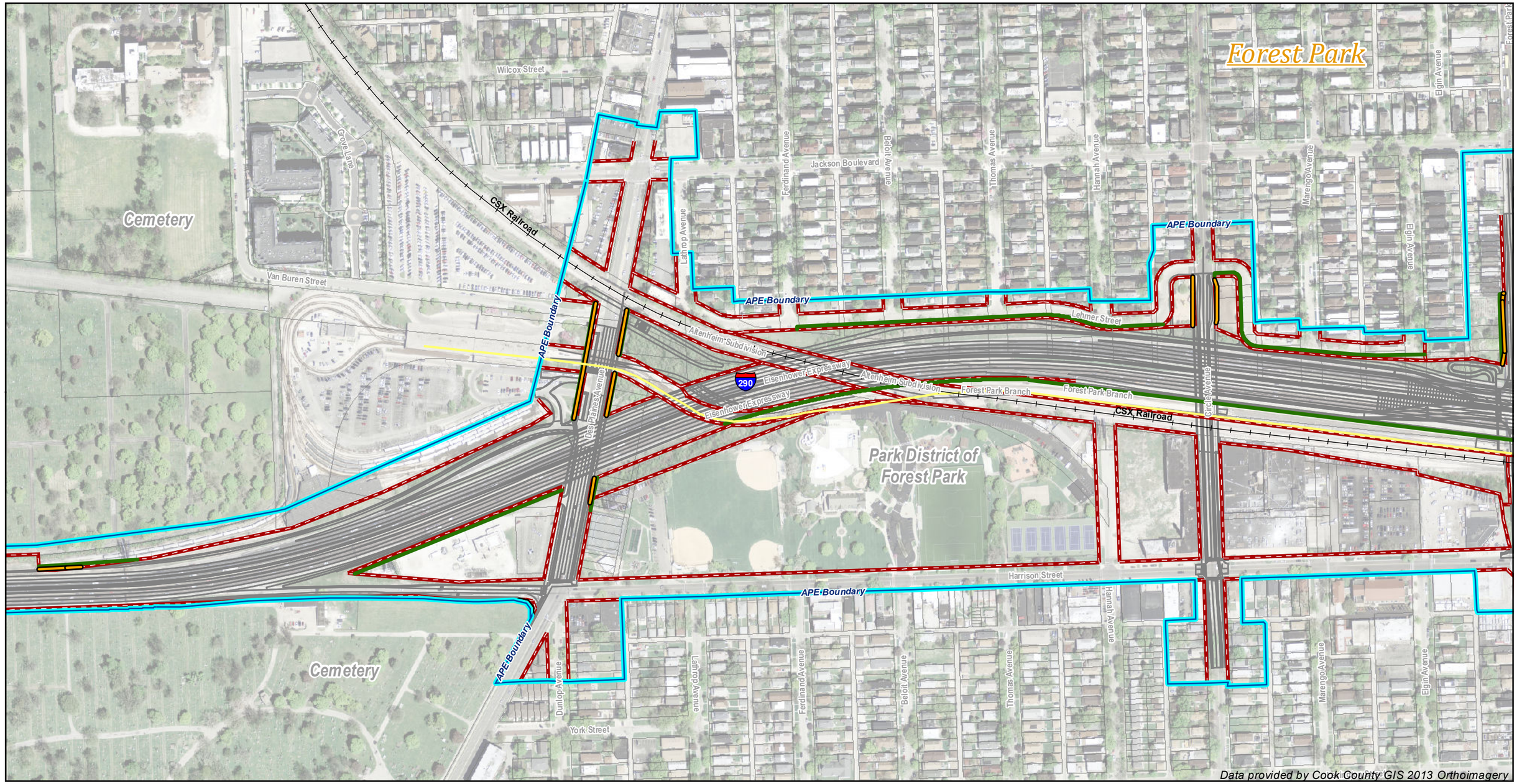
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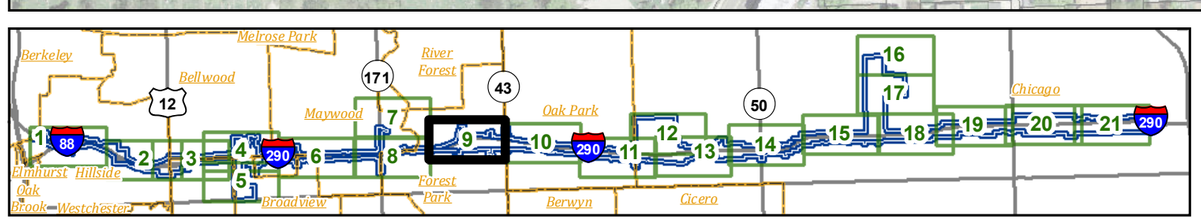
Area of Potential Effects

Eisenhower expressway

Sheet 8 of 21

Date 12/14/2015





0 300 600 900 1,200 Feet

1 inch = 300 feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
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- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 9 of 21

Date 12/14/2015

Area of Potential Effects

Eisenhower expressway

Sheet 10 of 21

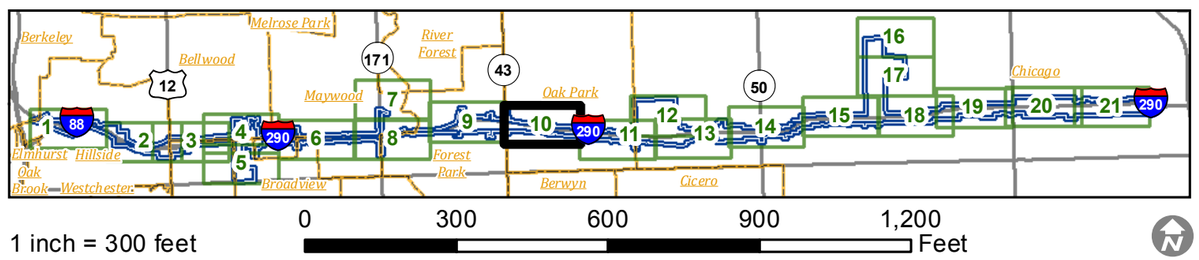
Date 12/14/2015

Key to Property

ID | Name

1-5 | Hulbert Historic District

1-10 | Oak Park Conservatory

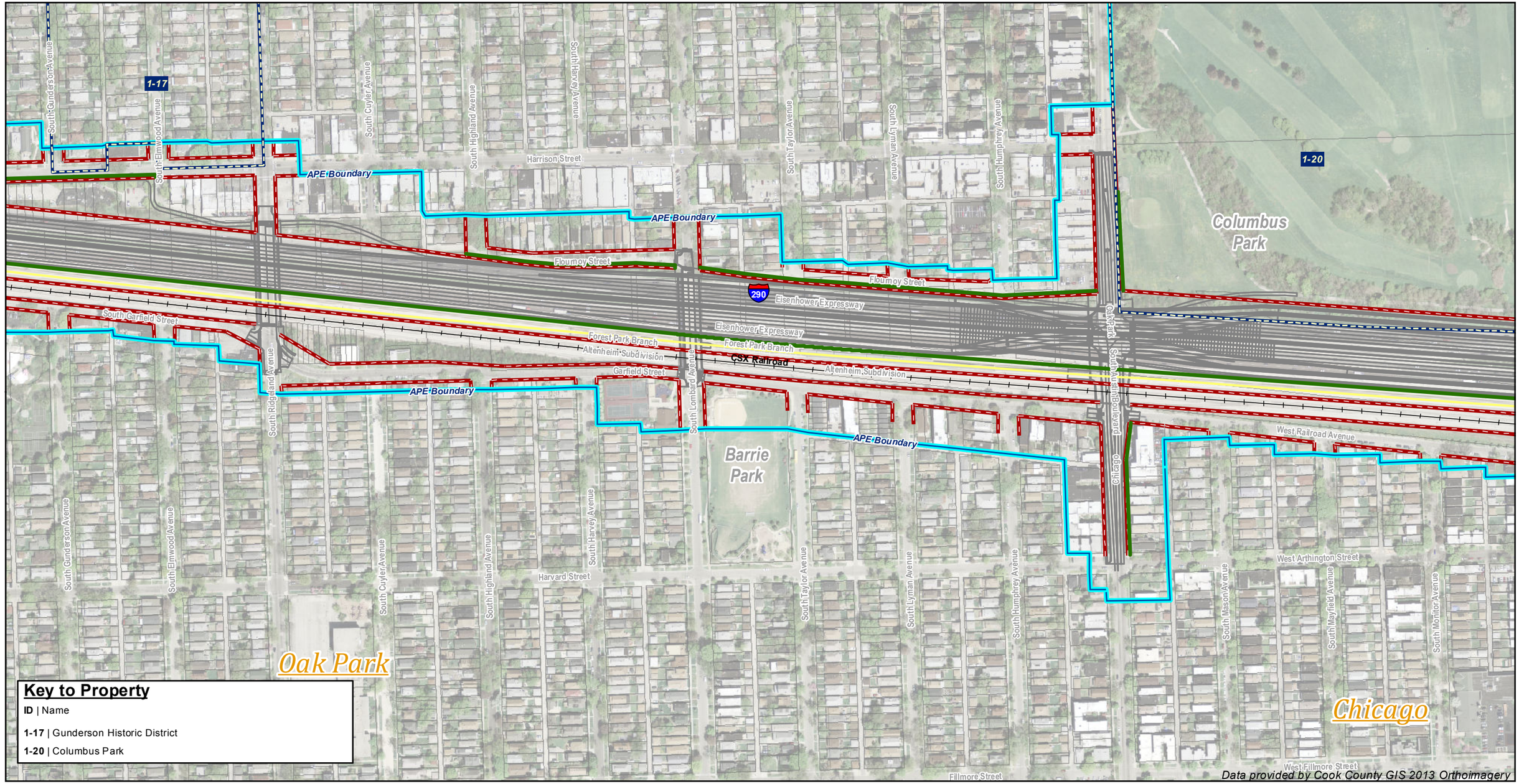


1 inch = 300 feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
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- Previously Determined NRHP-Eligible Property (by others)
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Data provided by Cook County GIS 2013 Orthoimagery

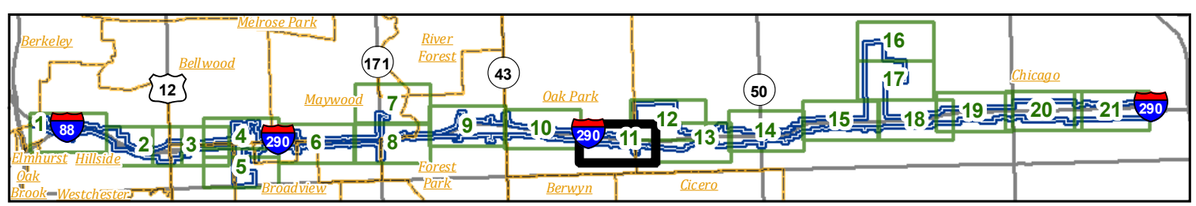


Key to Property

ID | Name

1-17 | Gunderson Historic District

1-20 | Columbus Park



1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

- Area of Potential Effects
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- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 11 of 21

Date 12/14/2015

Key to Property

ID | Name

1-20 | Columbus Park

APE Boundary

West Adams Boulevard

South Menard Drive

West Jackson Boulevard

Jackson Boulevard

Oak Park

South Austin Boulevard

Chicago

Van Buren Street

Harrison Street

South Golf Drive

1-20

Columbus Park

Chicago

West Gladys Avenue

South Lotus Avenue

West Van Buren Street

South Central Avenue

West Congress Parkway

South Jensen Boulevard

West Harrison Street

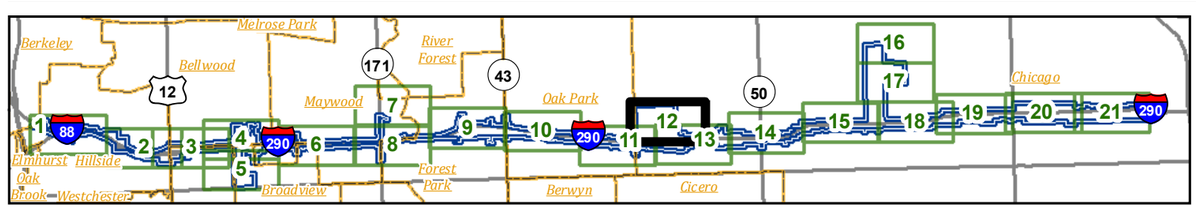
West Flournoy Street

290

Eisenhower Expressway

Forest Park Branch

Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

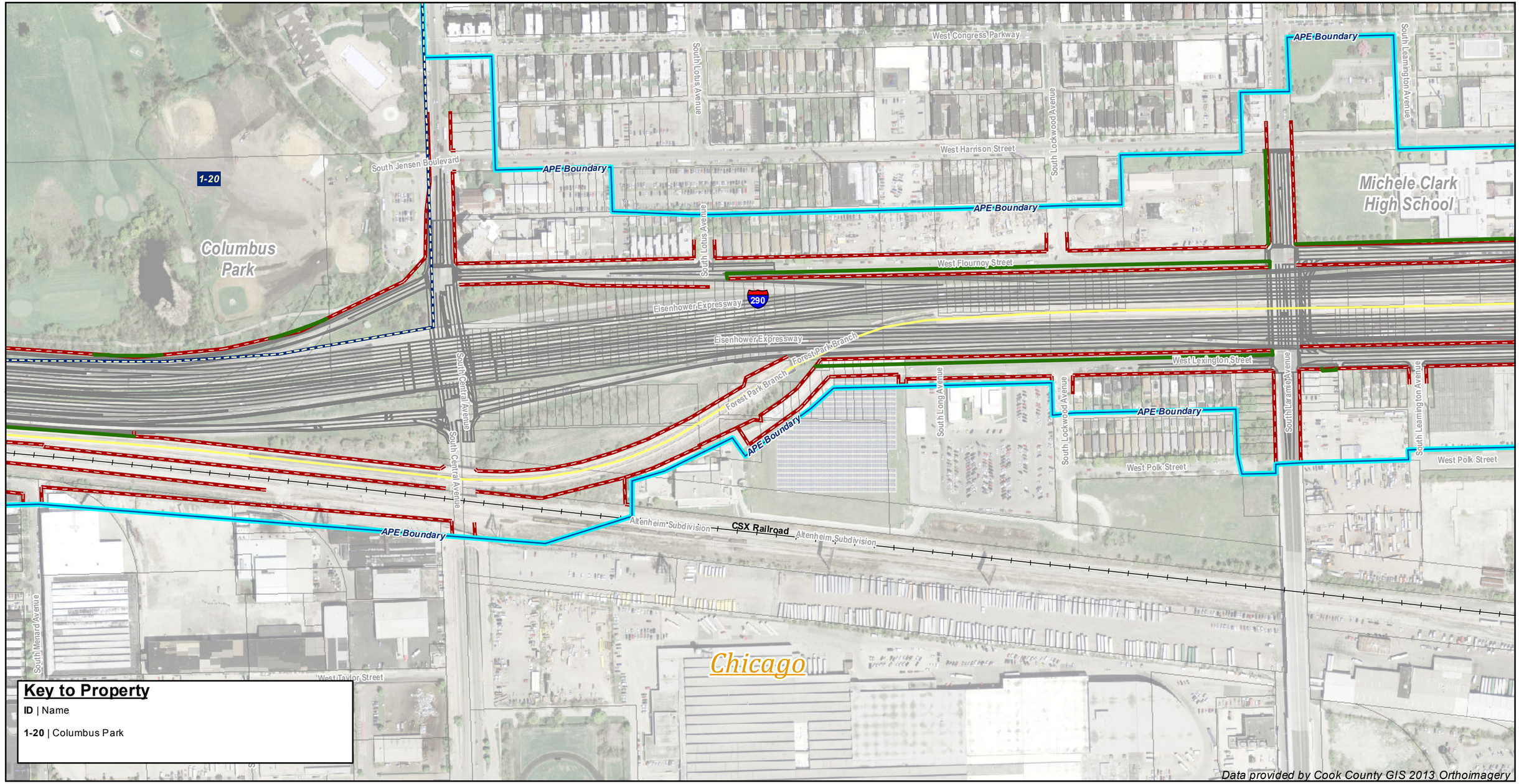
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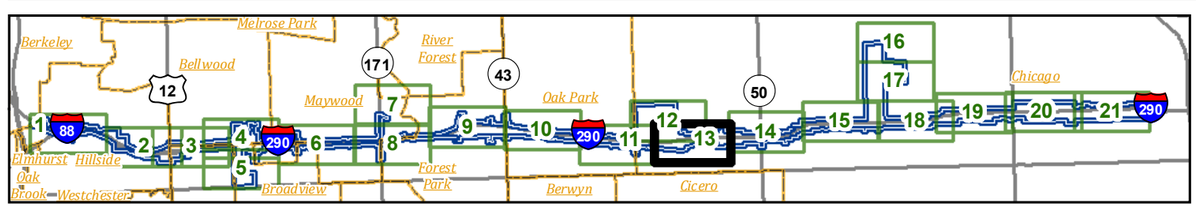
Area of Potential Effects

Eisenhower expressway

Sheet 12 of 21

Date 12/14/2015





1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

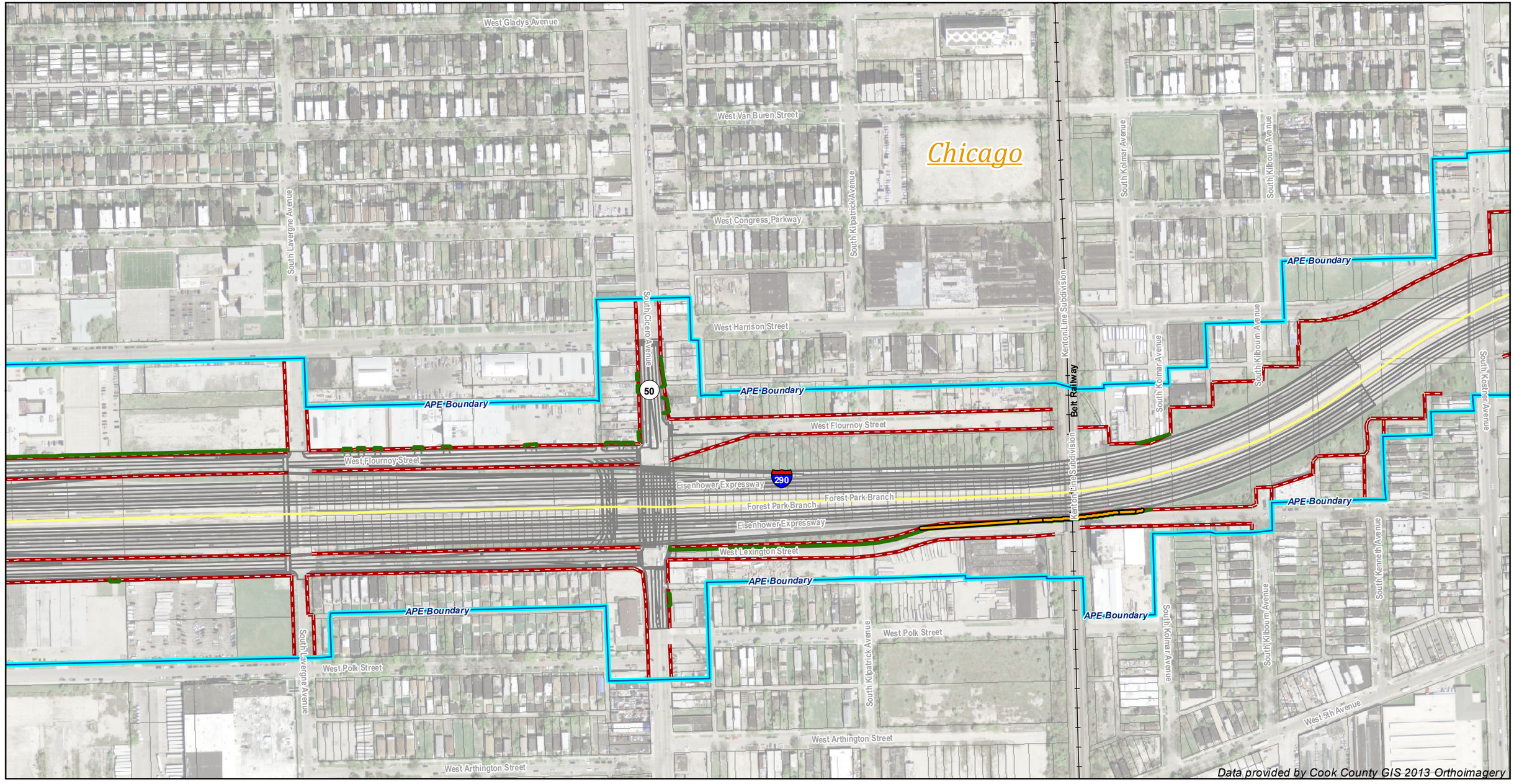
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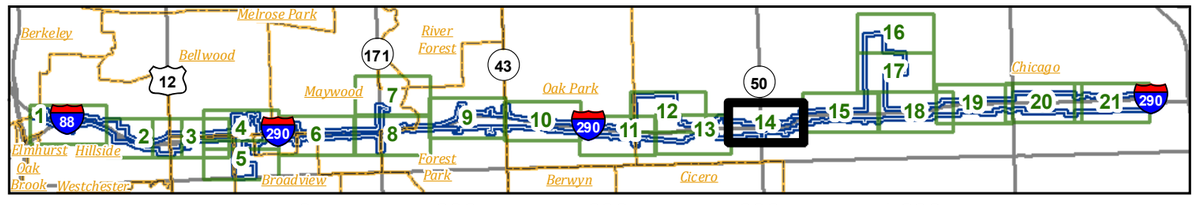
Area of Potential Effects

Eisenhower expressway

Sheet 13 of 21

Date 12/14/2015





1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

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Area of Potential Effects

Eisenhower expressway

Sheet 14 of 21

Date 12/14/2015

Chicago

West Jackson Boulevard
West Gladys Avenue
West Van Buren Street
West Congress Parkway
Eisenhower Expressway
Forest Park Branch
West Harrison Street
West Flournoy Street
West 5th Avenue
West Lexington Street

South Kildare Avenue
South Keeler Avenue
South Karlov Avenue
South Springfield Avenue
South Pulaski Road
South Hamlin Boulevard
South Tripp Avenue
South Ketvale Avenue
South Kostner Avenue
South Independence Boulevard
South Lawndale Avenue

Garfield Park
I-27
I-28
290

APE Boundary

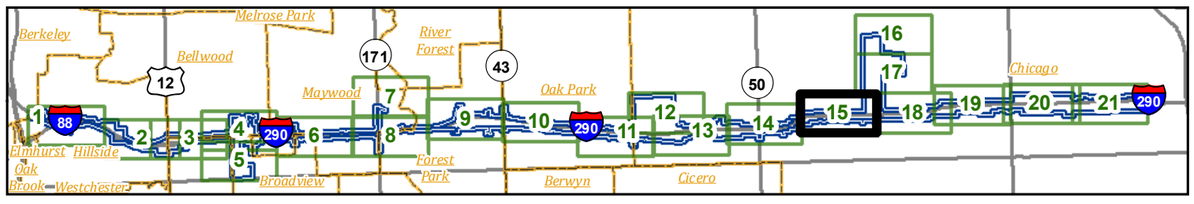
Key to Property

ID | Name

1-27 | Garfield Park

1-28 | The Chicago Park Boulevard System Historic District

Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

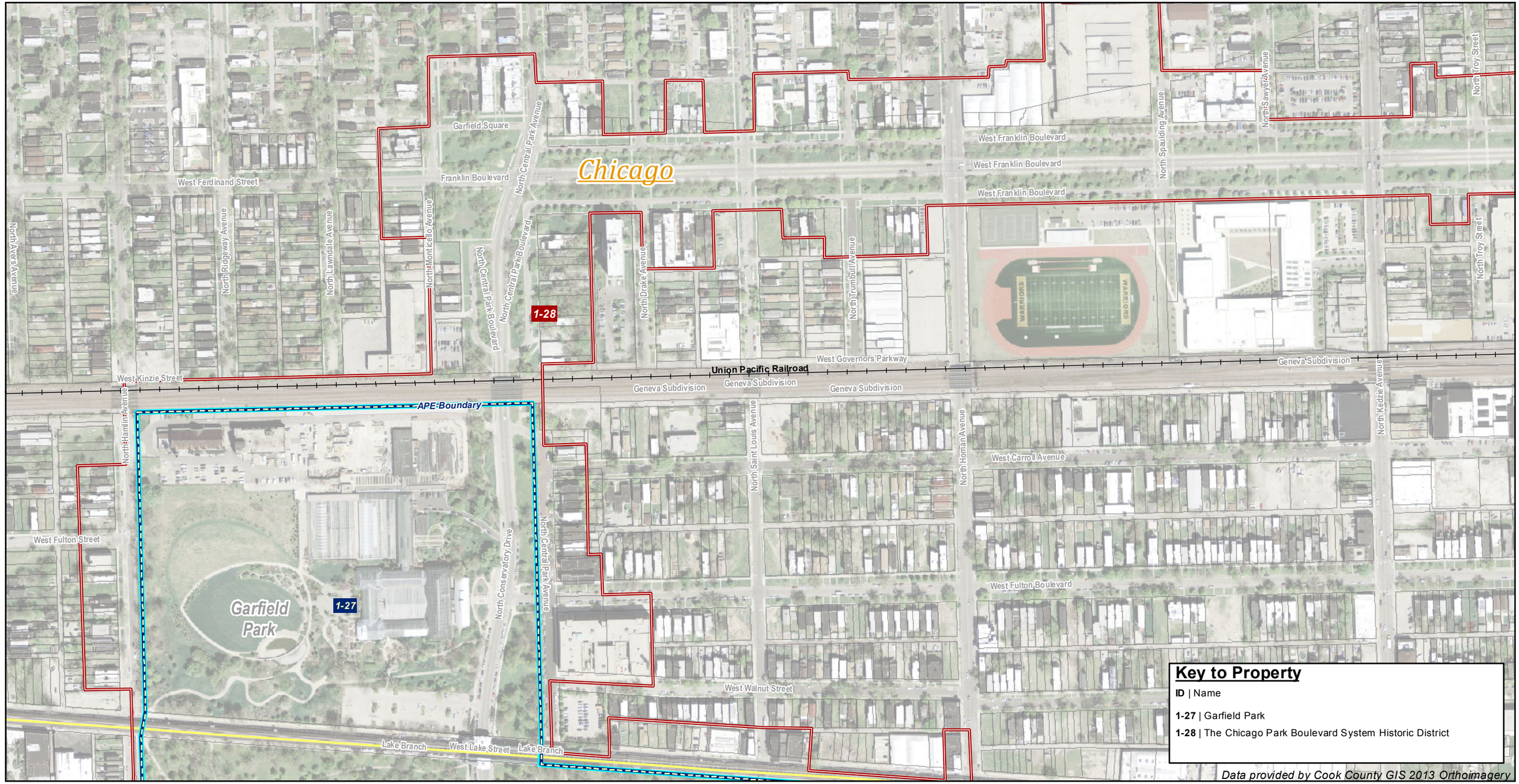
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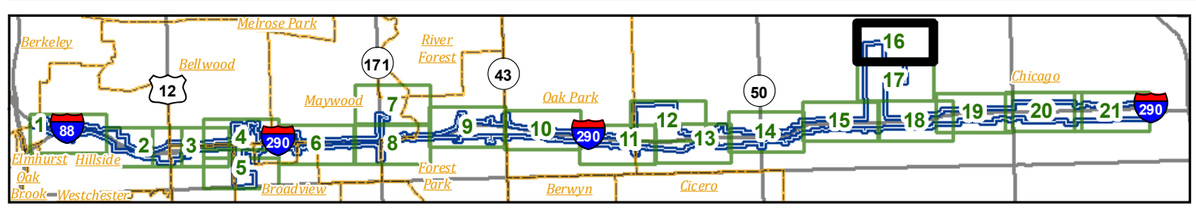
Area of Potential Effects

Eisenhower expressway

Sheet 15 of 21

Date 12/14/2015





Legend

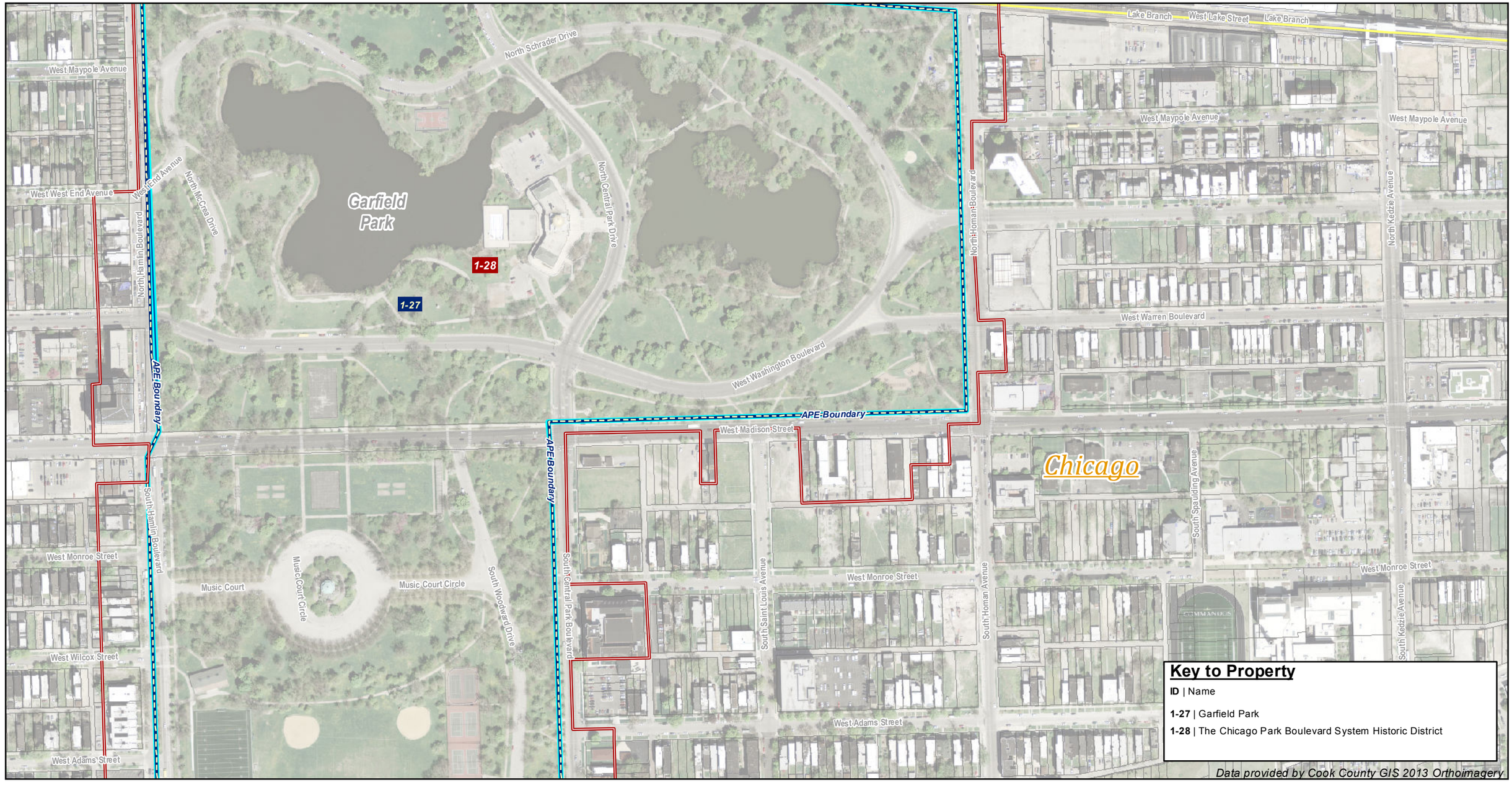
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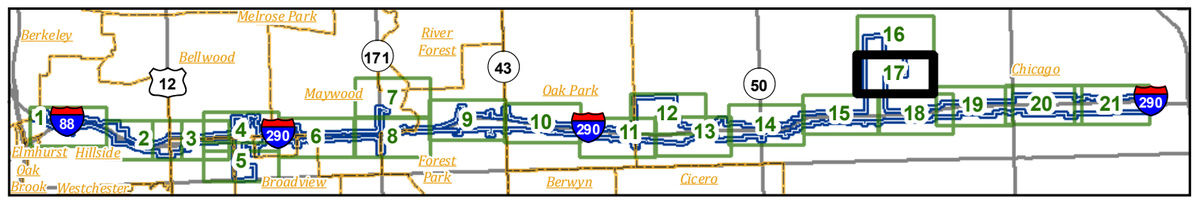
Area of Potential Effects

Eisenhower expressway

Sheet 16 of 21

Date 12/14/2015





Legend

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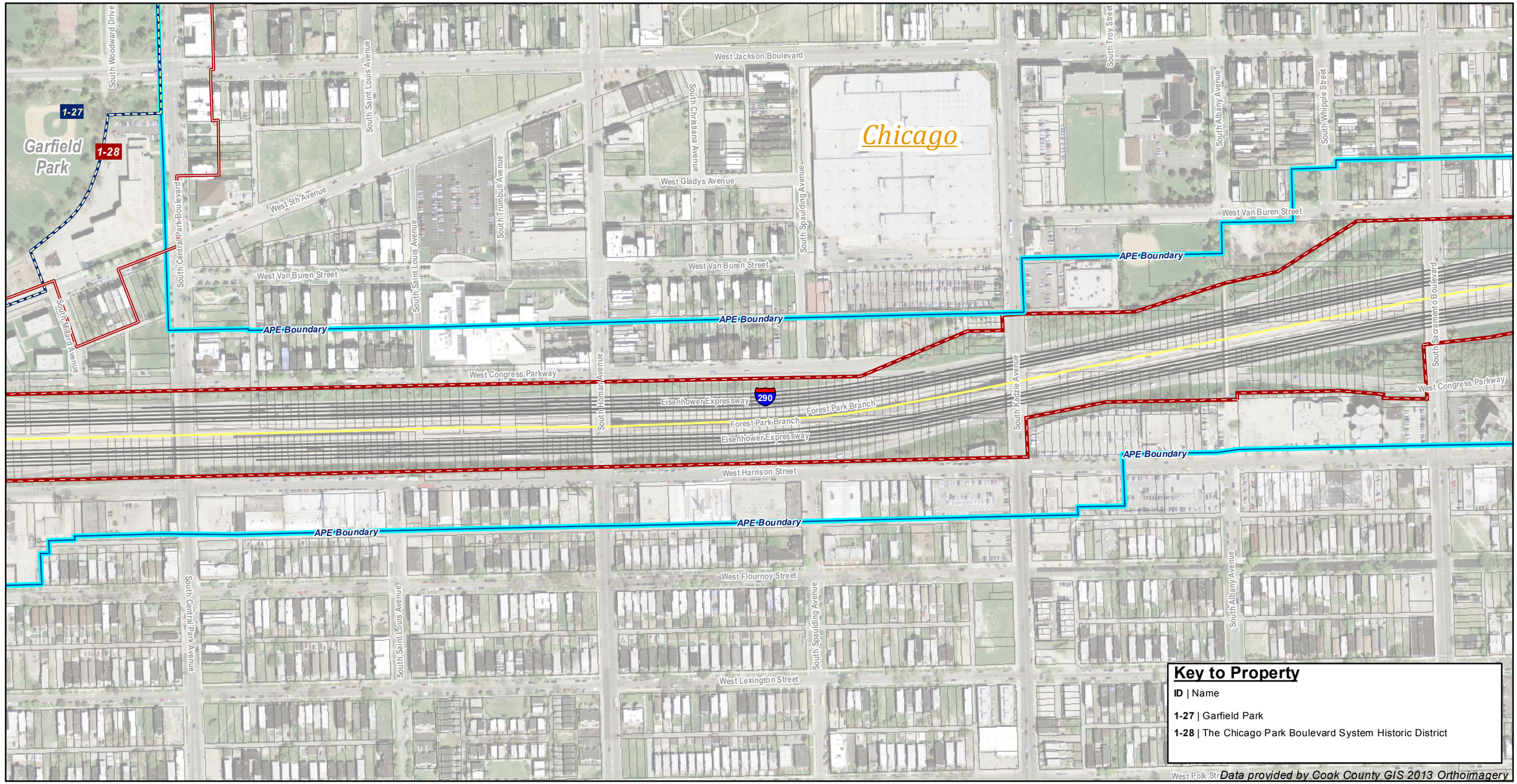
Area of Potential Effects

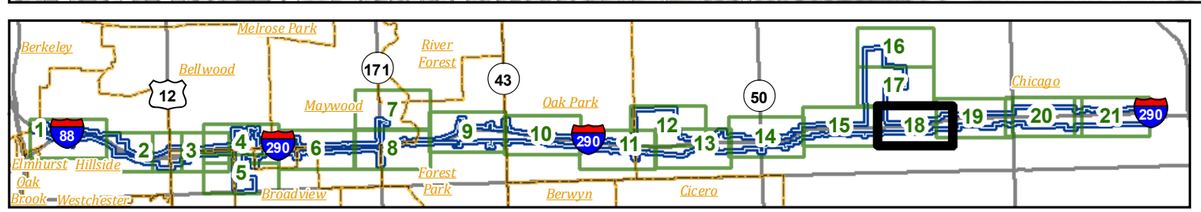
Eisenhower expressway

Sheet 17 of 21

Date 12/14/2015

Area of Potential Effects





1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

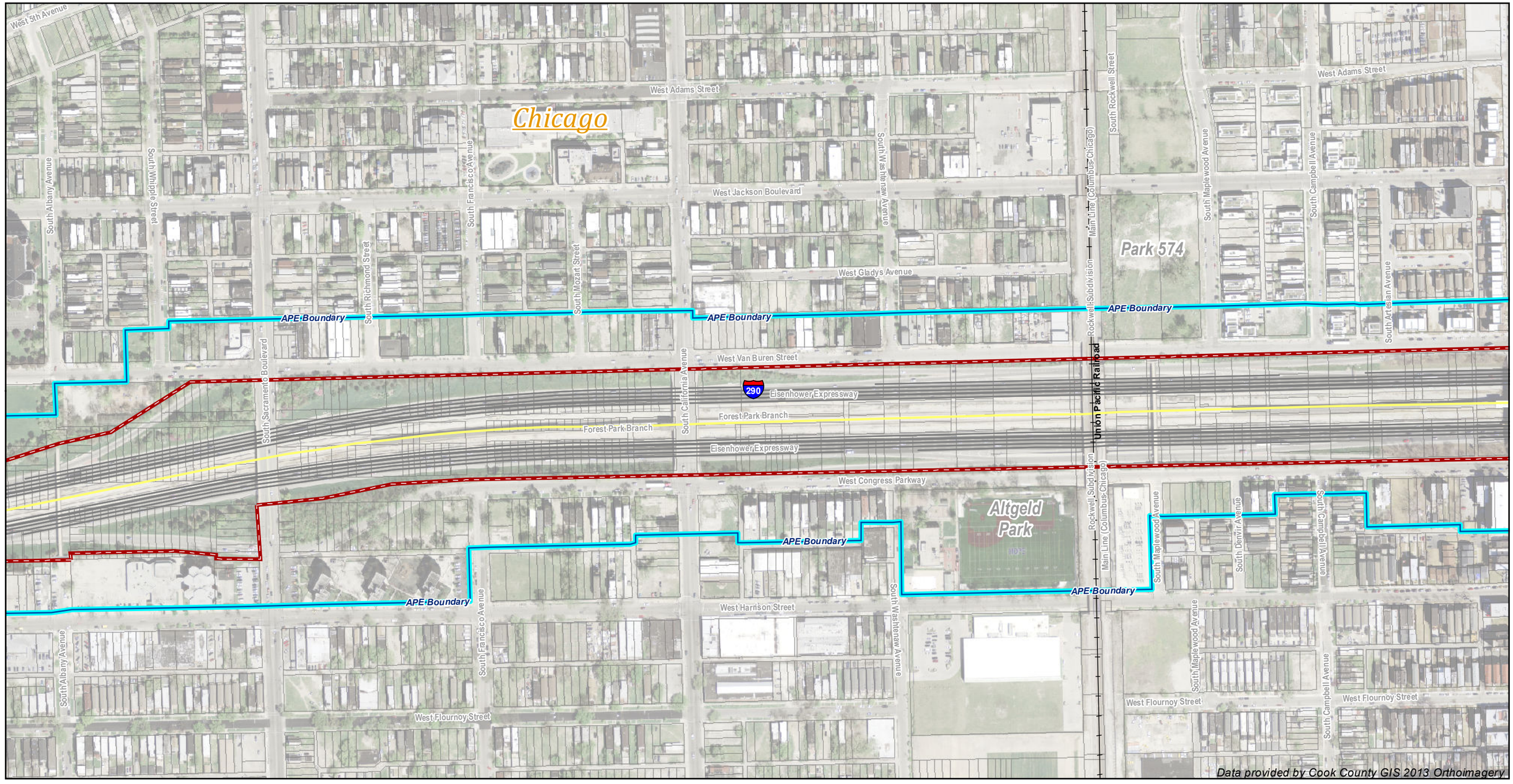
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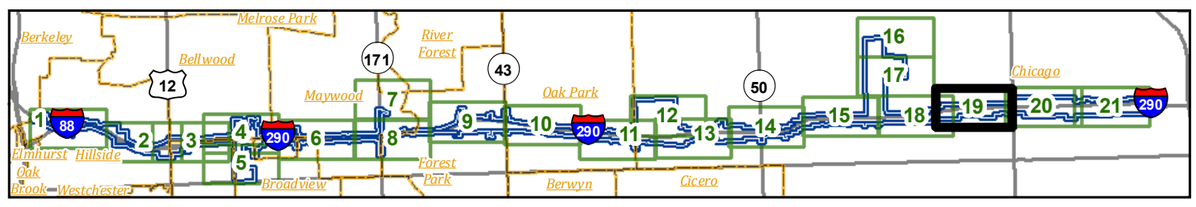
Eisenhower expressway

Sheet 18 of 21

Date 12/14/2015

Area of Potential Effects





Legend

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Eisenhower expressway

Sheet 19 of 21

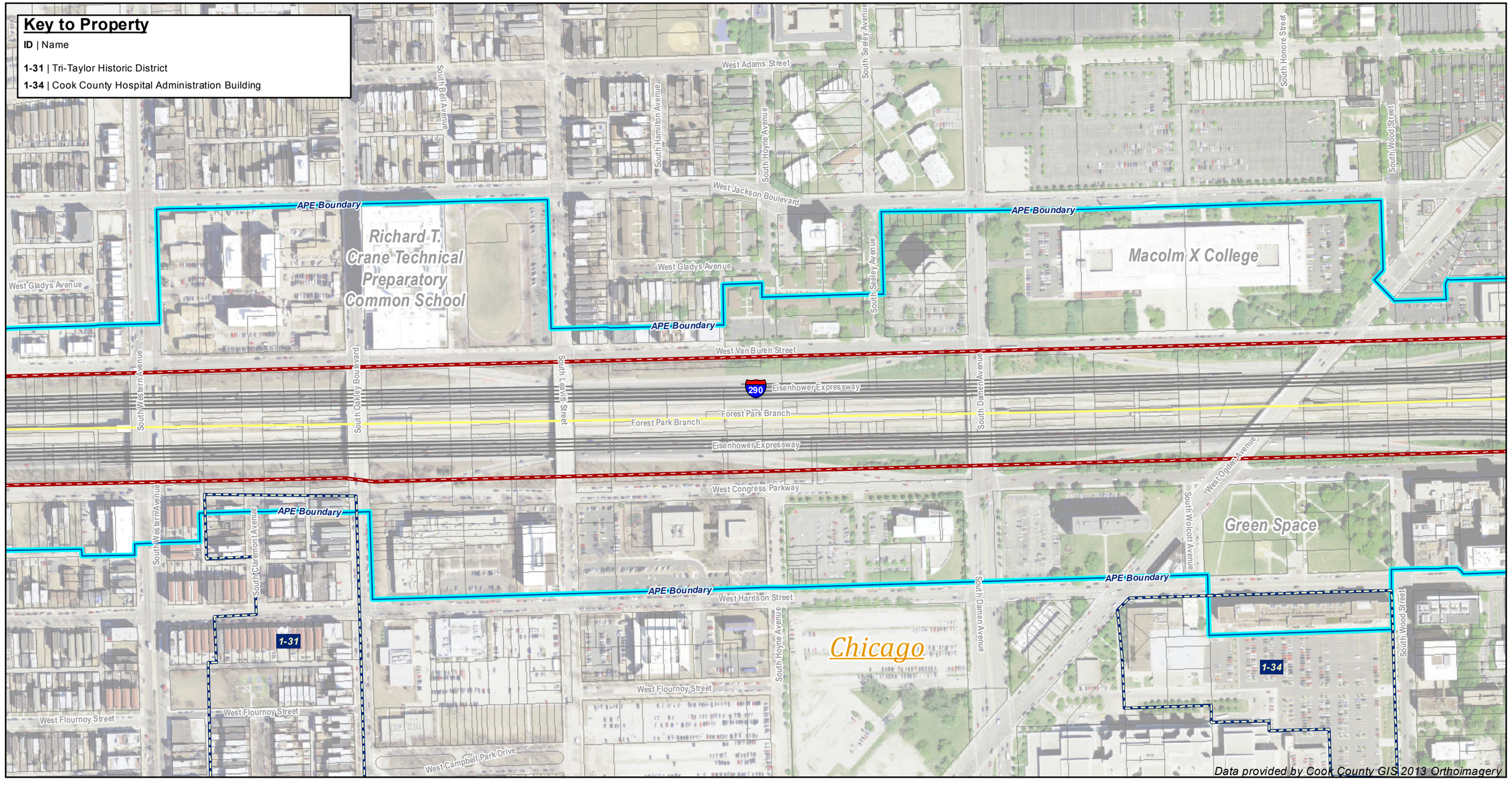
Date 12/14/2015

Key to Property

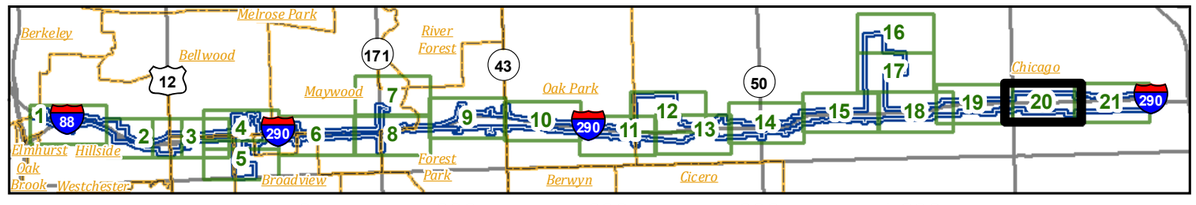
ID | Name

1-31 | Tri-Taylor Historic District

1-34 | Cook County Hospital Administration Building



Data provided by Cook County GIS 2013 Orthoimagery



0 300 600 900 1,200 Feet

1 inch = 300 feet

Legend

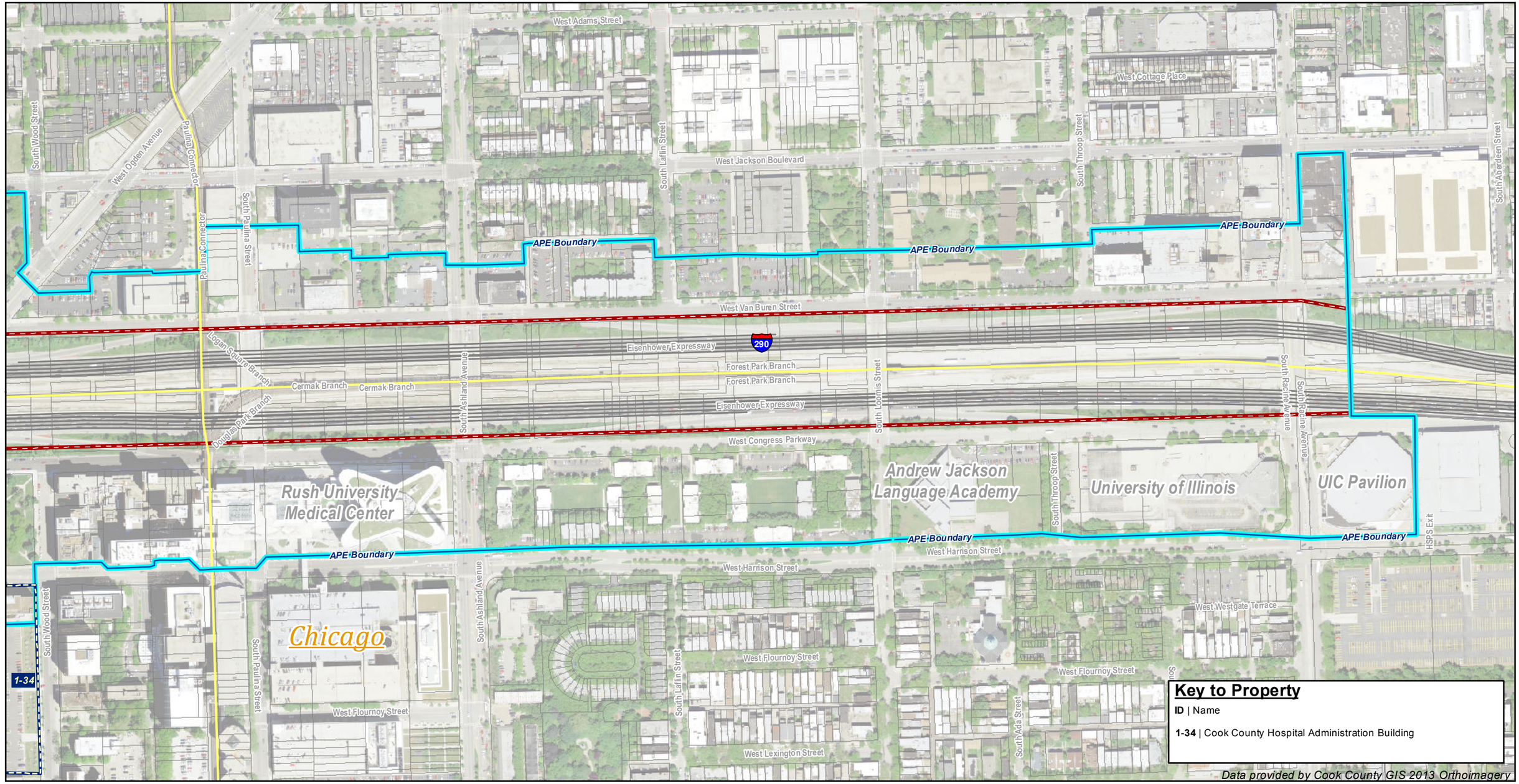
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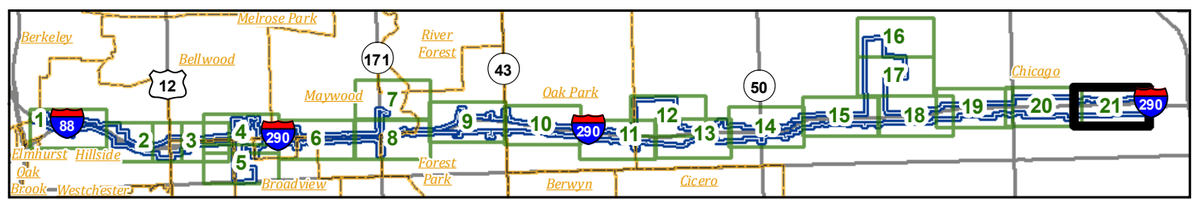
Area of Potential Effects

Eisenhower expressway

Sheet 20 of 21

Date 12/14/2015





1 inch = 300 feet

0 300 600 900 1,200 Feet

Legend

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- Proposed Design

Area of Potential Effects

Eisenhower expressway

Sheet 21 of 21

Date 12/14/2015

Section 106

Area of Potential Effects:

Supporting Documentation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

December 15, 2015

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Table of Contents

1.0 INTRODUCTION **1**

2.0 PROJECT DESCRIPTION **1**

2.1 Grade Changes **2**

2.2 Interchanges and Cross Street Improvements **2**

2.3 Railroad Crossing Improvements **2**

2.4 Transit and Non-Motorized Travel Improvements **2**

3.0 EXISTING I-290 CONDITIONS AND SETTING **3**

3.1 I-88/I-290 to 30th Avenue **3**

3.2 30th Avenue to 1st Avenue **4**

3.3 1st Avenue to Des Plaines Avenue **5**

3.4 Des Plaines Avenue to South Central Park Avenue **6**

3.5 South Central Park Avenue to Racine Avenue **8**

4.0 FINAL APE BOUNDARY **9**

List of Figures

Figure 1. Western Portion of I-290 Study Area 4
Figure 2. Western Portion of I-290 Study Area Commercial Land Uses 4
Figure 3. I-290 Interchange at 25th Avenue 4
Figure 4. I-290 at 17th Avenue 5
Figure 5. I-290 Northeast of 1st Avenue 5
Figure 6. I-290 Near 1st Avenue Interchange 6
Figure 7. I-290 at Harlem Avenue 6
Figure 8. Eastbound I-290 East of South Oak Park Avenue 7
Figure 9. Eastbound I-290 East of South Central Avenue 7
Figure 10. I-290 East of South Independence Boulevard 8
Figure 11. I-290 East of South Central Park Avenue 8
Figure 12. Eastbound I-290 East of South Laramie Avenue 9
Figure 13. Eastbound I-290 Near South Paulina Street 9

1.0 Introduction

This document explains how the Illinois Department of Transportation (IDOT), on behalf of the Federal Highway Administration (FHWA), determined the Section 106 Area of Potential Effects (APE) boundary for the I-290 Eisenhower Expressway project, as shown on the accompanying APE map set. This document describes the APE boundary delineation based on the project's proposed improvements within and near the existing I-290 Project Corridor.

The delineation of the APE boundary is one of the first steps undertaken in the Section 106 process, occurring prior to the identification of historic properties and assessment of effects. The purpose of this *Section 106 Area of Potential Effects: Supporting Documentation* is to provide background information about the project and the project's setting, which informed the APE boundary delineation. The historic properties identification and effects assessment will follow later in separate reports as the study progresses.

This document is organized into the following three sections: Project Description, Existing I-290 Conditions and Setting, and Final APE Boundary.

2.0 Project Description

The I-290 Study Area is centered along Interstate-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) to Racine Avenue, which meets the limits of the I-90/I-94 at I-290 Circle Interchange study. North to south, the Study Area extends from North Avenue to the Metra Burlington Northern Santa Fe (BNSF) commuter rail line. The western nine miles is referred to as the "reconstruction section" and the eastern 4 miles is referred to as the "operations section."

The I-290 Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 Project Corridor, serving transit passenger travel between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the western portion of the Project Corridor. The proposed project utilizes the existing interstate right-of-way footprint within which four varying operational build alternative configurations are being evaluated. The existing interstate footprint consists of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and Mannheim Road, and four lanes in both directions west of Mannheim Road. Within the existing expressway right-of-way, all four build alternatives would add a fourth lane in both directions between Austin Boulevard and 25th Avenue to eliminate the expressway lane drops and improve safety. Between Austin Boulevard and Racine Avenue, only restriping of the existing lanes is proposed.

The proposed expressway, cross street, and railroad improvements are located almost entirely within their existing respective rights-of-way, except for 2.6 acres located in five spot locations

near the proposed interchange improvements. Minor areas throughout the "reconstruction section" would also be needed for temporary construction easements. No building demolitions would occur as a result of the build alternatives. The minor right-of-way acquisitions and temporary construction easements are shown on Area of Potential Effects map sheets 4, 5, 8, 9, 10, 11, 12, 13, and 14.

2.1 Grade Changes

The project includes grade changes to meet current design standards requirements, hydraulic and drainage requirements, and vertical clearance requirements. The grade changes would generally consist of the entire existing longitudinal profile east of Westchester Boulevard. Similarly, throughout the majority of the Project Corridor, there would be vertical profile changes along this same portion of the expressway. The I-290 vertical profile would be lowered a maximum of approximately 10 feet and raised a maximum of approximately five feet throughout the Project Corridor.

2.2 Interchanges and Cross Street Improvements

The proposed project would improve the design of interchanges and cross streets to modern standards. This would include improved truck turning radii, improved vehicle storage, wider sidewalks, ADA ramps, pedestrian plaza areas, and modern pedestrian countdown signals. The Austin Boulevard and Harlem Avenue interchanges would retain their existing center ramp termini, but be converted to conventional right-hand ramps. These interchanges would also have pedestrian refuge islands installed between the ramps. Between 1st Avenue and 25th Avenue, the substandard interchange ramps spacing between 1st Avenue and 25th Avenue would be reconfigured and consolidated from the existing multiple interchange and slip ramps. Additionally, a full interchange reconstruction at 25th Avenue is also proposed. Bridges and structures, including pedestrian bridges, would be reconstructed.

2.3 Railroad Crossing Improvements

The proposed project includes proposed improvements at three railroad crossings. The existing bridge carrying the IHB Railroad over I-290 would be reconstructed to accommodate the interstate's added lanes, the acceleration/deceleration lanes, and the two frontage roads (see Area of Potential Effects map sheets 4 and 5). Increased vertical clearance requirements would require the proposed reconstruction of the IHB Railroad grade south to Roosevelt Road, approximately 3,000 feet.

The existing CTA Blue Line and CSX Railroad bridges over I-290 would be reconstructed, although no substantive grade changes are anticipated along the railroad grades.

2.4 Transit and Non-Motorized Travel Improvements

The proposed project would improve access to both transit and non-motorized travel. This would include wider sidewalks on all cross bridges in the reconstruction area with additional width for sidewalks serving CTA Blue Line stations. CTA Blue Line stations would also be

made ADA accessible and station entrances would have increased pedestrian plaza space for bicycle parking, bus passengers, and bus passenger shelters. All four build alternatives also include east-west express bus service on the interstate shoulder or in a managed lane, as well as the relocation of bus stops closer to CTA transit stations. Non-motorized travel improvements also include shared use path improvements within Columbus Park to improve connections to the Illinois Prairie Path (see Area of Potential Effects map sheet 11).

3.0 Existing I-290 Conditions and Setting

The project is located within an existing transportation facility, the I-290 Eisenhower Expressway, in a built-up, dense urban and suburban environment that passes through, from west to east, the communities of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and Chicago. Other than several parks located throughout the Project Corridor and the Des Plaines River in Forest Park, the project area is devoid of a natural environment. The topography of the area is relatively flat, with a portion of I-290 depressed in a below-grade "trench" through Oak Park, from Des Plaines Avenue to Austin Boulevard. Other portions of I-290 are located at-grade or undulate where the interstate passes above or below a cross street.

The vegetated landscape of the Project Corridor varies in density and type depending on the location, and primarily consists of turf grass and deciduous trees and vegetation. In some locations, vegetation is located along the north and south sides of the interstate right-of-way, between the interstate and the surrounding residential, commercial, or industrial areas. Other locations have small vegetated medians or interchange areas, while locations with existing noise barriers have vegetation growing on the barriers.

The following narrative descriptions and photographs provide a general overview of the I-290 Project Corridor's existing conditions and setting. The Project Corridor has been divided into five geographic sections using cross street locations to define each section, from west to east:

- I-88/I-290 to 30th Avenue;
- 30th Avenue to 1st Avenue;
- 1st Avenue to Des Plaines Avenue;
- Des Plaines Avenue to South Central Park Avenue; and
- South Central Park Avenue to Racine Avenue.

3.1 I-88/I-290 to 30th Avenue

At the project's west end, this section of I-290 is characterized by a mix of a residential and commercial land use in a predominantly suburban setting. The profile of the interstate varies throughout this section of the Project Corridor, though it is mainly at-grade. In locations where the interstate underpasses a cross street, it is depressed in a trough; where it overpasses a cross street, it tends to be on fill through the use of sloped earth embankment or vertical retaining walls. In this section, there are existing noise barriers located between I-290 and the adjacent

residential neighborhoods, while the areas with commercial or industrial land uses are open to the interstate.

Figure 1. Western Portion of I-290 Study Area



View of existing noise barriers between I-290 and adjacent residential neighborhoods in the western portion of the Study Area.

Figure 2. Western Portion of I-290 Study Area Commercial Land Uses



View of I-290 Project Corridor's adjacent commercial land uses in the western portion of the Study Area.

3.2 30th Avenue to 1st Avenue

This portion of the Project Corridor is generally characterized by residential, religious, educational, and recreational land uses. Some commercial and industrial uses are present near 25th Avenue. The profile of the interstate varies from generally at-grade for most of this section, and then becomes slightly depressed proximate to the cross-street overpasses.

Figure 3. I-290 Interchange at 25th Avenue



View of I-290 and large landscape areas at 25th Avenue/I-290 interchange.

Figure 4. I-290 at 17th Avenue



View of slightly depressed I-290 roadway profile and use of concrete barriers at 17th Avenue.

3.3 1st Avenue to Des Plaines Avenue

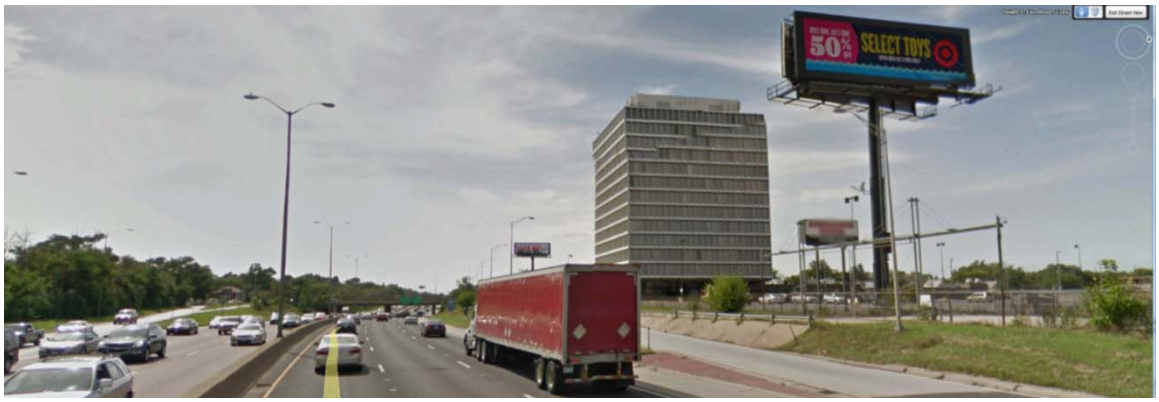
This portion of the Project Corridor has a more open space character due to the presence of large tract cemetery land uses, the heavily vegetated Des Plaines River corridor, and several large office buildings and industrial storage yard land uses. The interstate is at the natural grade for the majority of the length of this section.

Figure 5. I-290 Northeast of 1st Avenue



View of I-290 Project Corridor's industrial and cemetery land uses to the south (at right) and industrial storage yards (at left), northeast of 1st Avenue.

Figure 6. I-290 Near 1st Avenue Interchange



View of I-290 Project Corridor proximate to the northeast quadrant of the I-290/1st Avenue interchange.

3.4 Des Plaines Avenue to South Central Park Avenue

This portion of the Project Corridor is depressed into a "trench" and surrounded by high density residential, commercial, and industrial land uses, transitioning to a more urban setting. This section also includes heavy rail and CTA track beds, passenger ramps, platforms, and head station facilities at numerous locations along the south side of I-290. The profile of the interstate and rail/transit facilities are in a common cut, or trench, which allows the perpendicular cross streets to pass over on structures.

The existing I-290 interchanges at Harlem Avenue and Austin Boulevard are paired left-hand on/off ramps within the interstate median. These ramps consist of paired vertical concrete retaining walls supporting the fill and ramp pavement that adds to the height of the retaining walls flanking the interstate.

Figure 7. I-290 at Harlem Avenue



View of eastbound I-290's center on/off ramp walls (at left) and CTA facilities (at right) at Harlem Avenue.

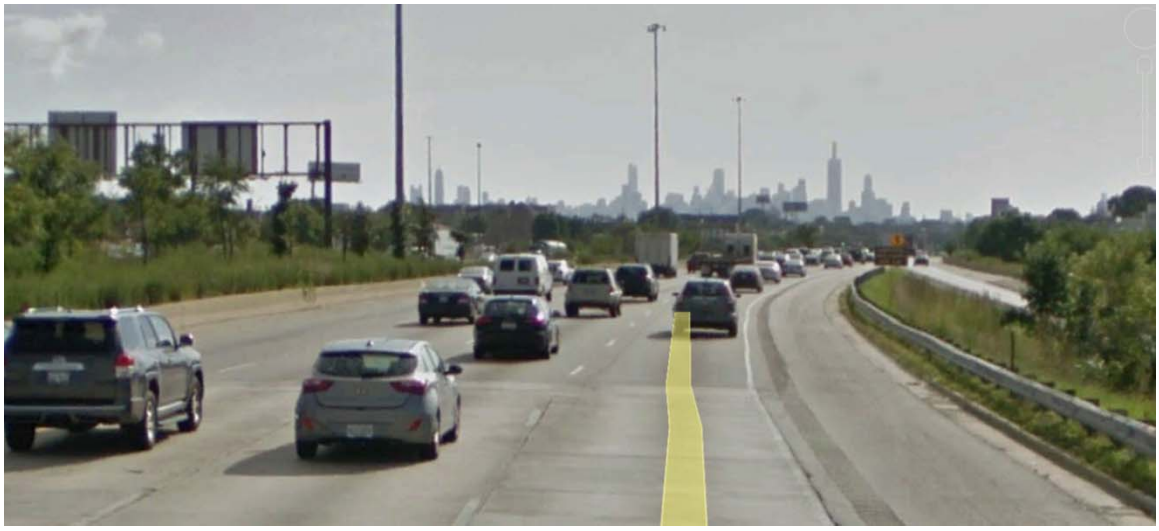
Figure 8. Eastbound I-290 East of South Oak Park Avenue



View of I-290's retaining walls (at left), CTA facilities and mid-rise adjacent housing structures (at right) east of South Oak Park Avenue.

East of Austin Boulevard, the profile of the interstate ascends from the trench and becomes elevated over South Central Avenue. In this location, the westbound lanes have a higher profile than the lower profile grade of the eastbound lanes and the CTA and CSX alignments. Columbus Park and large-scale industrial facilities are adjacent to the interstate and set back from the interstate right-of-way.

Figure 9. Eastbound I-290 East of South Central Avenue



View of elevated I-290 Project Corridor over South Central Avenue.

Between South Central Avenue and South Lockwood Avenue, the CTA track bed passes under the interstate's eastbound lanes and emerges from a tunnel aligned with the interstate's center median. From just west of South Laramie Avenue to the east end of the Study Area, the CTA facilities occupy the center median of I-290. This portion of the Project Corridor is characterized by a low density urban environment as the buildings are in close proximity to one another but of a smaller scale and set back from I-290. A few exceptions are large multi-story buildings proximate to Kolmar Avenue and South Independence Boulevard.

Figure 10. I-290 East of South Independence Boulevard



View of I-290 Project Corridor east of South Independence Boulevard, CTA train in the central median, and adjacent multi-story building.

3.5 South Central Park Avenue to Racine Avenue

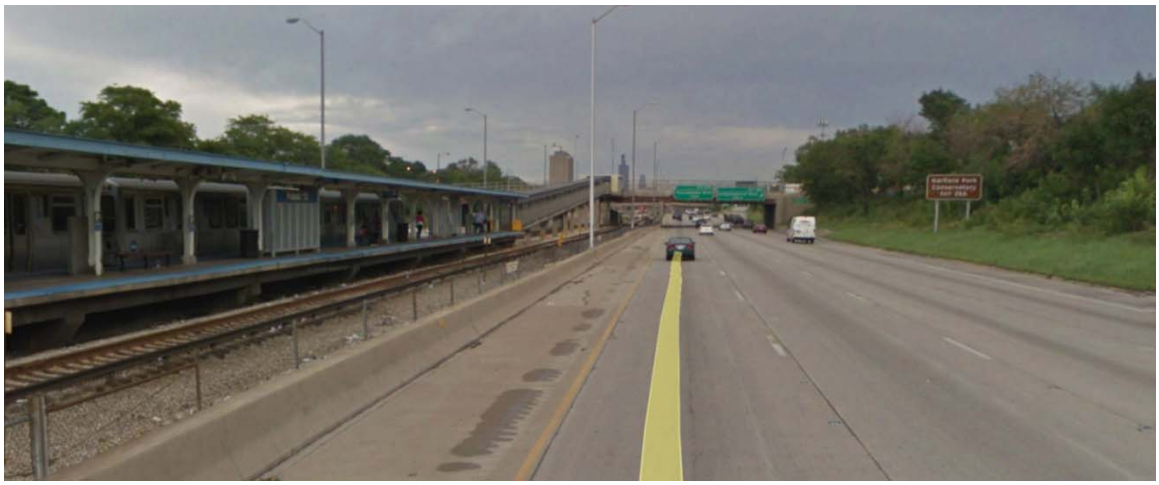
The eastern portion of the Project Corridor is characterized by increasing urban density and many urban land uses, including light industrial, commercial, institutional, education, civic, medical, residential, and parks and open space. East of Western Avenue, there are large educational facilities, high density housing, office spaces, and multiple mid- and high-rise structures making up the Illinois Medical District. The profile of the interstate is slightly depressed below the grade of the surrounding buildings. The CTA facilities are co-located within the I-290 Project Corridor's median.

Figure 11. I-290 East of South Central Park Avenue



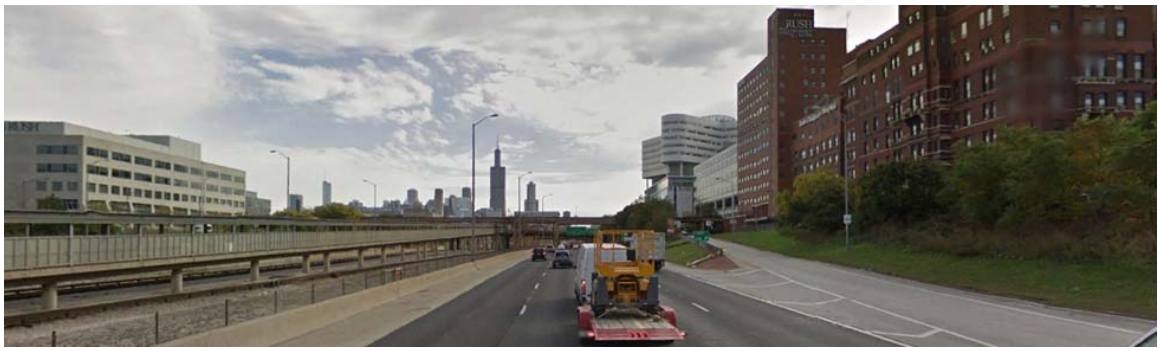
View of I-290 Project Corridor east of South Central Park Avenue.

Figure 12. Eastbound I-290 East of South Laramie Avenue



View of I-290 Project Corridor eastbound lanes (at right) and CTA facilities in median (at left) east of South Laramie Avenue.

Figure 13. Eastbound I-290 Near South Paulina Street



View of I-290 Project Corridor's high density urban character proximate to South Paulina Street.

4.0 Final APE Boundary

In most areas of the Project Corridor, the final APE boundary was delineated to include the proposed project design within the existing I-290 interstate right-of-way and proposed new right-of-way. Accommodation was also made for proposed improvements to cross streets and railroads, plus at least one tax parcel adjacent to the interstate, cross streets, and railroads to address potential indirect visual effects from the proposed project improvements.

In the following locations along the westerly nine-mile reconstruction section, some improvement would extend north and south to account for lateral cross street or railroads:

- IHB Railroad (Westchester)
- 17th Avenue
- 1st Avenue
- Des Plaines Avenue

- Harlem Avenue
- Austin Boulevard
- Laramie Avenue
- South Cicero Avenue

The reconstructed I-290 mainline, interchanges and local arterial improvements have been designed to remain predominantly confined to the existing right-of-way.

In general, the buildings immediately adjacent to the interstate obstruct views to and from the project for the second row of buildings and beyond, acting as a physical buffer. In some areas, however, the final APE boundary was extended greater than one tax parcel to account for vacant parcels and second or third row properties that may have a viewshed to or from the interstate, as well as to include the entirety of buildings spanning more than one tax parcel (see Area of Potential Effects map sheets 4, 11, 14, 15, 18, 19, 20, and 21).

The final APE boundary is irregularly shaped and varies in width throughout the Project Corridor because it follows the tax parcel boundaries provided by Cook County (2013), which vary in size and shape. It also includes the entirety of Columbus Park, a National Historic Landmark, and the NRHP-listed Garfield Park, extending north of the interstate right-of-way by approximately 2,300 feet and 4,800 feet, respectively. Note that Garfield Park is also a contributing property to the pending NRHP nomination of The Chicago Park Boulevard System Historic District. This pending nomination is currently under revision by the Historic Preservation Division of the City of Chicago's Planning and Development Department. In areas that are one tax parcel or one building from the interstate, the final APE boundary width generally ranges from approximately 450 feet wide in residential areas throughout the Project Corridor to approximately 1,200 feet wide in the medical and educational areas on the east end. In areas that consist of more than one tax parcel or building from the interstate to account for viewshed considerations, the final APE boundary width generally ranges from approximately 600 feet wide to approximately 1,500 feet wide. Along cross streets and railroads with proposed improvements, the final APE boundary width generally ranges from approximately 300 feet wide to 800 feet wide, depending on the size of the adjacent tax parcels and buildings.

Appendix E-2

Section 106 Historic Properties Identification Report (March 2016)

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

November 2016

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Section 106 Historic Properties Identification Report

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

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March 2016

Table of Contents

EXECUTIVE SUMMARY ..... **iii**

1.0 INTRODUCTION AND DESCRIPTION OF UNDERTAKING **1-1**

1.1 Project Background **1-2**

1.2 National Environmental Policy Act **1-3**

1.3 Project Alternatives **1-3**

1.4 Preferred Alternative **1-7**

2.0 SECTION 106 SCOPE OF WORK AND METHODOLOGY **2-1**

2.1 Area of Potential Effects **2-2**

2.2 Identification of Historic Properties **2-3**

2.2.1 2001-2014 Reconnaissance-Level Surveys 2-3

2.2.2 Literature Review 2-4

2.2.3 2015 Intensive-Level Field Survey 2-5

2.3 NRHP Determinations of Eligibility **2-6**

2.4 Conclusions **2-6**

3.0 EFFECTS ASSESSMENT METHODOLOGY **3-1**

3.1 Criteria of Adverse Effect **3-1**

3.2 NRHP Eligibility and Aspects of Integrity **3-2**

3.3 Integrity of Setting and Historically Significant Viewsheds within the I-290 Corridor **3-4**

3.4 Assessment of Effects Findings **3-5**

4.0 HISTORIC CONTEXT **4-6**

4.1 City of Chicago **4-6**

4.1.1 Chicago Fire of 1871 4-7

4.1.2 West Side Neighborhoods/Community Areas 4-9

4.2 Village of Oak Park **4-14**

4.3 Village of Maywood **4-15**

4.4 Village of Forest Park **4-16**

4.5 Village of Westchester **4-17**

4.6 Transportation **4-18**

4.6.1 Streetcars and Elevated Transit Lines 4-18

4.6.2 I-290 Eisenhower Expressway 4-20

4.7 Architecture **4-21**

4.7.1 Architectural Styles 4-21
4.7.2 Vernacular Building Types 4-27
4.7.3 Multifamily Building Types 4-28

5.0 SURVEY AND RESEARCH PERSONNEL 5-1

6.0 BIBLIOGRAPHY 6-1

List of Figures

Figure 1-1. Study Area 1-1
Figure 1-2. I-290 Build Alternatives Evaluated in the DEIS 1-6

List of Tables

Table 5-1. Survey and Research Personnel 5-1

List of Appendices

APPENDIX A IDOT-BDE MEMORANDA

APPENDIX B AREA OF POTENTIAL EFFECTS MAP

APPENDIX C SURVEY DATA SUMMARY TABLE

APPENDIX D NRHP DETERMINATIONS OF ELIGIBILITY

Executive Summary

This Historic Properties Identification Report documents the National Register of Historic Places (NRHP) findings of eligibility for the Section 106 process for the Interstate 290 (I-290) Eisenhower Expressway study. The I-290 Eisenhower Expressway provides the primary east-west roadway access to the Chicago central business district. Four proposed build alternatives are under consideration within its existing footprint to address safety, operational, and capacity concerns.

Built resources and landscape features in the Area of Potential Effects (APE) were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Because the Federal Highway Administration (FHWA) may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the NHPA and its enabling legislation. Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment.

Between 2001 and 2014, reconnaissance-level field surveys of a preliminary informal APE, based on the Environmental Survey Request (ESR) limits, were completed to identify and photograph any resources 50 years of age or older. Four separate photo logs of identified resources were submitted for review to the Illinois Department of Transportation's (IDOT) Bureau of Design and Environment's (BDE) Cultural Resources Unit staff. They initially identified 76 NRHP-listed and potentially NRHP-eligible properties within the informal APE (ESR limits).

In 2015, IDOT, in coordination with FHWA, delineated the final APE for this project and provided it to the Illinois State Historic Preservation Officer (SHPO) for review and comment. Smaller than the preliminary informal APE (ESR limits), the final APE is based on completion of preliminary engineering and project refinements. Within the final APE, there are 35 NRHP-listed and potentially NRHP-eligible properties previously identified by IDOT-BDE's Cultural Resources Unit staff. Of this number, 26 properties required further evaluation for NRHP eligibility. The project architectural historians completed an intensive-level field survey, additional research, and evaluation of the 26 properties identified as potentially eligible for inclusion in the NRHP.

Within the final APE, there is one National Historic Landmark (Columbus Park, Survey ID 1-20) and five NRHP-listed properties, which are the Oak Park Conservatory (Survey ID 1-10), Gunderson Historic District (Survey ID 1-17), Garfield Park (Survey ID 1-26), Tri-Taylor Historic District (Survey ID 1-30), and Cook County Hospital Administration Building (Survey ID 1-33). In addition, Paulina Mansions (Survey ID 1-9) and the Hulbert Historic District (Survey ID 1-5) were previously determined NRHP-eligible, and the Chicago Park Boulevard System Historic District (Survey ID 1-27), is pending listing in the NRHP.

As a result of identification and evaluation efforts for this project, 12 individual historic properties and no historic districts within the final APE are recommended eligible for listing in the NRHP.

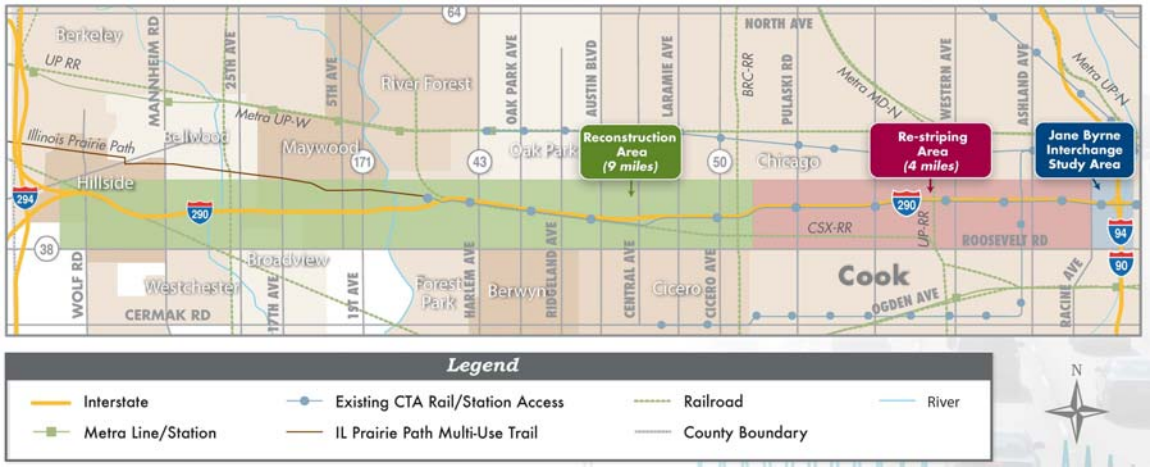
- Synagogue for Congregation B'Nai Israel of Proviso (Survey ID 1-1)
- Park District of Forest Park (Survey ID 1-3)
- Commercial building at 841 South Oak Park Avenue (Survey ID 1-6)
- T.A. Holm Building (Survey ID 1-7)
- Suburban Trust and Savings Bank Building (Survey ID 1-8)
- Maze Branch Library (Survey ID 1-16)
- Assumption Greek Orthodox Church (Survey ID 1-21)
- Commonwealth Edison Kolmar Substation (Survey ID 1-24)
- Altgeld Park Fieldhouse (Survey ID 1-29)
- Crane Technical High School (Survey ID 1-31)
- Louis Pasteur Memorial (Survey ID 1-32)
- Chicago & Midwest Regional Joint Board Building (Survey ID 1-34)

1.0 Introduction and Description of Undertaking

This report documents the identification of historic properties completed for the Interstate 290 (I-290) Eisenhower Expressway study. Because the Federal Highway Administration (FHWA) may provide funding for the proposed project, and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. Historic properties are defined in 36 CFR part 800.16(1)(1) as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion, in the National Register of Historic Places (NRHP)."

The I-290 Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. It serves northwest Cook County and DuPage County, connecting to the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294) on the west, and I-90/I-94 (Kennedy and Dan Ryan expressways) on the east, as shown in Figure 1-1.

Figure 1-1. Study Area



The I-290 Study Area is centered along I-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) to Racine Avenue, which meets the limits of the I-90/I-94 at I-290 Circle Interchange study. North to south, the Study Area extends from North Avenue to the Metra Burlington Northern Santa Fe (BNSF) commuter rail line. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 corridor, serving transit passenger travel

between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the western portion of the Project Corridor.

The Study Area's western nine miles is referred to as the "reconstruction section" and the eastern four miles is referred to as the "operations section." The project utilizes the existing interstate right-of-way footprint within which varying operational build alternative configurations are being evaluated. The existing interstate footprint consist of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and Mannheim Road, and four lanes in both directions west of Mannheim Road. Within the existing interstate right-of-way, all four build alternatives would add a fourth lane in both directions between Austin Boulevard and 25th Avenue. Between Austin Boulevard and Racine Avenue, only restriping of the existing lanes is proposed.

1.1 Project Background

The I-290 Eisenhower Expressway, originally constructed as the Congress Expressway, was one of the first multi-modal facilities in the United States. Opened to traffic in sections beginning in the mid to late 1950s, this facility was designed and constructed according to early design standards that were newly created for the interstate highway system.

During the original construction of the Eisenhower Expressway, the CTA Garfield Park rapid transit branch was removed and replaced with what is now known as the "Blue Line" Forest Park branch. This heavy rail transit line was constructed parallel to the Eisenhower Expressway, running along the south side of the roadway or in the median. Prior to the construction of the Eisenhower Expressway, the freight railroad owned by Baltimore & Ohio Chicago Terminal Railroad, which ran at-grade along the current alignment of the Expressway, was relocated and grade-separated adjacent to the south side of the CTA tracks from east of Des Plaines Avenue to Central Avenue, and is now operated by CSX Transportation. This section of rail is part of CSX's Altenheim Subdivision and includes the right-of-way for three tracks, including two continuous tracks and a third intermittent track.

East of Austin Boulevard I-290 is four lanes in each direction and between Mannheim Road and Austin Boulevard, I-290 narrows to three lanes in each direction. This lane configuration has been a long standing source of safety, operational, and capacity concerns.

Since its original construction, I-290 has undergone periodic resurfacing and maintenance throughout the corridor. In 2001, the Hillside Interchange Reconstruction Project, located on the west end of the Study Area, was completed. This project was a localized improvement that addressed the Mannheim Road interchange, and in doing so, addressed safety and operations at I-88's connection with I-290 and improved connections with Mannheim Road, but did not address capacity needs along the I-290

mainline. In 2010, 27 miles of I-290 from Thorndale Avenue to I-90/I-94 were resurfaced and thirty-seven bridges were repaired.

In 2012, Illinois Department of Transportation (IDOT) initiated a Phase I preliminary engineering study for the I-90/94 and I-290 Circle Interchange, whose western study limit along I-290 is at Racine Avenue. This improvement project includes widening of the northbound-to-westbound ramp from I-90/94 to I-290 and the eastbound-to-northbound ramp from I-290 to I-90/94 from one to two lanes, as well as a number of other multimodal transportation system improvements. Initial construction of the Circle Interchange, which was renamed the Jane Byrne Interchange at a dedication ceremony held August 29, 2014, began in 2014 and is scheduled for completion in 2018.

The I-290 Eisenhower Expressway is identified as a fiscally constrained major capital project by the Chicago Metropolitan Agency for Planning (CMAP) Policy Committee, which is the Metropolitan Planning Organization for the region, in the GO TO 2040 Comprehensive Regional Plan as an expressway addition in the form of an express toll lane.

1.2 National Environmental Policy Act

An Environmental Impact Statement (EIS) will be completed by FHWA and IDOT for the I-290 Eisenhower Expressway project in order to satisfy requirements of the National Environmental Policy Act (NEPA). The EIS schedule projects a Draft EIS in late 2016, followed by a Final EIS and Record of Decision in mid-2017. FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by NEPA and corresponding Illinois regulatory requirements. Opportunities exist for the public to provide input on the Purpose and Need, Development of Project Alternatives, including the Preferred Alternative, and project-related environmental impacts.

1.3 Project Alternatives

The development and evaluation of the alternatives is an essential aspect of the NEPA process, compelling federally-funded projects to document alternatives considered. For the I-290 project, this was an iterative process driven by extensive stakeholder involvement combined with technical analysis and environmental impact avoidance/minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process was completed within an initial identification of a range of alternatives to be considered (including a No Build alternative) and three rounds of development that considered single mode alternatives, combination mode alternatives, and evaluation and refinement of combination mode alternatives that resulted in four build alternatives carried forward for detailed environmental analysis. The components of the build alternatives are defined as:

- **General Purpose (GP) lanes**, which are available to all users regardless of vehicle occupancy and not requiring the payment of a toll. There would be four GP lanes in each direction with this alternative.

- **High Occupancy Vehicle (HOV) 2+ lanes**, which require at least two occupants per vehicle. There would be one HOV lane and three GP lanes in each direction with this alternative.

- **High Occupancy Toll (HOT) 3+ lanes**, which require at least three occupants per vehicle or the payment of a toll for vehicles with two or less occupants. There would be one HOT lane and three GP lanes in each direction with this alternative.

- **High Occupancy Toll (HOT) 3+ & TOLL**, which would include one HOT lane (similar to HOT 3+) in each direction with this alternative; the remaining three lanes in each direction would require a toll for all users.

- **Express Bus Service (EXP)**, which can operate on GP, HOV, or HOT lanes as needed to provide longer distance commuting trips. Accommodations for EXP are included with all four build alternatives.

- **High Capacity Transit (HCT)**, which could be either Bus Rapid Transit running on separate travel lanes or heavy rail transit similar to the existing CTA Forest Park Branch (Blue Line). Accommodations for HCT are included in all four build alternatives.

The alternatives carried forward into the Draft EIS all utilize the same design right-of-way footprint with varying operational configurations. As shown in Figure 1-2, the four build alternatives are:

- **GP & EXP & HCT (also referred to as GP Add Lane)**, consisting of adding one general purpose lane[1] in each direction between 25th Avenue and Austin Boulevard, and provisions for Express Bus and High Capacity Transit;

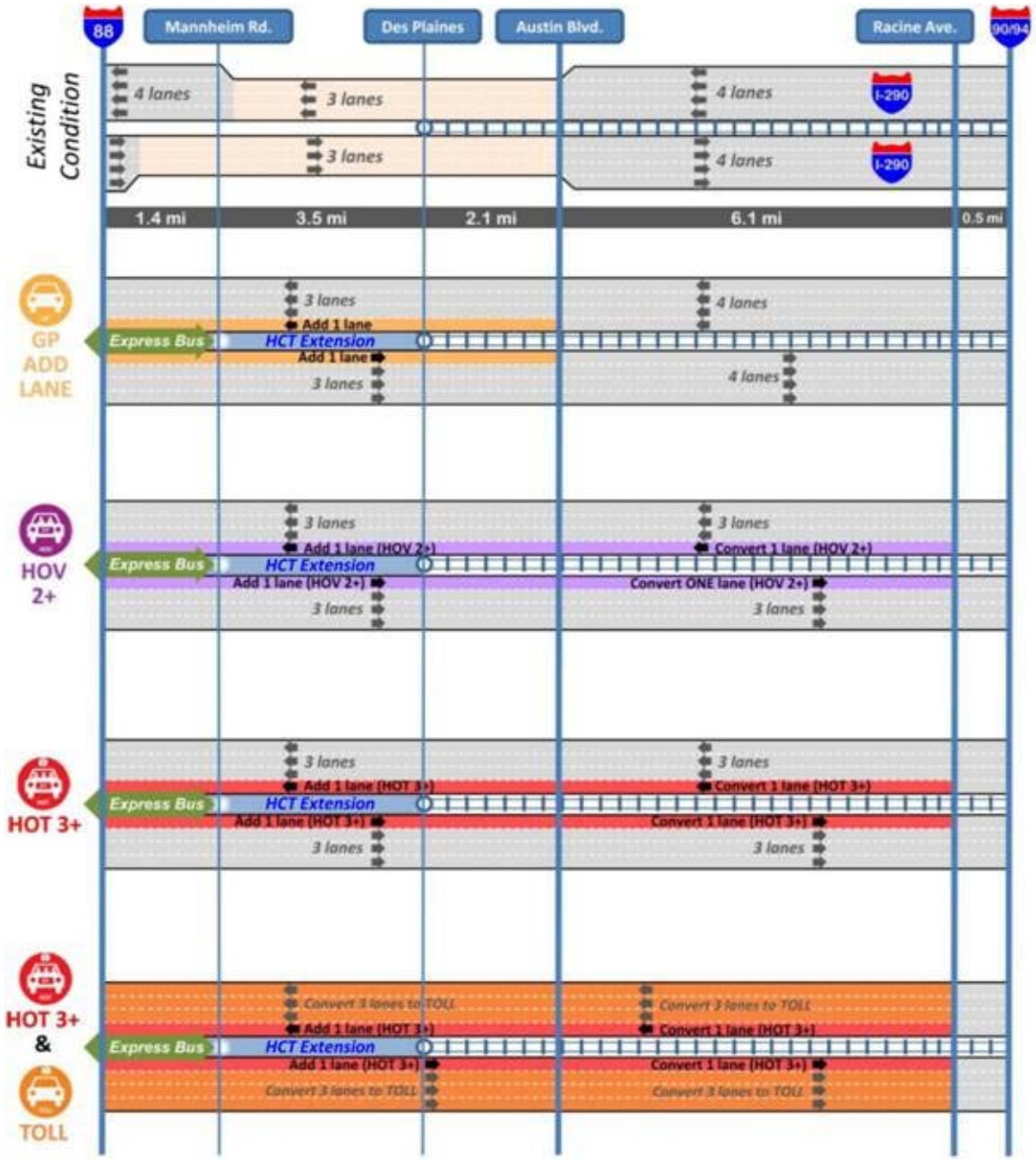
- **HOV 2+ & EXP & HCT (also referred to as HOV +2)**, consisting of adding one HOV 2+ high occupancy vehicle (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOV 2+ use, and provisions for Express Bus and High Capacity Transit;

[1] "General purpose lanes (also referred to as "mixed use" or "mixed flow" lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles and pedestrians on limited access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose.

- **HOT 3+ & EXP & HCT (also referred to as HOT +3)**, consisting of adding one HOT 3+ high occupancy/toll (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, and provisions for Express Bus and High Capacity Transit; and

- **HOT 3+ & TOLL & EXP & HCT (also referred to as HOT +3 & TOLL)**, consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (all users of these lanes paying a toll), and provisions for Express Bus and High Capacity Transit.

Figure 1-2. I-290 Build Alternatives Evaluated in the DEIS



The No Build alternative is also carried forward to provide a baseline of comparison of travel benefits as well as environmental impacts. This alternative consists of improvements to existing roadway and transit facilities in the broader Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements, such as I-290 or CTA Forest Park Blue Line branch expansion, within the Study Area. The environmental conditions that would exist under the No Build alternative are generally consistent with the existing conditions, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or

development projects. The No Build alternative would not satisfy the project's Purpose and Need.

1.4 Preferred Alternative

In considering the key factors for meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits, avoids social/economic and environmental impacts while providing travel benefits to environmental justice communities. The quantitative comparison of alternatives completed as part of the Draft EIS shows the HOT 3+ Alternative as scoring higher than the other three build alternatives. Since the social, economic and environmental factors are indistinguishable among the build alternatives for most measures, travel performance becomes a principal factor in selecting a Preferred Alternative. Compared to the other build alternatives, the HOT 3+ Alternative demonstrates superior and balanced transportation performance and, based on the analyses completed, the HOT 3+ Alternative is identified as the Preferred Alternative.

2.0 Section 106 Scope of Work and Methodology

The I-290 Eisenhower Expressway study is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP), and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment.

Per Section 106 requirements, the lead Federal agency develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE, in consultation with the State Historic Preservation Officer (SHPO). Section 106 regulations require the lead Federal agency to consult with the SHPO and identified parties with an interest in historic resources during the planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties.

When a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the U.S. Department of the Interior, be notified and invited to participate in the consultation involving NHLs.

The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Historic properties are resources that are either listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Above-ground resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 process of this project.

To comply with Section 106 of the NHPA and its implementing regulations (36 CFR 800), this report documents the following:

1. Identification and survey of above-ground resources in the APE, and
2. NRHP determinations of eligibility for built resources and landscape features using the NRHP Criteria for Evaluation.

The Assessment of Effects will be discussed in a forthcoming separate report.

2.1 Area of Potential Effects

Between 2001 and 2014, Environmental Survey Request (ESR) limits were prepared to identify potential environmental concerns in the vicinity of the I-290 project. The ESR limits provided a preliminary informal Area of Potential Effects (APE), which included the I-290 interstate right-of-way, select cross streets, and properties adjacent to the corridor based on the project scope and proposed improvements known at that time. In some areas, the ESR limits extended half a city block or more, north and south, from the I-290 Project Corridor. Several reconnaissance-level surveys of the informal APE (ESR limits) were completed between 2001 and 2014 to identify and photograph any resources 50 years of age or older. Photo logs of identified resources were submitted for review by IDOT-BDE Cultural Resources Unit staff, who identified NRHP-listed and potentially NRHP-eligible properties within the informal APE (ESR limits).

In 2015, following additional preliminary engineering work, project refinements enabled a substantive revision and final delineation of the APE by IDOT, in coordination with FHWA. Smaller than the preliminary informal APE (ESR limits), the final APE has been defined to include the I-290 interstate right-of-way, select cross streets and railroad crossings with planned improvements, and at least one tax parcel adjacent to the

interstate and those cross streets. In some areas, the APE extends greater than one tax parcel to account for vacant parcels and viewshed considerations.

Maps depicting the APE, the project corridor, and NRHP-listed and surveyed above-ground resources are appended to this report (Appendix B).

2.2 Identification of Historic Properties

The content of this report fulfills Section 106 studies for built resources and landscape features in the APE. As part of this effort, IDOT consulted with FHWA and IDOT-BDE's Cultural Resources Unit staff to determine requirements and discuss areas of concerns. All work completed as part of this effort follows established state standards, requirements, and guidelines. According to the "Exemption Regarding Effects to the Interstate Highway System," passed into effect on March 7, 2005, by the ACHP, the interstate system as a resource is exempt from Section 106 consideration which includes the I-290 corridor.

2.2.1 2001-2014 Reconnaissance-Level Surveys

A reconnaissance-level survey of the preliminary informal APE (ESR limits) was initially completed in 2001, and subsequently in 2009, 2012, and 2014, as the project was expanded and refined to identify any previously evaluated historic properties (including those listed in the NRHP) and any built resources more than 50 years of age within the preliminary informal APE (ESR limits). The results of each field survey were documented in photo logs and maps that were submitted to IDOT-BDE Cultural Resources Unit staff for review. IDOT-BDE's staff architectural historians identified those properties that may be potentially eligible for listing in the NRHP and may be affected by the proposed project.

Their findings were documented in the following memoranda, which are appended to this report (Appendix A):

- Illinois Department of Transportation (IDOT). 2002. Bureau of Design and Environment (BDE). Correspondence with John A. Walthall, Cultural Resources Unit. January 24, 2002. *I-290, Cook County*. Prepared for Illinois Department of Transportation.

- Illinois Department of Transportation (IDOT). 2010. Bureau of Design and Environment (BDE). Memorandum from Laura Fry, Cultural Resources Unit. February 11, 2010. *Affected Historic Properties*. Prepared for Illinois Department of Transportation.

- Illinois Department of Transportation (IDOT). 2012. Bureau of Design and Environment (BDE). Memorandum from Emilie M. Eggemeyer, Cultural Resources Unit. June 20, 2012. *Cultural Resources Review*. Prepared for Illinois Department of Transportation.

- Illinois Department of Transportation (IDOT). 2014. Bureau of Design and Environment (BDE). Memorandum from Brad H. Koldehoff, Cultural Resources Unit. April 14, 2014. *Interstate Widening Project – Property Avoidance*. Prepared for Illinois Department of Transportation.

As a result of identification and evaluation efforts for this project, IDOT-BDE Cultural Resources Unit staff identified 76 NRHP-listed and potentially NRHP-eligible properties within the preliminary informal APE (ESR limits).

2.2.2 Literature Review

Architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards conducted research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Cook County, and specifically, Chicago, Oak Park, Forest Park, Maywood, and Westchester. Architectural historians consulted and obtained relevant documentation from the following databases and repositories:

- NRHP-listed properties in the National Park Service records;
- City directories and United States Federal Census records available through HeritageQuest Online; and
- Historical collections, building permits, and city directories housed at the Chicago History Museum, Chicago Public Library, Historical Society of Oak Park and River Forest, and Maywood Public Library.

The architectural historians also identified and researched a variety of sources to complete the documentation and evaluation of previously and newly surveyed properties. Current aerial imagery and property data as well as historic aerial photography and Sanborn Fire Insurance Maps aided in determining an individual property's development and past ownership. These sources included, but were not limited to, the following:

- Current property data, including year-built dates, from the Cook County Assessor's Office;
- NRHP nominations acquired from the SHPO's Historic and Architectural Resources Geographic Information System (HARGIS);
- Pending NRHP nomination of The Chicago Parks Boulevard System Historic District acquired from the City of Chicago's Historic Preservation Division;
- "I-290 Corridor Architectural Survey," and individual property survey forms acquired from the Village of Oak Park's RuskinARC database;
- Historic district nomination reports and historic resources surveys from the Village of Oak Park Historic Preservation Commission;

- Information on previously surveyed properties in the Chicago Historic Resources Survey database from the City of Chicago's Historic Preservation Division;
- Historical newspaper articles from the Chicago Tribune Archives;
- Sanborn Fire Insurance Maps;
- Historic aerial photographs; and
- Published histories of Chicago, Oak Park, Maywood, Forest Park, and Westchester.

To supplement the information on the qualities and characteristics of specific property types in order to evaluate eligibility for inclusion in the NRHP, the architectural historians consulted the following publications:

- National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*; and
- Virginia & Lee McAlester, *A Field Guide to American Houses*.

The information gathered from these sources was used to develop specific historic contexts as they apply to Cook County and is presented in the Historic Context section of this report. Particular attention focused on city and village histories to gather information on surveyed properties and provide interpretive contexts in order to evaluate NRHP eligibility. These interpretive contexts focused on the development of villages and cities within the county, neighborhood and community area development in Chicago, and the roles of potential historic properties in local, state, and regional history, as well as their architectural significance. These sources were also used to develop individual resource histories to evaluate a resource's historical and architectural significance for evaluation of NRHP eligibility. Specifically, the aerial photographs, Sanborn Fire Insurance Maps, city directories, local histories, newspaper articles, and the prior surveys of the study area were important to establishing an individual property's historic context and significance.

Section 6.0, Bibliography, provides a complete listing of sources consulted.

2.2.3 2015 Intensive-Level Field Survey

In 2015, an intensive-level field survey was undertaken by a survey team of two architectural historians. This entailed driving the entirety of the final APE to photograph and record field notes for all previously identified properties within the final APE requiring detailed investigation. For each property surveyed, the historians conducted the survey of visible elevations from the public right-of-way, which included photographs and observations regarding the property's characteristics. The survey team took photographs of individual properties as well as representative viewscape and streetscape photographs. For each property, the survey team completed a photography log and recorded any observations regarding the physical characteristics of the

buildings, structures, objects, or associated landscape elements. The location of each property was later verified through the Cook County Assessor's GIS database.

2.3 NRHP Determinations of Eligibility

Following the identification of properties in the final APE requiring further research and evaluation, the historians evaluated each identified property for NRHP eligibility. Properties were evaluated under NRHP Criteria A, B, and C for their architectural and historical significance; Criterion D, as it primarily applies to archaeological resources, was not applied as part of this assessment. Separate archaeological investigations were conducted within the project corridor.

Thirteen of these identified properties were previously surveyed and documented in several Oak Park historic resources surveys and local historic landmark designations, the Chicago Historic Resources Survey database, and Landmarks Illinois. The Oak Park "I-290 Corridor Architectural Survey" identified 3 properties near the I-290 corridor and included determinations of local landmark significance and determinations of potential NRHP eligibility. Similarly, the Oak Park "South Town District Survey" identified 3 properties along South Oak Park Avenue and determined they were potentially eligible as local landmarks.

For these previously surveyed properties located in the final APE, NRHP determinations of eligibility were completed. The historians established each property's historical context and significance, or lack thereof, to determine the property's NRHP eligibility. Detailed architectural descriptions and historic context statements were written and the NRHP Criteria for Evaluation were applied to make a determination of eligibility for each of these properties. For properties determined to have historic or architectural significance, the historians completed integrity assessments. If the properties retained integrity, the historians determined periods of significance, and delineated historic boundaries. For each property, a survey data form was completed; each form includes current photographs and individual locator maps, regardless of its eligibility determination. These survey data forms are included in this report in Appendix D.

2.4 Conclusions

The project architectural historians surveyed 35 properties as part of this study. Of this number, there are 9 properties already listed in the NRHP, pending NRHP designation, or previously determined NRHP-eligible by the SHPO. These include:

- Columbus Park at 500 South Central Avenue, Chicago (Survey ID 1-20), NRHP-listed under Criterion A for its association with social and recreational history, and under Criterion C as the masterpiece of Jens Jensen reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components, and designated a National Historic Landmark under NHL Criterion 4 as an exceptionally important work of design;

- Oak Park Conservatory at 615 Garfield Street, Oak Park (Survey ID 1-10), NRHP-listed under Criterion A for its association with the development and maturation of the parks movement and preservation of open space in suburban developments in Oak Park, and under Criterion C as a rare example of a glass and steel greenhouse design in Illinois;
- Paulina Mansions at 901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park (Survey ID 1-9), previously determined NRHP-eligible under Criterion C as a good example of an early twentieth–century, Tudor Revival-style, S-shaped courtyard apartment building in Oak Park;
- Gunderson Historic District roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park (Survey ID 1-17), NRHP-listed under Criterion A for its association with community planning and subdivision development efforts undertaken by S.T. Gunderson and Sons firm, and under Criterion C for its uniformly designed collection of early twentieth-century American Foursquare homes with Colonial Revival, Craftsman, and Prairie-style influences;
- Garfield Park at 100 North Central Park Avenue, Chicago (Survey ID 1-26), NRHP-listed under Criterion A for its association as one of three original parks of the West Park Commission that continually accommodated changing recreational and cultural needs of community, and under Criterion C for its significant landscape design and architectural history by William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen;
- Tri-Taylor Historic District roughly bounded by Oakley, Harrison, and Claremont Streets on the north and Taylor and Oakley Streets on the southeast, Chicago (Survey ID 1-30), NRHP-listed under Criterion A for its association with immigrant-developed neighborhoods on the Near West Side after the 1871 Chicago Fire, and its late nineteenth- and early twentieth-century residential urban architecture;
- Cook County Hospital Administration Building at 1835 West Harrison Street, Chicago (Survey ID 1-33), NRHP-listed under Criterion A for its association with the history of medicine, medical education, and public health in Chicago; its importance to immigrant, minority, and poor populations; and as the site of numerous important medical breakthroughs. Also NRHP-listed under Criterion C for its Beaux Arts-style architecture;
- The Chicago Park Boulevard System Historic District that includes approximately 26 miles of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north, and back east, to the eastern end of Logan Boulevard, Chicago. The system consists of 8 parks, 19 boulevards, and 6 squares (Survey ID 1-27), pending listing in the NRHP under Criterion A for its association with community planning and development as the first major comprehensive designed system in the country and creation of Chicago's neighborhoods in the late nineteenth century, and under Criterion C

for its examples of high-quality late nineteenth- and early twentieth-century architecture along the boulevards and associated parks; and

- Hulbert Historic District roughly bounded by Madison and Harrison Streets, and Clinton and South Kenilworth Avenues, Oak Park (Survey ID 1-5), previously determined NRHP-eligible under Criterion A for its association with community planning and subdivision development by Thomas Henry Hulbert, and under Criterion C for its collection of early twentieth-century Queen Anne-style homes and American Foursquare homes with Craftsman and Prairie-style influences.

Of the 26 evaluated properties, 12 individual historic properties and no historic districts are being recommended as eligible for listing in the NRHP:

- Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester (Survey ID 1-1), recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic synagogue;
- Park District of Forest Park at 7441 Harrison Street, Forest Park (Survey ID 1-3), recommended NRHP-eligible under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park, and under Criterion C for its original design form, features, and buildings;
- Commercial building at 841 South Oak Park Avenue, Oak Park (Survey ID 1-6), recommended NRHP-eligible under Criterion C as a good example of an early twentieth-century Beaux Arts-style commercial building in Oak Park;
- T.A. Holm Building at 905 South Oak Park Avenue, Oak Park (Survey ID 1-7), recommended NRHP-eligible under Criterion A for its association with local success of the T.A. Holm & Co. Realtors in Oak Park, under Criterion B for association with productive life of T.A. Holm, and under Criterion C as a good example of an early twentieth-century Classical and Art Deco-style terra cotta-clad commercial building in Oak Park;
- Suburban Trust and Savings Bank Building at 840 South Oak Park Avenue, Oak Park (Survey ID 1-8), recommended NRHP-eligible under Criterion C as a good example of an early twentieth-century Neoclassical-style bank building in Oak Park;Maze Branch Library at 845 Gunderson Avenue, Oak Park (Survey ID 1-16), recommended NRHP-eligible under Criterion A for its association with post-Depression and New Deal-era neighborhood branch library construction, under Criterion B for association with local librarian Adele H. Maze, and under Criterion C as a good example of Revivalist library architecture by local architect Elmer C. Roberts in Oak Park;
- Assumption Greek Orthodox Church at 601 South Central Avenue, Chicago (Survey ID 1-21), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style by local master architect Peter E. Camburas;
- Commonwealth Edison Kolmar Substation at 616-632 South Kolmar Avenue, Chicago (Survey ID 1-24), recommended NRHP-eligible under Criterion A for its

association with transportation development in Chicago, and specifically the elevated rail system, over several decades;

- Altgeld Park Fieldhouse at 515 South Washtenaw Avenue, Chicago (Survey ID 1-29), recommended NRHP-eligible under Criterion A for its association with innovative early twentieth-century trends in recreation, and under Criterion C as a good example of a Classical Revival-style public building constructed for a neighborhood park in Chicago;
- Crane Technical High School at 2301 West Jackson Boulevard, Chicago (Survey ID 1-31), recommended NRHP-eligible under Criterion A for its association with the trend toward vocational schools in the early-twentieth century in Chicago, and under Criterion C as an example of Neoclassical-style school architecture;
- Louis Pasteur Memorial at 1800 West Harrison Street, Chicago (Survey ID 1-32), recommended NRHP-eligible under Criterion C and Criteria Considerations B and F as an excellent and rare example of master sculptor Leon Hermant's work in Chicago; and
- Chicago & Midwest Regional Joint Board Building at 333 South Ashland Avenue, Chicago (Survey ID 1-34), recommended NRHP-eligible under Criterion A for its association with the critical growth of unions in 1920s Chicago, and under Criterion C as an example of Art Deco-style architecture designed by local architect Walter W. Ahlschlager in Chicago.

A list of all surveyed properties in the final APE is presented in Appendix C. The individual findings of NRHP eligibility are in Appendix D. Maps depicting the NRHP-listed and eligible properties, as well as the properties evaluated for NRHP eligibility are presented in Appendix B.

3.0 Effects Assessment Methodology

The Assessment of Effects will be discussed in a forthcoming separate report, after the identification of historic properties is completed. This section discusses the proposed effects assessment methodology that will be followed for evaluating project effects to NRHP-listed and NRHP-eligible properties within the APE. Considerations in developing this methodology include the criteria applied for adverse effect, NRHP eligibility and aspects of integrity, and assessment of effects findings.

3.1 Criteria of Adverse Effect

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

3.2 NRHP Eligibility and Aspects of Integrity

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the National Register guidance is more commonly used. However, crucial information on integrity assessments (used for eligibility determinations) provides insight regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

- **Location is the place where the historic property was constructed or the place where the historic event occurred.** The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

- **Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

  Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

- **Setting is the physical environment of a historic property.** Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

  The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

- **Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.** The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

- **Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.** It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

- **Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.** It results from the presence of physical features that, taken together, convey the property's historic character.

- **Association is the direct link between an important historic event or person and a historic property.** A property retains association if it is the place where

the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in, or determined eligible for listing, in the NRHP. For example, a property that is significant for its historic association (A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

3.3 Integrity of Setting and Historically Significant Viewsheds within the I-290 Corridor

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that project components may be visible from a historic property, and may obstruct views to or from that property, but this does not necessarily constitute an adverse effect. Factors considered for resources that fall into this category include proximity of the project's proposed build alternatives and noise barriers to the historic property, any historically significant viewsheds that remain as indicated in prior documentation (including NRHP nominations and determinations of eligibility completed by others, as well as NRHP determinations of eligibility completed for this project), and the overall importance of integrity of setting to the historic property's eligibility determination.

In general, the integrity of setting for historic properties along the expressway and within the APE is currently and substantially compromised when the I-290 Eisenhower Expressway was constructed during the 1950s. The scope and scale of the expressway severely altered and compromised the integrity of setting and historically significant viewsheds for many historic properties adjacent to the expressway. Additionally, its presence preceded the NRHP listings and eligibility determinations of all historic properties in the APE.

3.4 Assessment of Effects Findings

As part of the forthcoming Assessment of Effects, information available for each historic property will be reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, are historically significant and contribute to the property's NRHP eligibility. Using the same information, a determination will be made regarding which aspects of integrity are most critical to a historic property's NRHP eligibility, as described in Section 3.2 of this report.

To determine if any historic properties would be affected by the project, architectural historians will conduct site visits to each historic property, review project plans and the noise abatement results, and complete additional photo documentation. Following guidelines set forth in 36 CFR 800 of the NHPA and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings will be used to assess project effects to individual historic properties and to make an overall project finding of effect:

- ***No Effect:*** Per 36 CFR 800.4(d)(1), an undertaking may have "No Effect" to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale will be used to assess effects to historic properties within the APE for which there would be no direct physical impact and there would be no visual impact due to distance and intervening elements, such as topography, vegetation, and structures.
- ***No Adverse Effect:*** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- ***Adverse Effect:*** An "Adverse Effect" is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

4.0 Historic Context

The project's historic context focuses on the historical development of the I-290 Eisenhower Expressway project area from Hillside to Chicago by examining the historic patterns that have impacted the development of historical resources in Cook County, specifically Maywood, Forest Park, Oak Park, and Chicago.

The following historic context presents the historical development of the project area and describes the representative types of extant built resources surveyed in the project area. This context provides a background for their evaluation of NRHP eligibility by describing the area's larger patterns of development and consequently, the evolution of the built environment.

4.1 City of Chicago

The Chicago area was originally inhabited by a number of Native American tribes, including the Miami, Sauk, Fox, and Potawatomi. In 1673, Jacques Marquette and Louis Joliet's explorations of the Mississippi River and Lake Michigan brought them to the Chicago area. Many French explorers were initially attracted to the area's short canoe portage connecting the Great Lakes with the Mississippi River system, which was ideal for trading. The French and their Native American allies used the Chicago portage through the late seventeenth and early eighteenth centuries, abandoning it in the 1720s due to continual Native American raids during the Fox Wars.

Around 1780, trader Jean Baptiste Point du Sable built his farm at the mouth of the Chicago River, establishing the first non-native permanent settlement in Chicago. He is considered the city's founder. After the Northwest Indian War, in 1795, some of the Native Americans ceded Chicago to the United States for a military post in the Treaty of Greenville. In 1803, Fort Dearborn was established near the mouth of the Chicago River, at what is now the corner of Michigan Avenue and Wacker Drive. During the War of 1812, Native Americans burned the fort down. It was rebuilt in 1818, used until 1837, and demolished in 1857.

To help finance the construction of the Illinois and Michigan Canal, the Chicago area was surveyed and platted in 1830. Chicago incorporated as a town in 1833 with a population of 350, and as a city in 1837; by 1840, the city had a population of over 4,000. Roads were built south and west out of the city, connecting the surrounding farmlands to the growing transportation hub in Chicago. The advent of grain elevators and wheat grading standards transformed the sale of crops, allowing them to be shipped eastward through the Great Lakes to New York City. In 1848, the Illinois and Michigan Canal opened, allowing shipping from the Great Lakes through Chicago to the Mississippi River and the Gulf of Mexico. That same year, the first rail line and telegraph in the city was completed. As more railroads were constructed into the city through the 1850s and 1860s, Chicago became the transportation hub between major cities in the East and West. Through the late 1800s, Chicago continued to grow as a national retail center, home to

Sears, Roebuck & Company, Montgomery Ward, and Marshall Field & Company, among others.

4.1.1 Chicago Fire of 1871

The Chicago Fire of 1871 temporarily slowed the city's rapid growth, destroying one-third of its structures and leaving over 100,000 homeless. The fire started on October 8, 1871, in a barn owned by Patrick and Catherine O'Leary on DeKoven Street on the near West Side. From the original site, nine successive separate fires were started by flying brands from the earlier burning sites, which were carried by gale-force winds north and eastward through the city. The fire quickly spread, fueled by the wind, dry leaves and weather, and a city primarily constructed of wood (buildings and plank roads and sidewalks). Within 36 hours, the fire destroyed approximately four square miles of the city, including the business district, lakefront harbor, and more than 18,000 structures. Approximately 100,000 of the city's residents were left homeless and between 200 and 300 people were killed. Although the fire destroyed many of the city's structures, much of its infrastructure remained intact, including its water, sewer, and transportation systems.

Reconstruction began quickly due to charity donations received from around the world to assist with relief efforts. The fire led the city to reevaluate its physical development, building construction techniques, and fire standards, all of which had been lacking due to the city's rapid expansion at that time. Almost immediately, land speculators quickly set about rebuilding the city to higher standards while city officials rewrote its fire standards. "Fire Limits" were established in 1872, requiring all new construction within that area to be of brick or stone; outside of the limits, new structures could be built of wood as a concession to the meager resources of the area's residents. Despite the new regulations, many replacement buildings were still constructed of wood. As it rebuilt, the city expanded and reconstruction efforts spurred economic development and population growth. Within a year, the most visible signs of the fire's destruction were gone. The Chicago Fire of 1871 was considered a turning point in the city's early history and was also the catalyst for suburban growth in the Chicago area as residents left the city to build anew.

From 1880 to 1920, the City of Chicago annexed surrounding farmland and suburbs, expanding further westward to accommodate its rapid growth. Between 1870 and 1900, Chicago grew from a city of 299,000 to nearly 1.7 million and was the fastest growing city at the time. Its flourishing economy attracted European immigrants, first from Ireland and Germany, and later from the eastern European countries. However, this population boom led to overcrowded downtown neighborhoods that quickly outgrew the existing infrastructure and created unsanitary conditions. New infrastructure was installed, including streets and alleys, water and sewer pipes, gas pipes, electric lines, and public rail transportation. Rural land was transformed by developers into new neighborhoods. The streetcar lines, and later automobiles, allowed people to live further away from work. In response to overcrowding and unsanitary conditions, social reformer Jane Addams led the movement to improve the quality of urban life for all of the city's residents, including education, social services, and urban housing. Her call for

improvements directly influenced the planning and architecture of the city's new neighborhoods. The 1902 Tenement House Ordinance provided strict guidelines for the construction of multifamily flats and apartment buildings, requiring windows for every habitable room to allow for cross-ventilation and light as well as modern amenities. In single-family housing, the Chicago bungalow also incorporated numerous windows.

In 1893, Chicago hosted the World's Columbian Exposition, constructing the "White City" on former wetlands on the present location of Jackson Park in the Hyde Park neighborhood. Frederick Law Olmstead provided the landscape design while a committee of architects under the direction of Daniel Burnham designed the temporary pavilions in a classical style. Drawing 27.5 million visitors to the city, the Exposition greatly influenced the subsequent direction of art, architecture, and design in the United States. The classical architectural style contributed to a revival of Beaux Arts architecture.

Through the late nineteenth and early twentieth centuries, Chicago continued to grow its manufacturing and retail industries, fostered by expansion of railroads throughout the upper Midwest and the East, and greatly influenced the nation's economy. Chicago became the world's largest rail hub and one of its busiest ports by shipping traffic on the Great Lakes. The packing trade was dominated by the Chicago Union Stock Yards and commodity resources, such as lumber, iron, and other ores, were brought to Chicago for processing and shipment. Alongside New York City, Chicago became the center of the nation's advertising industry. During the 1920s, new construction boomed, including monumental skyscrapers and notable Chicago landmarks, such as the Merchandise Mart and Chicago Board of Trade Building. New construction stopped during the Great Depression and World War II.

The Great Depression severely impacted Chicago due to the city's reliance on manufacturing, the hardest hit sector nationally. Only half of the Chicagoans working in the manufacturing sector in the late 1920s were still working there in 1933. African Americans and Mexicans unemployment rates were high and public school teachers were owed months of back pay by 1933. The city and private charities were financially hit hard by the economic downturn. The city was already facing a financial crisis when the Depression hit, due to a 1928 property reassessment that prevented the city from collecting taxes, immediately followed by a widespread tax strike. The city quickly exhausted its emergency relief funds by 1932. Religious institutions, benevolent societies, and mutual benefit societies were also on the brink of financial ruin. Public unrest was also high during this period as the city saw some of its most volatile strikes, protests, and demonstrations due to the high unemployment rate and frustrated workers. The strikes were often supported by unions whose organizing efforts provided a common ground to a disparate workforce.

Through New Deal funds, federally funded jobs and services alleviated unemployment and helped the city to complete the construction of large-scale projects, such as Lake Shore Drive, landscaping numerous parks, constructing 30 new schools, and building a modernized State Street Subway. General prosperity returned to the city in 1940 as war

production orders ended unemployment and deflation. However, the Great Depression left its mark on the city. Chicago had experienced stark, widespread poverty and a reorientation toward the Democratic Party, who had come to power during the period, appealing to organized labor and African Americans. Chicago neighborhoods lost many of their mom-and-pop stores.

Between 1950 and 1960, Chicago's population shrank for the first time in its history as many moved to the suburbs and factory jobs stabilized. Urban renewal efforts and the construction of expressways demolished and divided neighborhoods. Replacement public housing solved few of the city's economic and criminal problems. Since the early 1990s, many of the inner city neighborhoods have been revitalized, though others, like those on the West Side, have not experienced the same turnaround. New Asian, Mexican, and Puerto Rican immigrants have also settled in the city. Today, the city remains a center of trade, its rail and water transit hubs supplemented by airports.

4.1.2 West Side Neighborhoods/Community Areas

The City of Chicago is divided into more than 200 neighborhoods and 77 community areas. The city's neighborhood names, identities, and boundaries have evolved over time due to real estate development and changing demographics. Consequently, there is no official list of city neighborhoods or their boundaries.

The city's community areas were drawn by University of Chicago researchers in the late 1920s to understand Census Bureau information by real divisions in the city. Roughly corresponding to the city's neighborhoods and often encompassing several of them, the community area boundaries were based on "natural areas" within the city created by physical boundaries such as rivers, parks, and railroads. Seventy-five community areas were originally identified with two added in the 1950s and 1980; the boundaries have never been revised in order to allow for comparisons over time.

This context focuses on the four West Side community areas within or near the I-290 corridor.

4.1.2.1 Austin

Austin is Community Area 25, encompassing the Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, seven miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in South Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century, large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In North Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while South Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

4.1.2.2 West Garfield Park

West Garfield Park is Community Area 26, encompassing the West Garfield Park neighborhood.

Located on the east border of Austin, five miles west of the Loop, the West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway came through in 1848. It was a rural area characterized by scattered farms. Urbanization began in the 1870s with the West Side Park Board's establishment of three major West Side parks in 1870, the Chicago Fire of 1871 that prompted land speculators and residents to move further westward out of the city's fire limits, and the establishment of the Chicago & Northwestern Railway's train shops in 1873 north of Kinzie Street. The railroad's several thousand employees and their families, mostly Scandinavians and Irish, settled in the area south of Kinzie Street around Central Park, the middle West Side park. The Central Park village was primarily residential, consisting of single-family homes, two flats, and some large apartment buildings, with some commercial buildings to meet the needs of its residents.

In 1881, Central Park was renamed Garfield Park in honor of the assassinated President Garfield. The park provided many recreational opportunities for its new residents, featuring an administrative building, exhibit houses, picnic groves, and a bicycle track. Nearby, the Garfield Park Race Track was established as a gentleman's trotting club in 1878 and converted for gambling ten years later. Taverns catering to spectators sprang

up around the track. The track was closed in 1906 after a series of shootings and one near riot and replaced by new residences.

The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park "L" on Harrison Street soon after. The "L" lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure. The establishment of the Sears plant in nearby North Lawndale brought new residents to West Garfield Park's southeast area. Starting in 1914 and through the 1920s, Madison Street became the heart of Garfield Park's commercial district with new department stores, movie palaces, and hotels. Growth during the Great Depression and World War II stagnated, but the community remained stable.

Several changes to the community occurred during the 1950s, including the Congress Expressway's construction and population changes. Buildings were demolished on the neighborhood's south side to make way for the new expressway, displacing residents. African Americans moving into the neighborhood were met with hostility and longtime white residents began moving out of the neighborhood. The United Property Group was formed to prevent further sales to African Americans while the Garfield Park Good Neighbors Council was established to welcome African American homebuyers. Middle-class African American families created small organizations and block clubs to maintain their new neighborhoods, but their efforts went largely unrecognized and could not prevent the increasingly neglected and overcrowded apartment buildings due to absentee landlords. Riots in 1965 and 1968 that destroyed homes and businesses further divided the community and the last major retailers and white residents left. Open-housing laws in the 1970s provided an opportunity for middle-class African American residents to leave the neighborhood, which was experiencing increasing poverty and a physical decline.

4.1.2.3 East Garfield Park

East Garfield Park is Community Area 27, encompassing the East Garfield Park and Fifth City neighborhoods.

Located four miles west of the Loop, East Garfield Park developed similarly to West Garfield Park. Annexed to Chicago in 1869, its western section comprised a portion of Central Park (later Garfield Park), which was established the same year. The land east and south of the park was subdivided but not fully developed for at least another couple decades, and East Garfield Park remained sparsely populated. The community's residential and commercial development followed the construction of the elevated "L" lines on Lake and Harrison Streets through the community in the early 1890s and the establishment of manufacturing plants in neighboring communities, such as the Sears plant in Lawndale. Many of the community's residents worked in the nearby plants and two flats and small apartment buildings were erected to house them as well as modest homes, commercial buildings, and other industries. East Garfield Park's early residents were mostly Irish and German, and later included Italians and Russian Jews.

Post-World War I, East Garfield Park experienced a brief period of prosperity. West Garfield Park's Madison Street shopping district expanded eastward along Madison into East Garfield Park. A high-class residential hotel, the Graemere, opened just east of Garfield Park and a vocational school for girls opened in 1927. Unlike West Garfield Park, East Garfield Park experienced economic and residential decline during the Great Depression and World War II. Many houses were converted into smaller units for more boarders and allowed to deteriorate. By 1947, the area was in great need and Daughters of Charity opened Marillac House at 2822 West Jackson Boulevard to serve the local poor.

Like its neighboring communities, the 1950s Congress Expressway construction displaced residents on the south side of the neighborhood. Additionally, its racial composition was changing as more African American families began purchasing and renting homes in East Garfield Park. In 1960, a cluster of Chicago Housing Authority (CHA) family public housing projects–Harrison Courts, Maplewood Courts, and Rockwell Gardens–were constructed at the east end of East Garfield Park. During this time, residential physical conditions continued to deteriorate due to absentee landlords and increasingly common vacant lots. Despite these conditions, local churches, and community organizations continued to promote interracial community involvement, urban renewal, and local leadership.

In 1966, civil rights activism attempted to prevent further neighborhood deterioration through the establishment of anti-slum organizations (East Garfield Park Union to End Slums) and cooperatives to obtain groceries and housing (East Garfield Park Cooperative). A coalition of residents and clergy successfully fended off the CHA's attempt to build more high-rise public housing. Rioting in 1968 undermined these activism efforts, leading to more businesses and residents leaving the neighborhood. East Garfield Park lost more than two-thirds of its population due to this outmigration. In the 1970s and 1980s, the area was characterized by endemic poverty, unemployment, a drug economy, and associated criminal activity to fill the economic void.

4.1.2.4 Near West Side

The Near West Side is Community Area 28, encompassing the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods.

Located two miles west of the Loop, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The

area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institution building also emerged as an effort by individual ethnic groups to reconstruct the cultural worlds left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. The Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, and Polk Streets, and Blue Island Avenue. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway (now the Eisenhower Expressway) was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange

were constructed along the community's east side in the late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced most of the Hull House, demolishing the majority of the original complex, as well as demolished the historic Italian neighborhood (only two of the original buildings still stand). A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots that followed the assassination of Martin Luther King Jr. The riots caused widespread devastation in the already impoverished area.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

4.2 Village of Oak Park

Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of

Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, *Tarzan* author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

4.3 Village of Maywood

Maywood was established in 1869 on the site of two Indian trails and 450 acres of several large farms along the west bank of the Des Plaines River, originally part of a larger area known as Noyesville. It was founded by the Maywood Company, a stock corporation formed by Colonel William T. Nichols and six other Vermont businessmen. The Maywood Company chose the new village's location for its proximity to Chicago, 5.5 miles from that city's west limits, and the presence of the Chicago and Northwestern Railway through the village. When Maywood was established, the Chicago and Northwestern Railway Company agreed to build a depot there and put in sidetracks to facilitate freight transportation. This directly contributed to the village's early boom period and development into a thriving suburban community by the turn of the twentieth century.

The village was named for Colonel Nichols' recently deceased daughter, May, and the 20,000 elm, maple, oak, and ash trees that were planted along all of the village's streets. Following incorporation, the Maywood Company immediately began subdividing the land, made infrastructure improvements, and laid out wide streets in a grid pattern. Building commenced on the north side of the Chicago and Northwestern Railway tracks with no less than thirty houses built on speculation within the year. A post office, school, grocery store, hotel, churches, and a park soon followed. In 1881, the village was formally incorporated.

This suburb housed Chicago workers as well as its own industries, such as Chicago Scraper and Ditcher, an agricultural machinery manufacturer established in 1884, and the Norton Can Works, later the American Can Company, which moved to Maywood in 1885. Maywood's industries were primarily concentrated within the factory district along the north side of the railroad tracks. Public transportation, including the Chicago and Northwestern Railway line and Chicago's rapid transit system, provided service to Maywood's industries and residents and connected the village to Chicago.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veteran's Hospital was founded in Maywood. The American Can Company and various other industries prospered through the Depression and mid-twentieth century. In 1969, the community gained the Loyola University Medical Center. However, the village faced economic decline in the 1970s when the American Can Company, among others, moved out of Maywood and the village's main shopping street, Fifth Avenue, suffered from a declining retail base. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth and Maywood began to rebound from the economic decline of previous decades.

4.4 Village of Forest Park

In 1839, French-Indian trader Leon Bourassa received a land grant for 160 acres along the Des Plaines River, an area originally occupied by the Potawatomis. The next settler was German immigrant Ferdinand Haase, who purchased land from Leon Bourassa in 1851. Five years later, the Chicago and Galena Union Railroad established a railroad line through the area, bringing with it public transportation and a workforce who settled in the community. The community was named Harlem after one landowner's hometown in New York City. More settlers came in the aftermath of the 1871 Chicago Fire, building new homes in Harlem. A smaller rail line established in 1881 and the elevated "L" electrified rapid transit service established in 1895 further contributed to the development of the community by providing additional public transportation to Chicago. The Town of Harlem formally incorporated in 1884 and was later renamed Forest Park in 1907 due to shifting borders with River Forest and the existence of another Harlem in Illinois.

The community was known for its several large cemeteries, which cover much of the village. The first, Jewish Waldheim, was established in 1870 and was soon followed by Concordia in 1872, German Waldheim in 1873, Forest Home in 1876, and Woodlawn in 1912. German Waldheim merged with Forest Home in 1968 and is known as the final resting place for the four men hanged in 1887 for their alleged role in Chicago's Haymarket Riot. When the Congress Expressway (now the Eisenhower Expressway) was constructed in the 1950s, over 3,700 graves were moved from three of the village's cemeteries.

Forest Park was also known for its leisure activities. From 1907 to 1922, the Forest Park Amusement Park was a popular attraction for area residents as one of the only of its kind in Illinois at the time; it was also one of the largest in the country. It featured a

roller coaster superstructure, fun house, beer garden, casino, swimming pool, and skating rink. A downturn in business due to Prohibition and a devastating fire in 1922 permanently closed the park. In the early twentieth century, Forest Park was also home to several thoroughbred racetracks and the Harlem Golf Course.

The first interest in a community park arose in 1920 when the Forest Park Citizen's Protective League was formed to prevent further industrial or railroad development on a piece of vacant land they hoped to develop into a park. In 1934, the Park District of Forest Park was created through a village referendum and the first 16.5 acres of land were purchased in 1935 with administrative offices opening at 7520 West Harrison Street. Two weeks after the offices opened, a grant to improve the land was filed with the federal government and approved later that year as a Works Progress Administration (WPA) project. The WPA built pathways, tennis courts, baseball diamonds, a swimming pool, wading pools, an illuminated fountain, a garage and shop, a comfort station, and a three-story, Tudor Revival-style Administration Building, among other amenities.

Although Forest Park was predominately occupied by cemeteries and workers who commuted to Chicago's industries, the community had a few of its own industries. The first, a sausage factory, was established in 1890. In 1918, the Checkerboard Air Field was constructed and used by the Chicago-St. Louis United States mail run until 1927. In 1942, the United States Naval Ordinance Plant (Amertorp) began operations to meet the armament needs for World War II. The plant manufactured thousands of torpedoes and employed up to 6,500 workers during the war. It operated until 1971 when the majority of it was replaced by a mall. One of the most well-known industries was the Ferrara Pan Candy Company, which was founded in 1908 by Salvatore Ferrara in Chicago. The manufacturing facility moved to a former dairy in Forest Park in 1959, where it continues to operate today.

4.5 Village of Westchester

Westchester is a western suburb of Chicago platted by Samuel Insull in 1924. Before Insull purchased the 2,200 acre tract, German farmers worked the land for a century. Insull envisioned a model English town, and established English road names while developers constructed Tudor Revival-style apartments and houses. The town of Westchester incorporated in 1926 and had paved roads, sidewalks, street lamps, a sewer system, and parkways. The same year, the Garfield Park rapid transit line extended from Chicago to 12th Street (now Roosevelt). It extended again to 22nd Street (now Cermak) in 1930.

The Great Depression halted housing development construction in Westchester. Construction did not pick back up until after World War II as families moved out of Chicago and into the suburbs. During the 1950s-60s, Westchester remained a residential community, and population expansion predicated new construction, including ranches, Split-Levels, and post-war Colonial Revival houses. The village grew as the Eisenhower Expressway to the north and Tri-State Toll Road to the west became major

transportation routes. In the 1980s, commercial enterprises moved to Westchester with the construction of the Westbrook Corporate Center.

4.6 Transportation

Chicago and its surrounding suburbs have a wide and varied public transportation history. This context focuses on the modes of transportation within or near the I-290 corridor preceding the expressway's construction in the 1950s and history of the expressway itself.

4.6.1 Streetcars and Elevated Transit Lines

Chicago's first streetcars were horse cars run by the Chicago City Railway Company and the North Chicago City Railway Company around 1858 to 1861. Horse-drawn streetcars were slow and expensive to operate, and were substituted by cable cars in the 1880s. By 1887, the city had the largest cable railway system under the purview of three separate companies: Chicago City Railway, Chicago Passenger Railway, and the West Chicago Street Railroad Company. Although electric-powered trolleys came into being in the 1880s, the city's conversion to an electric-powered streetcar system did not occur until the mid-1890s. It was completed in 1906 and replaced the horse cars and cable cars. Various reorganizations of the multiple street railway lines and companies in Chicago from the 1890s through 1913 resulted in the Unification Ordinance of 1913, stipulating that all lines would be managed by a single association called the Chicago Surface Lines (CSL). Commencing operations in 1914, the CSL consisted of four companies: the Chicago Railways Company, Chicago City Railway, Calumet and South Chicago Railway, and Southern Street Railway.

During this same period, the city's public transportation options expanded to include elevated railroad transit lines. The Metropolitan West Side Elevated Railroad Company built the Garfield Park Line in 1895 as part of the overall Metropolitan West Side Elevated Railroad, also known as the "L." It was Chicago's third elevated railroad transit line and the first electrically powered one in the city. The four-track main line ran from downtown Chicago to Marshfield Avenue with branches to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. The Garfield Park Line continued westward from Marshfield Avenue, parallel to Van Buren Street and Harrison Avenue, to the city limits at Cicero Avenue. It was eventually extended west to the Forest Park, Maywood, and Bellwood suburbs. In 1902, the line was extended to Laramie Avenue with a connecting interurban service on the Aurora Elgin & Chicago Railway between Laramie Avenue and Aurora. The line was extended again in 1905 to Desplaines Avenue in Forest Park, providing local service over the Aurora Elgin & Chicago Railway ground-level trackage. In 1926, the Garfield Park Line was extended to Roosevelt Road in Westchester on a new branch extending south from the Chicago Aurora & Elgin Railroad (formerly the Aurora Elgin & Chicago Railway) at Bellwood.

The city's street railways system continued to grow throughout the 1920s, despite the rise in automobile ownership, and into the 1930s and 1940s, due to the 1933-1934 World's Fair and wartime demand. The CSL introduced gasoline buses for light routes

in 1927 and trolley buses to the northwest side in 1930 to supplement its existing service. At the height of its operations in Chicago, the CSL had numerous routes and over 1,000 miles of trackage, including routes along Harrison Avenue and Van Buren Street, as well as intersecting north-south routes, within the subject corridor. However, despite this continued growth, the four companies comprising the CSL were bankrupt and went into federal receivership in 1930. These proceedings were converted to those under the Bankruptcy Act in 1944 and trustees were appointed.

Similar to the formation of the CSL in 1913, the Metropolitan West Side Elevated Railroad Company, along with three other elevated railroad companies, formed the Chicago Elevated Railways Collateral Trust to establish cross-town services in Chicago for the first time. This partnership, and consolidation of "L" companies, was formalized in 1924 with the incorporation of the Chicago Rapid Transit Company (CRT), a privately-owned firm. In 1947, the newly formed Chicago Transit Authority (CTA), an independent governmental agency, took over the CRT "L" and CSL streetcar system operations. The CTA purchased the assets of the Chicago Motor Coach Company in 1952, unifying the public transportation system in Chicago and its surrounding suburbs.

The CTA soon began making changes to the city's public transportation system. The CTA considered streetcars old-fashioned and began replacing them with buses and trolley buses in 1948. Only four streetcar lines were left by 1954 and the streetcar system was completely abandoned by 1958. The electric trolley bus suffered a similar fate when the CTA began phasing them out of service in the late 1960s and early 1970s; the last trolley bus ran in 1973. Under the CTA's purview, new "L" lines were constructed, existing lines were extended or renovated, and others were closed.

In 1949, plans were underway to begin construction of the Congress Expressway (now the Eisenhower Expressway), which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line would be demolished to accommodate the expressway; in its place, a new rapid transit line would be constructed in the expressway median. During construction, the Garfield Park Line was rerouted to a temporary ground-level operation next to Van Buren Street between Sacramento and Aberdeen Streets. Stops between Halsted and Kedzie Streets on the temporary line were closed. The Chicago Aurora & Elgin Railroad interurban had difficulties accessing the temporary line, cutting their service back to DesPlaines Avenue and eventually ending passenger service in 1957.

On June 22, 1958, the CTA opened its first newly designed rapid transit line, the Congress Line, from Forest Park on the west end to the Dearborn Street Subway at LaSalle/Congress station, to Logan Square on the east end. Initially called the West Side Subway, the Congress Line replaced the over 50-year-old elevated Garfield Park Line. The Congress Line pioneered a new station and route design by placing the rapid transit line in the center of the expressway, the first of its kind in the nation. Within the expressway right-of-way, each station included an island platform and small station house containing the ticket booth and turnstiles, connected by an enclosed, sloping ramp. The station platform was a 600-foot island topped throughout by a canopy,

supported by structural aluminum columns. The canopy extended beyond the platform edge, over the train car roofs. At a route length of 8.7 miles, the Congress Line had fourteen stations, three of which have since been abandoned, and was linked with the CTA Douglas branch. In 1994, the CTA changed its route names to color designations and the Congress Line became the Forest Park branch of the longer 26.93-mile-long Blue Line.

4.6.2 I-290 Eisenhower Expressway

Daniel Burnham and Edward H. Bennett's 1909 *Plan of Chicago* proposed a west side boulevard along the line of Congress Street. The new boulevard would connect the existing two-block-long Congress Street from State Street to a cultural center of new buildings in Grant Park, a new civic center at Congress and Halsted Streets, and to western parks and suburbs beyond the Chicago city limits. In the late 1920s, the U.S. Post Office chose a site for Chicago's new main post office that would block any future development of the proposed Congress Parkway. Objections from Bennett and the Chicago Plan Commission led to a compromise that left a passageway through the building, which was completed in 1933, and preserved the right-of-way for a future road. A new subway system was also designed to accommodate a future expressway. During this period, plans for Chicago area superhighways continued to advance and a West Side route remained a high priority.

Following an extensive study of alternatives, the city's 1940 Comprehensive Superhighway Plan included a West Side route along the Congress Street alignment and was the city's first priority in establishing a comprehensive superhighway system. In 1940, Chicago City Council allotted $2.2 million for right-of-way, construction, and engineering. In 1942, they authorized the acquisition of the first nine parcels of right-of-way for the West Side superhighway. The state and county took several more years to make a financial commitment to the expressway construction, but agreed in 1945 to each pay a third of the estimated $45 million cost.

City, county, and state funding agreements and World War II delayed construction, but work on Congress was expected to begin quickly once the war was over. However, skyrocketing costs, limited funding, extensive utility relocation, poor subsurface conditions, and the need for agreements with three railroads, the Village of Oak Park, and a cemetery in the proposed pathway all added time and cost to the project schedule. Railroad tracks, the elevated Garfield Park "L" line, and numerous buildings in the proposed expressway's path were demolished, moved, or altered, displacing thousands of residents, bisecting neighborhoods, and adding to the overall construction costs. A comparative analysis of the 1950 and 1951 Sanborn Fire Insurance Maps with the current 2015 Cook County Assessor tax parcels and 2013 aerial photography was completed to determine the number of buildings that were demolished within the current project limits for the communities of Chicago, Oak Park, Forest Park, Maywood, Broadview, and Bellwood. Building types included single-family homes, flats or larger apartment buildings, garages, small one-story structures, commercial buildings, and factory buildings. In total, within the current I-290 Eisenhower Expressway project limits, there were at least 2,174 or more buildings demolished for the expressway's construction in

the 1950s. At least 1,768 buildings or more were demolished in Chicago; additional research indicates 250 buildings within the Chicago Loop were also demolished and in some cases, buildings were moved instead of demolished. In Oak Park, approximately 115 buildings were demolished, while approximately 124 buildings were demolished in Forest Park. Maywood experienced approximately 122 building demolitions and Broadview and Bellwood had 38 and 7 building demolitions, respectively. In Forest Park, this also involved moving 3,762 graves from three cemeteries and an agreement with the Baltimore and Ohio Chicago Terminal Railroad to relocate their tracks for the new roadway. Railroad relocation work was completed in stages, involving first a temporary run-around track, and later, a permanent track to not disrupt rail movement. The Garfield Park "L" line was to be replaced as a ground-level line within the expressway median; during construction, portions were temporarily rerouted and the original elevated line was demolished.

The Congress Expressway's 14.5 miles opened in seven sections between 1955 and 1960. Opening in sections was a political necessity to show the public that the expressway plans were in progress. As usable sections opened, various temporary access and exist arrangements were made to accommodate the abrupt termination of the expressway. The expressway's first 2.5-mile segment between 1st Avenue in Maywood and Mannheim Road in Hillside opened to traffic in December 1955. Later that same month, an additional four miles opened between Ashland and Laramie Avenues in Chicago. The CTA's new Congress Line, which replaced the Garfield Park "L," opened in 1958. In 1960, the expressway's final segment opened between DesPlaines and 1st Avenues and the entirety of the expressway from the Tri-state Tollway in Hillside east to downtown Chicago was opened to traffic.

The expressway was originally called the Congress Expressway because its eastern end was located at Congress Parkway and was marked as part of I-90. It was later renamed Eisenhower for former President Dwight D. Eisenhower in 1964 and renumbered as I-290 in 1978. The expressway was the first in the United States to incorporate a rapid transit line and an expressway within the same corridor. In 1971, the Eisenhower Extension was completed from Elmhurst to Schaumburg, extending I-290 further westward.

4.7 Architecture

The following sections discuss the architectural styles and vernacular forms of resources in the project area.

4.7.1 Architectural Styles

4.7.1.1 Tudor Revival

The Tudor Revival style was the dominant style of domestic buildings in the early twentieth century, particularly in the 1920s and 1930s. Loosely based on a variety of early English building traditions, the American interpretations emphasized steeply-pitched, front-facing gables as the dominant facade element; and about half have ornamental false half-timbering. The earliest American examples date from the late

nineteenth century, tended to be architect-designed landmarks, and closely copied late Medieval English buildings with Renaissance Revival detailing. More modest examples from 1900 to 1920 incorporated steep gables, half-timbering, or other typical detailing on otherwise symmetrical facades; most commonly, these were full-front gable facades. These earlier examples were usually clad with weatherboard, shingles, or stucco, while post-World War I examples more commonly used brick and stone cladding. These later examples sometimes incorporated Craftsman-style decorative detailing.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style house.

4.7.1.2 Neoclassical

The Neoclassical style was a common and popular building style for mid-sized downtown commercial buildings, and specifically banks, after the turn of the century. The Neoclassical style became popular after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. In 1907, McKim, Mead & White designed the Knickerbocker Trust Company in New York in the Neoclassical style, with massive Corinthian columns, pilasters, and a large, decorated entablature. This bank building set a precedent for bank architecture in the coming decades. The Neoclassical style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

4.7.1.3 Colonial Revival

The Colonial Revival style was a common and popular building type between 1880 and 1955, especially for homes. The style encompassed a renewed interest in the English and Dutch houses of early America, especially the Georgian and Adam styles. Early examples of the style were not typically historically-accurate copies of Colonial-era homes. Instead, details from two or more architectural precedents were combined freely, resulting in an eclectic mixture of Colonial details. These houses had symmetrical facades with multi-pane, double hung sash windows, an entry porch, and classical details. The Colonial Revival style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Colonial Revival architecture often included pilasters and keystones, prominent fenestration surrounds, and parapet walls on the gable end. These homes represented close copies of early Colonial examples, the result of new printing methods at the turn of the century, which allowed

for photographs of Colonial-era buildings to be widely disseminated in books and periodicals for the first time. Due to the economic downturn of the 1930s and changing architectural preferences, post-war Colonial Revival architecture was much simpler, with simple posts and second story overhangs that referenced the Colonial period without additional classical motifs.

4.7.1.4 Beaux Arts

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth-century American architects were trained at the École des Beaux Arts in Paris, France, where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition, and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

4.7.1.5 Renaissance Revival

The Renaissance Revival style was popular from 1890 to 1935, with details borrowed directly from original Italian Renaissance architecture, such as recessed entry porches and full-length, first-story arched windows. Prominent American architect Richard Morris Hunt helped popularize the style, which was seen at the 1893 World's Columbian Exposition in Chicago. The style was used as a dramatic contrast to the Gothic-inspired Shingle or Queen Anne styles. Prior to World War I, it was primarily applied to architect-designed landmarks in major cities throughout the country. After, vernacular and residential interpretations spread widely due to the perfection of masonry veneering techniques. The Renaissance Revival style is characterized by stucco, masonry, or masonry-veneered walls; a low-pitched hipped roof covered by ceramic tiles; a symmetrical facade; upper-story windows that are smaller and less elaborate than those below; and an entrance area accented by small classical columns or pilasters. Some examples have flat roofs with a roofline parapet or balustrade. Common decorative details include quoins, pedimented windows, classical door surrounds, molded cornices, belt courses, and roof eaves brackets.

4.7.1.6 Prairie Style

Developed by a group of Chicago architects known as the Prairie School, the Prairie Style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, which promoted hand workmanship and small shops in the face of increasing industrialization. The movement originated from the British Arts and Crafts movement,

and gained a foothold in Chicago in the 1890s, centered at the Hull House, which was the headquarters of the Chicago Arts and Crafts Society. The Chicago handicraft industries grew in popularity throughout the early twentieth-century.

The Prairie style profoundly affected the development of the Chicago bungalow and early twentieth-century housing styles. The style's low proportions were meant to harmonize with Midwestern prairies and the surrounding landscape. Frank Lloyd Wright was the acknowledged master of the Prairie Style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie Style are located throughout Chicago and its suburbs, particularly in Oak Park and River Forest, as well as in major Midwestern cities. Pattern books and popular magazines spread vernacular examples throughout the Midwest and, to a lesser degree, other regions.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915, fading quickly from fashion after World War I. The Prairie Style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. Appearing low to the ground, the style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, belt courses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials; the use of contrasting wall materials or trim emphasized the top half of the house's upper story. The porches often have massive, square porch supports constructed of masonry in high-style examples while vernacular examples more commonly have square wooden imitations. Though lacking in ornamentation, the Prairie Style incorporated a variety of geometric and nature-inspired Wrightian and Sullivanesque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters. Some examples also incorporated Mission Revival or Renaissance Revival details like tiled roofs or cornice brackets.

4.7.1.7 Craftsman

The Craftsman style, applied to the bungalow house form, emerged during the early twentieth century in southern California. The style was popularized by architects Charles and Henry Greene, as their designs spread across the United States via pattern books and architectural magazines. The name bungalow, originating in India, refers to a low house surrounded by galleries or porches. By the 1920s, the Craftsman-style bungalow had risen to prominence as the most popular domestic style in the country.

The bungalow was especially popular amongst the country's burgeoning middle class in rural and urban areas, because it was inexpensive to build, fashionable, and modest in scale. Because the style is rooted in the Arts and Crafts movement, the bungalow features simple details and massing, along with low-pitched, gabled roofs with exposed rafters. A front porch is often located beneath the main roof on the facade of the house, supported by tapered square columns typically extending to ground level. The bungalow was most commonly clad in wood clapboard or wood shingles, though

stucco, stone, brick, and concrete block were also used. The Craftsman-style bungalow was sometimes also included secondary stylistic influences, such as Tudor Revival-style false half-timbering, Swiss balustrade, or Oriental roof forms.

4.7.1.8 Chicago School/Commercial Style

In the 1880s and 1890s, escalating land prices and the introduction of elevators and structural steel framing enabled Chicago architects to start building upwards. More high rises were being commissioned for larger cities and required a new approach to architectural design. The twentieth century required functional high-rise building designs, particularly in increasingly dense urban cities. Chicago's Reliance Building, constructed in 1893, was one of the early high rises to begin incorporating a functional design. Fully developed in downtown Chicago's Loop area, the Chicago School of architecture was a new style based on the utilitarian needs of tall, urban commercial buildings, rather than historical precedent. The style was also referred to as the Commercial Style. Chicago School buildings took advantage of new technologies to make high-rise construction possible, including steel framing, elevators, and improvements in foundation construction, wind bracing, and fireproofing. Chicago School architects include Henry Hobson Richardson, Daniel Burnham, Louis Sullivan, and William LeBaron Jenney, among others.

The exterior of Chicago-style buildings were meant to clearly express their steel-frame construction, relying on the repetition of windows across multistoried, rectangular facades. A Chicago window unit was located between steel columns, comprised of a large fixed picture window flanked by a smaller double-hung window for ventilation on each side. The steel-frame buildings were masonry clad, usually in terra cotta, and sometimes incorporated Neoclassical-style elements, though most were minimally ornamented. The building form often comprised the parts of a classical column: the base was the first couple stories, the shaft the middle stories with little ornamental detail, and the capital was the last story or two, often capped by a cornice with more ornamental detail.

4.7.1.9 Sullivanesque

Created by prominent architect Louis Sullivan, the Sullivanesque style was developed in response to the emergence of tall, steel-frame skyscrapers in the 1890s. Like Chicago School buildings, Sullivan divided the new building type into three distinct parts, but through the use of design and ornamentation. The base featured a prominent entry level, the middle section had bands of windows and vertical piers, and the top was capped by a highly decorative cornice, often featuring round porthole windows. Sullivan applied classical design principals and elaborate ornamentation to his skyscraper designs, unlike the contemporary Chicago School buildings. Sullivanesque-style buildings are characterized by Art Nouveau influences, using geometric forms, curving lines, and Celtic-inspired entwined patterns as ornamentation. The urban Sullivanesque style is primarily seen in large cities or regional centers. In Chicago, Sullivanesque-style buildings are found in the Loop, Lincoln Square, and North Lawndale.

4.7.1.10 Art Deco

The Art Deco style flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers, setbacks, or other vertical projections to give emphasis to the vertical aspect of a building.

4.7.1.11 Modern-Era

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

4.7.2 Vernacular Building Types

4.7.2.1 Worker's Cottage

In the years following the Chicago Fire of 1871, the worker's cottage became the dominant vernacular form of urban housing in working-class Chicago neighborhoods through the early twentieth century. The worker's cottage proliferated during the 1880s, due to the real estate boom associated with the industrial expansion of the city's outlying areas. Marketed as inexpensive by local real estate syndicates, the working-class population was able to claim homeownership. Although large developers built rows of identical simple cottages in neighborhoods, the majority of neighborhoods contained a variety of modified houses.

The modest worker's cottage was one story or one-and-a-half stories, rectangular, and generally unornamented. Earlier versions were commonly clad in wood while later versions were of brick. Many were built on a raised basement and had a front-facing gable roof and an attached full-width porch at the facade. If ornamentation was present, it was restricted to the window surrounds and beneath the roofline. Inside, the earlier, simpler cottages contained four to six rooms, with the bedrooms located on one side of the house and the parlor, dining room, and kitchen on the other side. Later one-and-a-half-story examples also had a formal front hall and staircase.

4.7.2.2 American Foursquare

In the early twentieth century, the American Foursquare became a popular house form in urban and rural areas. The American Foursquare is also sometimes classified as vernacular Prairie, cornbelt cube, or Midwest box for its prevalence in rural locations. The two-story American Foursquare typically had a low-pitched, hipped roof with attic dormers; wide, enclosed eaves; and a one-story, full-width porch on the facade. It was frequently distinguished by Prairie or Craftsman influenced stylistic detailing, unlike its rural counterparts, which remained relatively plain; Colonial Revival, Neoclassical, and Tudor Revival influences were also sometimes incorporated. In Chicago and the surrounding suburbs, the American Foursquare often incorporated Prairie and Craftsman-style elements and shared a similar interior floor plan with the bungalow form. The American Foursquare's boxy shape provided a maximum amount of interior space while making the most of small city lots.

4.7.2.3 Chicago Bungalow

With its origins rooted in the Arts and Crafts movement of the early twentieth century, the Chicago bungalow is a ubiquitous house type throughout Chicago and the surrounding suburban areas. Constructed between 1910 and 1940, it was an affordable and stylish home for residents moving out of the city's older downtown neighborhoods. Many were built from house plan catalogs, modified to fit the physical limitations of narrow city lot sizes and the builder's preferences. More than 80,000 bungalows were constructed throughout the city, representing nearly one-third of the single-family housing stock.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and

a central dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. All had a full basement. The bungalow's facade was typically distinguished by an off-center or side entrance under a small covered porch and a row of double-hung windows that often had upper sashes of decorative colored and cut glass patterns. Many bungalows had a living room that projected out from the facade into the front yard as a square or angled bay lined with windows. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape with mature trees, landscaped lawns, and foundation plantings. Most Chicago bungalows also had a similarly designed garage located at the back of the lot, accessed by the public service alley.

4.7.3 Multifamily Building Types

Multifamily residences proliferated in Chicago and its suburbs in the early twentieth century in response to a rapidly growing population, the physical limitations of city lot sizes, the existing street layout with service alleys, and the passage of Chicago's Tenement House Ordinance in 1902. The ordinance was enacted to prevent overcrowding and improve multifamily housing sanitation by providing minimum dwelling unit standards. A tenement house or multifamily housing was defined as any building intended or designed to be occupied as a home for two or more families, which included two, three, or six flats and courtyard apartment buildings.

The Tenement House Ordinance established multifamily building height, size, and materials standards; permissible courtyard types and dimensions; fireproof construction requirements; and interior fixtures. Buildings were to occupy no more than 65 percent of the lot; corner buildings were allotted 80 percent of the lot. Multifamily buildings taller than five stories would have to be of fireproof construction with a steel and concrete structure, while those between three and five stories would be of "slow-burning construction" with a fireproof cellar or basement, perimeter walls constructed of solid fireproof masonry, and interior construction of combustible dimensional lumber. The ordinance also specified that every unit would have at least one operable window opening in every occupied room to facilitate ventilation and lighting, as well as garbage-burning furnaces and toilets. Due to these requirements and the costs associated with fireproof construction, the majority of courtyard apartment buildings were no more than three-and-a-half-stories above grade. Additionally, most were walkups, with no

elevators, making a height of more than four stories impractical. The existing two-, three-, and six-flat buildings easily accommodated the ordinance's requirements.

4.7.3.1 Flats

In the Chicago area, "flats" refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago in the late nineteenth century to meet the housing demands of a growing working-class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, dozens of two-flats were built on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhorse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first-story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four or six flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two or three flats. The six flat had an enclosed public stair hall on the building's street side and an open but covered service stair on the building's rear. When repeated along three sides of a courtyard, the six flat became a module for the courtyard building type.

4.7.3.2 Greystones

Greystones are a style of construction defined by a stone facade of either rock-faced or smooth-faced limestone or buff sandstone. The secondary elevations were clad in brick. The greystone construction style was applied to the two- or three-flat building form, which consisted of two or three stories with a raised basement and stairs leading up to a prominent front porch on the first story. The facade had stacked bay windows or a projecting bay on one side while the other side had a front door, leading to a public stair hall running along one side of the building to provide access to each unit, topped by a small window. The greystone's flat roofline often was elaborated by a continuous

ornamental limestone parapet. Most were distinguished by Queen Anne, Romanesque Revival, Beaux Arts, and Renaissance Revival ornamentation.

Greystones were expensive to construct. A significant and substantial collection of greystones are found on Chicago's southwest side in the North Lawndale community area bound by Taylor Street, Arthington Street, the Chicago and Burlington Quincy tracks, the Belt Railway, and Northwestern Railway in the NRHP-listed K-Town Historic District.

4.7.3.3 Courtyard Buildings

Typically U-shaped, courtyard apartment buildings were built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's U-shaped configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Oak Park, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first-floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival, Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival. Although the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms.

5.0 Survey and Research Personnel

Architectural historians who meet the Secretary of Interior's Professional Qualifications Standards (36 CFR 61) completed the field investigations and property research, and prepared the determinations of NRHP eligibility in this report.

Table 5-1. Survey and Research Personnel

Name	Qualification	Primary Responsibilities
WSP|Parsons Brinckerhoff		
Aimee D. Paquin Architectural Historian	M.S., Historic Preservation B.A., History and American Studies 8 years of experience	Principal Investigator Report Methodology Field Investigations Property Research Technical review
Stephanie S. Foell Senior Supervising Architectural and Landscape Historian	M.H.P., Historic Preservation B.S., History and Psychology 20 years of experience	Technical guidance and review Determinations of NRHP Eligibility
Kelsey Britt Architectural Historian	B.A., Art History 4 years of experience	Property Research Determinations of NRHP Eligibility
Melinda Schmidt Architectural Historian	M.S., Historic Preservation B.A., History 3 years of experience	Property Research Determinations of NRHP Eligibility
Matthew J. Duffy Traffic Engineer	M.S., Civil Engineering B.S., Civil Engineering 3 years of experience	Area of Potential Effects Map Determinations of NRHP Eligibility Locator Maps
AECOM		
Alexander Wise Architectural Historian	M.H.P., Historic Preservation B.A., History and Anthropology 2 years of experience	Property Research Determinations of NRHP Eligibility
Rebecca Turner Senior Architectural Historian	M.H.P., Historic Preservation B.A., Business Administration 27 years of experience	Technical review

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Appendix A

IDOT-BDE Memoranda

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Ruiz, Vanessa V.

From: Cebulski, Jarrod J.
Sent: Friday, January 25, 2002 7:59 AM
To: '* PB - Ed Leonard'
Cc: Ruiz, Vanessa V.; Baczek, John A.; Zyznieuski, Walter G.
Subject: RE: I-290, Cook County

Please forward this information to H&H and tell them NOT TO LOSE IT. This is our cultural resources review. We will likely not know what the impacts to these structures are for some time (1+ year) until we have proposed geometry reviewed and approved. We will not get a cultural clearance for this project until we respond. So it is important that we keep track of this memo. I would add it as a journal entry in the ECAD.

-----Original Message-----
From: Ruiz, Vanessa V.
Sent: Thursday, January 24, 2002 5:01 PM
To: Baczek, John A.
Cc: Cebulski, Jarrod J.
Subject: FW: I-290, Cook County

FYI.

-----Original Message-----
From: Majerus, Kimberly A.
Sent: Thursday, January 24, 2002 4:49 PM
To: Walthall, John A.
Cc: Ruiz, Vanessa V.
Subject: RE: I-290, Cook County

John: Thank you for handling this. We will incorporate into our efforts.

-----Original Message-----
From: **Walthall, John A.**
Sent: Thursday, January 24, 2002 9:44 AM
To: Majerus, Kimberly A.
Subject: I-290, Cook County

Kim, As you know, Jerry will be out for a while so I'm trying to handle his projects. We received a historic architecture photo log from Huff & Huff for I-290 (Manheim road to Cicero Ave.) - P-91-201-00. The following structures are potentially eligible: 3,4,6,7,15,17,22(local landmark), 23*,24*,25*, 30, 32#, 40, 41, 53, 69, 70, 73

*listed as contributing to the Gunderson Historic District, pending designation (not individually eligible but they have to be coordinated as on the Register).

see Appendix D

Please forward this information to the planners and let us know if there are to be any impacts. John

John A. Walthall, PhD
Chief Archaeologist
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764
Telephone: 217-785-2831; FAX: 217-524-9356
email: WALTHALLJA@nt.dot.state.il.us

Illinois Department of Transportation

Memorandum

To:	Diane O'Keefe	Attn: Pete Harmet
From:	John Walthall	By: Laura Fry
Subject:	Affected Historic Properties	
Date:	February 11, 2010	

Cook County
FAI 290
Project: P-91-201-00
Sequence # 9274C

We have received an Environmental Survey Request form and photo log for the project referenced above. The photo log shows that several buildings are located within the Oak Park Historic District (property numbers 510 through 544) which is listed in the National Register of Historic Places. Due to the historic nature of the structures all feasible means of avoidance need to be considered. If the structures cannot be avoided a Section 106/4(f) report will need to be completed.

The ESR study limits include several buildings that may be potentially eligible for the National Register of Historic Places.

Property #s 304-307 (pages 152-154)
Property #s 311-312 (page 156)
Property # 314 (page 157)
Property #s 317-319 (pages 159-160)
Property #s 320-321 (pages 160-161)
Property # 322 (page 161)
Property # 324 (page 162)
Property # 325 (page 163)
Property # 328 (page 164)

What will be the effect of the proposed project on the aforementioned properties and buildings? What additional ROW would be required and where?

Please contact me via email (laura.fry@illinois.gov) or by phone (217) 558-7223

Laura Fry
Historic Resources Specialist
BDE

Illinois Department of Transportation

Memorandum

To:	Sam M. Mead	Attn:	Vanessa V. Ruiz
From:	John D. Baranzelli	By:	Emilie M. Eggemeyer
Subject:	Cultural Resources Review		
Date:	June 20, 2012		

Cook County
Oak Park
I-290 (Eisenhower Expressway), from Mannheim Rd. to Cicero Ave.
Reconstruction & Widening of I-290
IDOT Seq. # 9274C

Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for this project. In a recent coordination meeting with SHPO, it appears that the original ESR submittal never received a SHPO Concurrence. Though there have been three subsequent addenda, for which SHPO concurrences were received, the original submission was never formally concluded. Our office requested the avoidance of eighteen resources, but no reply confirming this avoidance was ever received, according to the file. However, since there are more than one National Register (NRHP) resource within the project area, this project needs SHPO approval. During the original submittal, one resource, Columbus Park, was located directly adjacent to the interstate. This property was listed on the NRHP in 1991 and is also a National Historic Landmark. As noted in the original ESR file, people knew of the pending Gunderson Historic District within the project area, which was eventually listed on the NRHP in 2002. Lastly, the Oak Park Conservatory, which faces the interstate, was listed on the NRHP in 2005.

Also, after consultation with the SHPO regarding this project, Ms. Haaker was under the impression that she concurred with preliminary plans for the various addenda, not complete approval for all of them. It was her understanding that her office was waiting to see the next draft of plans so potential impacts to historic and potentially historic resources can be properly evaluated. It appears the project will have an adverse effect to historic resources; if so, mitigation measures will need to be coordinated with the SHPO. Please see the attached informal project summary compiled by our office.

Please forward the newest plans and specifications to IDOT's Cultural Resources Unit when they become available in order to begin further coordination with the SHPO.

Emilie M. Eggemeyer
Cultural Resources Unit
Bureau of Design and Environment

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	Interstate Widening Project – Property Avoidance		
Date:	April 14, 2014		

Cook County
Chicago
FAI-290/Eisenhower Expressway
Interstate Widening
Job # P-91-201-00
Sequence # 9274D

Thank you for submitting the Environmental Survey Request form and photo log for the project addendum referenced above. This addendum extends the original easternmost project limits from IL 50/Cicero Avenue to Halsted Street. Nine architectural resources within or directly adjacent to the project area are listed on the National Register of Historic Places (NRHP):

- *Garfield Park*, 100 N. Central Park Ave. (Block 16, no photo)
- *West Jackson Boulevard Historic District*, roughly bounded by Laflin St., Ashland Ave., Adams St. & Van Buren St. (Blocks 48 & 49, Pages 306, 313-315, 321-322)
- *Church of the Epiphany*, 201 S. Ashland Ave. (Block 49, no photo)
- *Automated Electric Company Building*, 1101 W. Van Buren St. (Block 54, Page 339)
- *International Tailoring Company Building*, 847 W. Jackson Blvd. (Block 56, Page 368 & 370, though incorrectly labeled)
- *Jennie Foley Building*, 626-628 S. Racine Ave. (Block 61, no photo)
- *Notre Dame de Chicago*, 1338 W. Flournoy St. (Block 61, no photo) **Also on the Illinois Register of Historic Places*
- *Cook County Administration Building*, 1835 W. Harrison St. (Block 67, shown in back of photo on Page 404)
- *Tri-Taylor Historic District*, roughly bounded on the north by Oakley, Harrison & Claremont Sts., and on the southeast by Taylor & Oakley Sts. (Block 72, Pages 446-458)

However, the addendum study limits and its immediate environs include eighteen other buildings that are potentially eligible for listing on the National Register:

- *Residence*, 348 S. Hamlin Blvd. (Block 15, Page 116)
- *Residences*, 401-405 S. Homan Ave. (Block 22, Pages 155-157)
- *Building*, 3001 W. Jackson Blvd. (Block 27, Page 187)

- *Belke Building*, 325 S. California Ave. (Block 33, Page 227)
- *Crane Technical High School*, 2301 W. Jackson Blvd. (Block 39, Page 248) **Photo shows a non-historic addition on back of building*
- *Residence,* 329 S. Leavitt St. (Block 40, Page 259)
- *Residence*, 1610 W. Jackson Blvd. (Block 46, Page 293)
- *Commercial Building*, 234 S. Ashland Ave. (Block 46, Page 295)
- *Residential Building*, 236-238 S. Ashland Ave. (Block 46, Pages 296-297)
- *Chicago & Regional Midwest Joint Board Building*, 333 S. Ashland Ave. (Block 48, Page 312)
- *Commercial Building*, 324 S. Racine Ave. (Block 51, Page 330)
- *Commercial Building*, 815 W. Van Buren St. (Block 56, Page 367) **Photo displays back of building*
- *Commercial Building*, 315 S. Peoria St. (Block 56, Page 369)
- *Residence*, 615 S. Loomis St. (Block 61, Page 381)
- *Altgeld Park Fieldhouse*, S. Washtenaw Ave. & W. Congress Pkwy. (Block 74, no photo)
- *Residence*, 2833 W. Congress St. (Block 75, Page 492)
- *Residence*, 624 S. Independence Blvd. (Block 81, Page 572)
- *Residence*, 4346 W. Flournoy St. (Block 84, Page 627)

Due to the historic nature of these resources, all feasible means of avoidance need to be considered. If these resources cannot be avoided and there will be affects to these properties, please coordinate possible minimization and mitigation measures with this office.

If there are any questions concerning this project review, please contact Emilie Eggemeyer at Emilie.Eggemeyer@illinois.gov or 217-558-7223.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

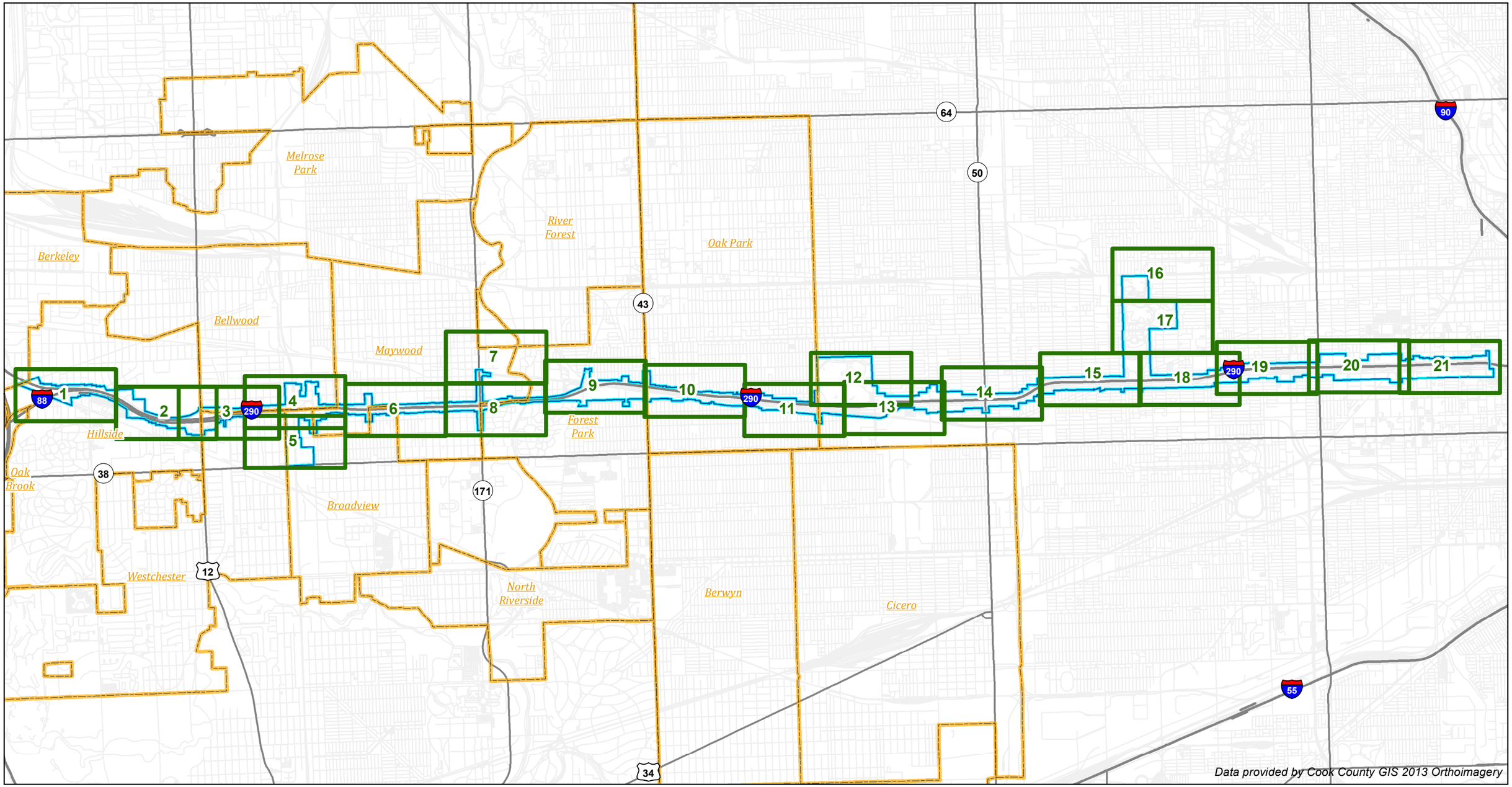
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Appendix B

Area of Potential Effects Map

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Municipal Boundary

Area of Potential Effects

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Date 3/10/2016

Eisenhower expressway

1 inch = 300 feet

Sheet Index

0 300 600 900 Feet

Berkeley

Hillside

APE Boundary

Butterfield Road

Hillside Berkeley

Adams Street

Jackson Boulevard

North Frontage Road

Eisenhower Expressway

Eisenhower Expressway

South Frontage Road

North Wolf Road

Ronald Reagan Memorial Tollway

Ronald Reagan Memorial Tollway

Darmstadt Road

Canadian National Railway

North Railroad Avenue

Van Buren Street

Harrison Street

Herbert Avenue

Taft Avenue

East End Avenue

Howard Avenue

Irving Avenue

Hillside Avenue

Lind Avenue

Elm Street

Laverne Avenue

Iroquois Road

High Ridge Road

Ceylon Road

Buckthorn Lane

Hillside

North Taft Avenue

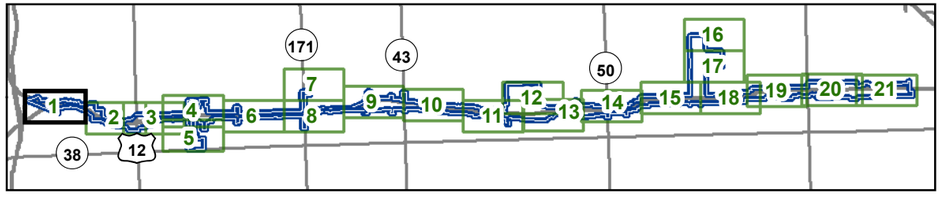
Ashbel Avenue

290

88

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

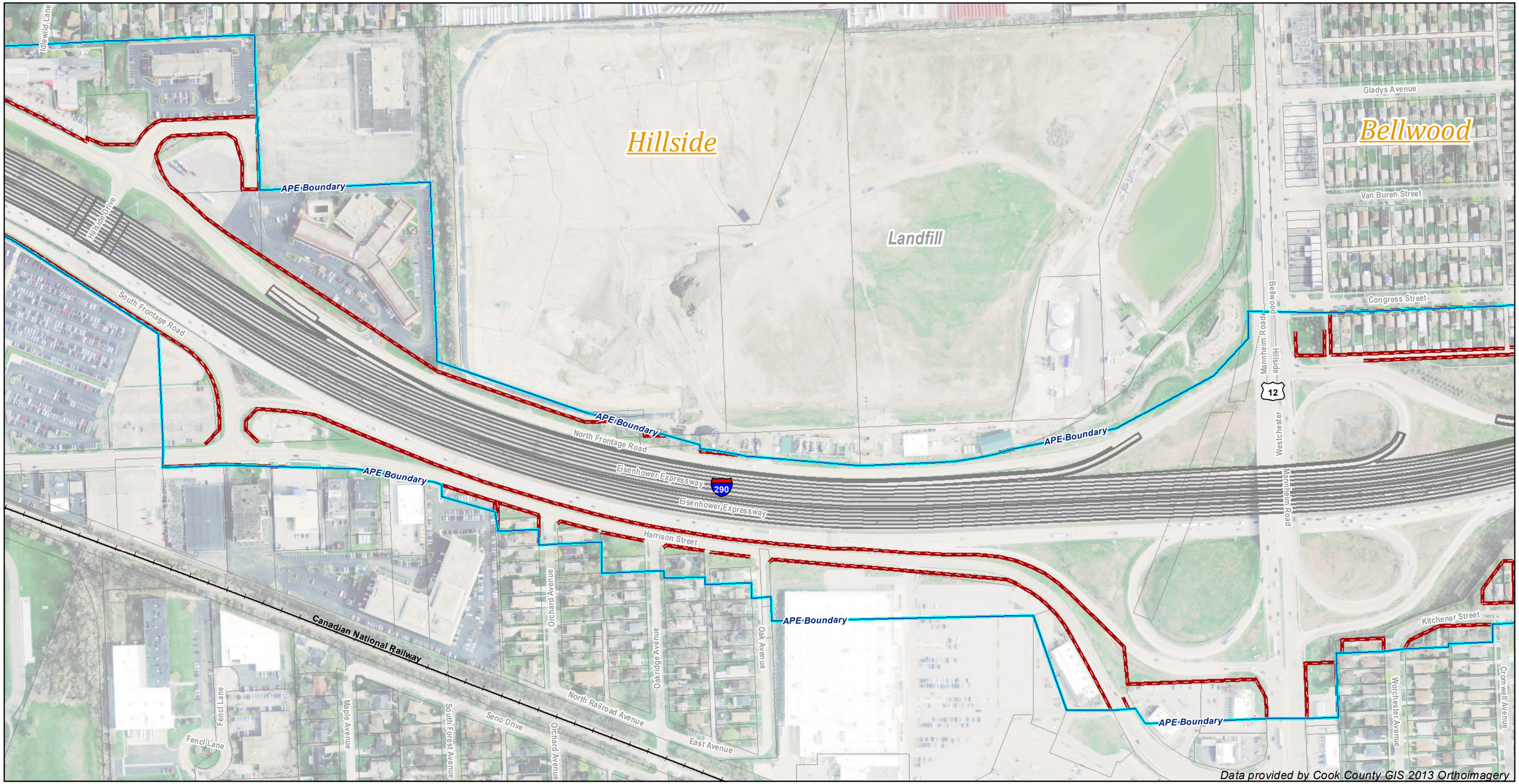
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- Proposed Right-of-Way
- Temporary Easement
- NRHP - Eligible Property
- NRHP - Listed Property
- NRHP - Not Eligible Property
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- Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

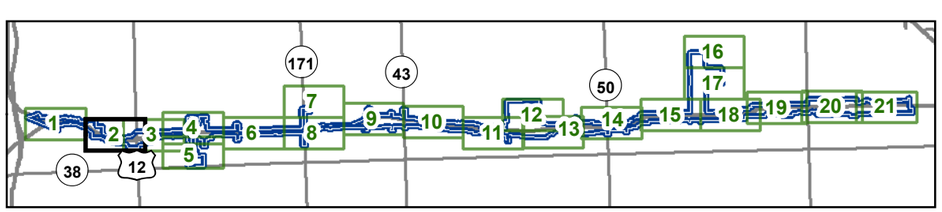
Eisenhower expressway

Sheet 1 of 21

Date 3/10/2016



Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 2 of 21

Date 3/10/2016

Bellwood

Westchester

Gladys Avenue
Congress Street
Harrison Street
Wedgwood Drive
Kitchener Street
Van Buren Street
Marshall Avenue
Park Place
Bellwood Avenue
Bohland Avenue
Linden Avenue
Rice Avenue
Eastern Avenue
32nd Avenue
31st Avenue
30th Avenue
Mannheim Road
Hillside
North Frontage Road
Westchester Bellwood
Eisenhower Expressway
Addison Creek
Balmoral Avenue
Worchester Avenue
Cromwell Avenue
Westchester Boulevard
Hull Avenue
Newcastle Avenue
Portsmouth Avenue
Suffolk Avenue
Norfolk Avenue
Manchester Avenue
Bristol Avenue

APE Boundary

1-1

12
290

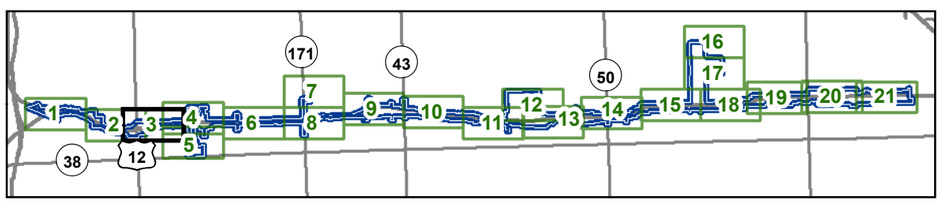
Key to Property

ID | Name | NRHP Status

1-1 | Synagogue for Congregation B'Nai Israel of Proviso | Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

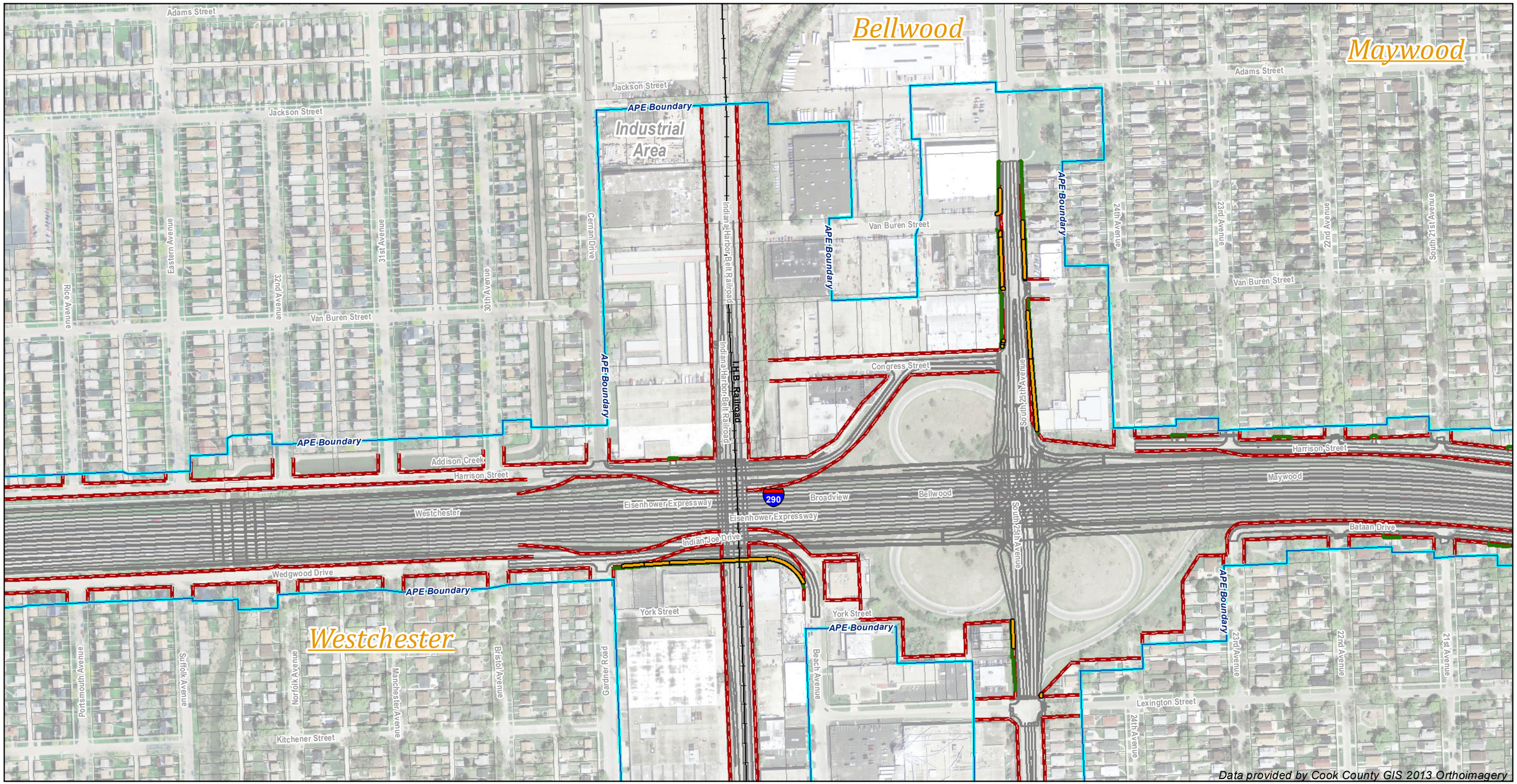
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

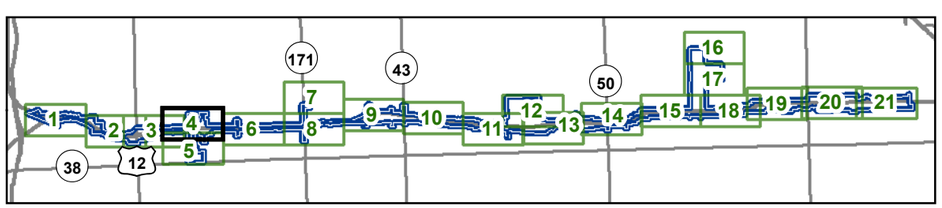
Eisenhower expressway

Sheet 3 of 21

Date 3/10/2016



Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 4 of 21

Date 3/10/2016

Westchester

Broadview

APE Boundary

York Street

Kitchener Street

Gladstone Street

Devonshire Lane

Lexington Street

Harvard Street

Maywood

Broadview

Fillmore Street

Roosevelt Road

Frontage Road

Beach Avenue

South 25th Avenue

Indiana Harbor Belt Railroad

I.H.B. Railroad

Westchester Gardner Road Broadview

Portsmouth Avenue

Suffolk Avenue

Addison Creek

Norfolk Avenue

Manchester Avenue

Bristol Avenue

24th Avenue

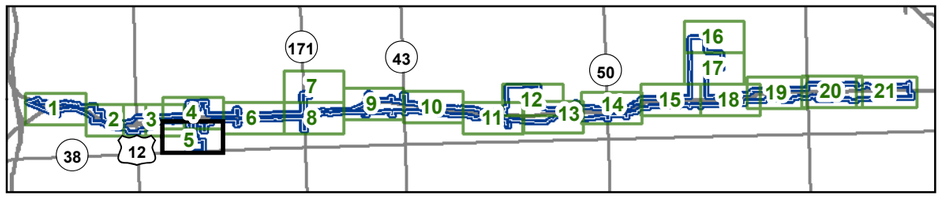
23rd Avenue

22nd Avenue

21st Avenue

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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0 300 600 900 Feet

Legend

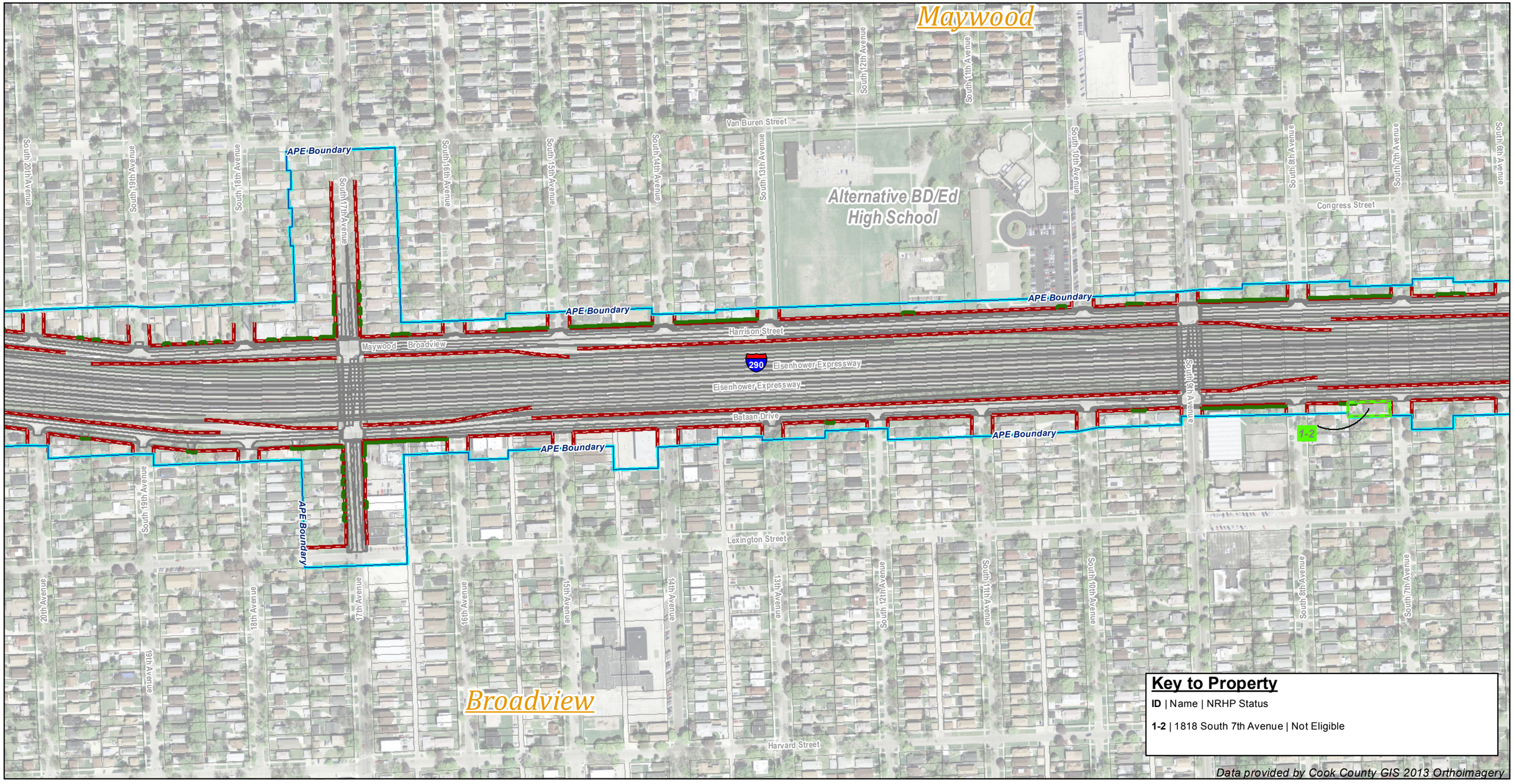
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

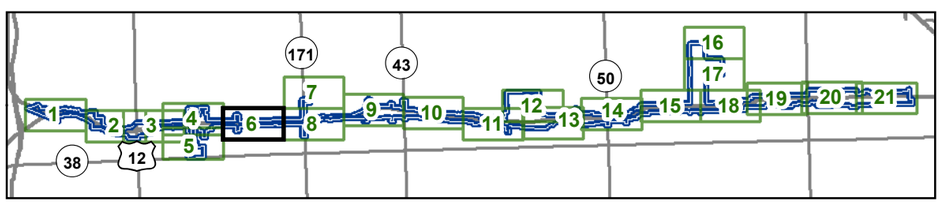
Eisenhower expressway

Sheet 5 of 21

Date 3/10/2016



Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 6 of 21

Date 3/10/2016

River Forest

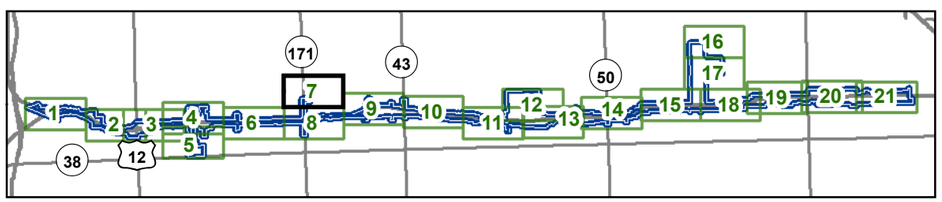
Forest Park

Maywood

Warren Street
School Street
South 2nd Avenue
Madison Street
Vine Street
Thatcher Avenue
Gale Avenue
Keystone Avenue
River Forest
Maywood
Forest Park
Cemetery
Des Plaines River
Des Plaines River
Des Plaines River
South 5th Avenue
South 4th Avenue
Green Street
South 3rd Avenue
171
1st Avenue
Orchard Avenue
Greenwood Avenue
Legion Street
South 2nd Avenue
Wilcox Street
Wilcox Street
APE Boundary
Maybrook Drive
Maybrook Drive
Illinois Prairie Path
Illinois Prairie Path
Quincy Street

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

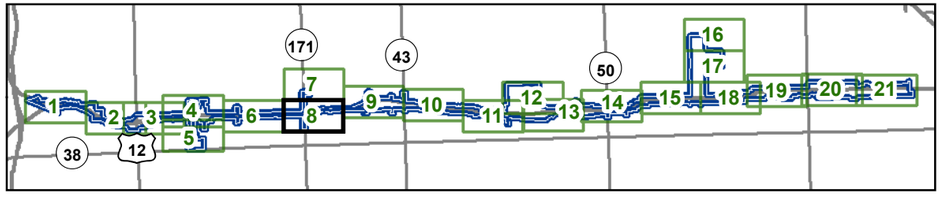
Sheet 7 of 21

Date 3/10/2016

Van Buren Street
South 4th Avenue
South 3rd Avenue
South 2nd Avenue
Congress Street
APE Boundary
Harrison Street
Forest Park - Maywood
290
Eisenhower Expressway
1st Avenue
171
South 5th Avenue
Bataan Drive
Lexington Street
Harvard Street
Maywood
Cemetery
Des Plaines River
Forest Park

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

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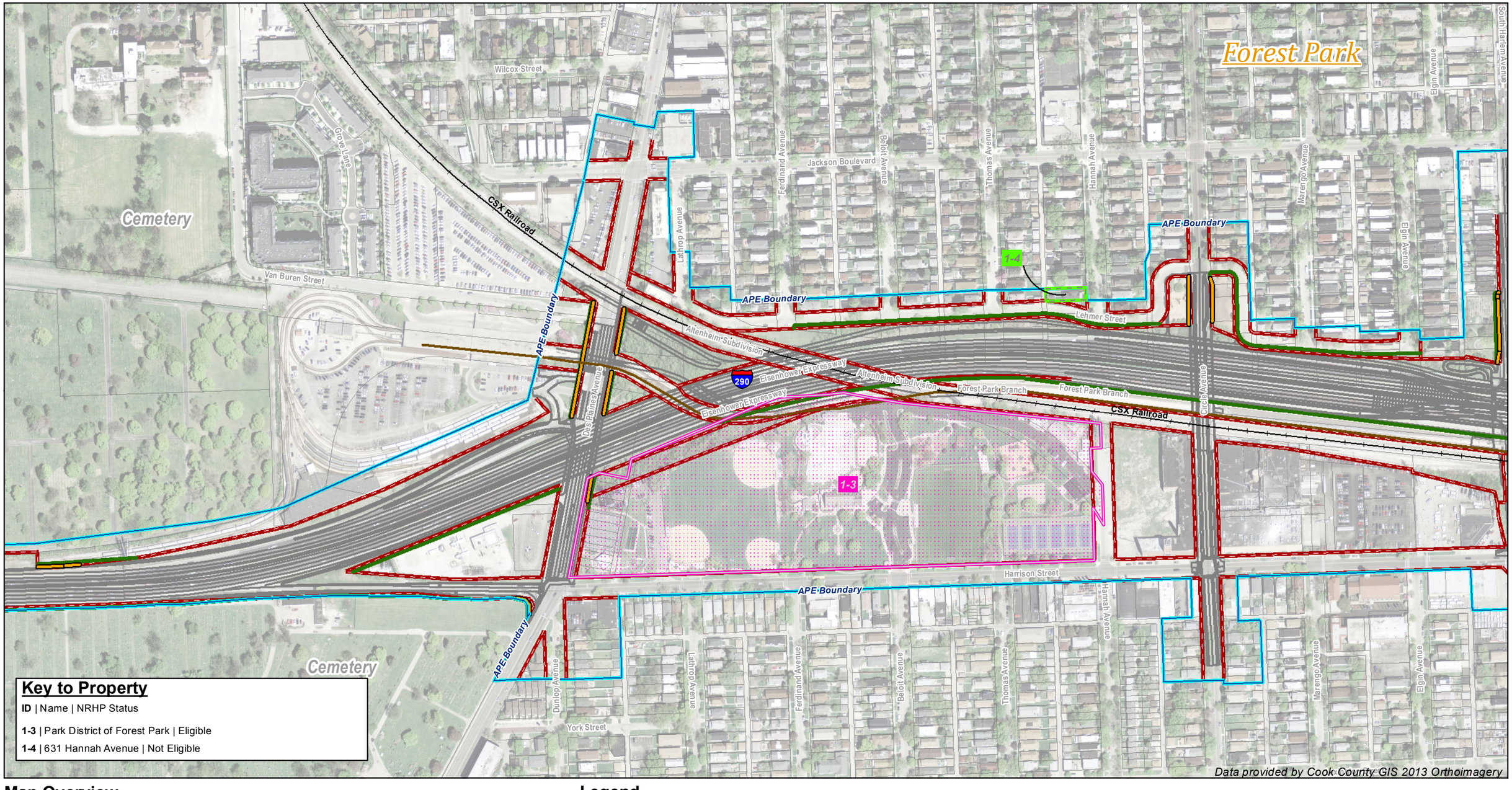
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

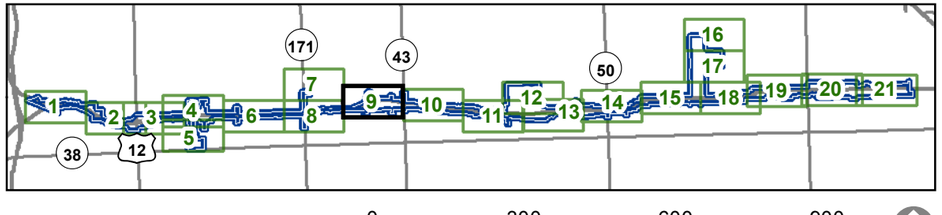
Eisenhower expressway

Sheet 8 of 21

Date 3/10/2016



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

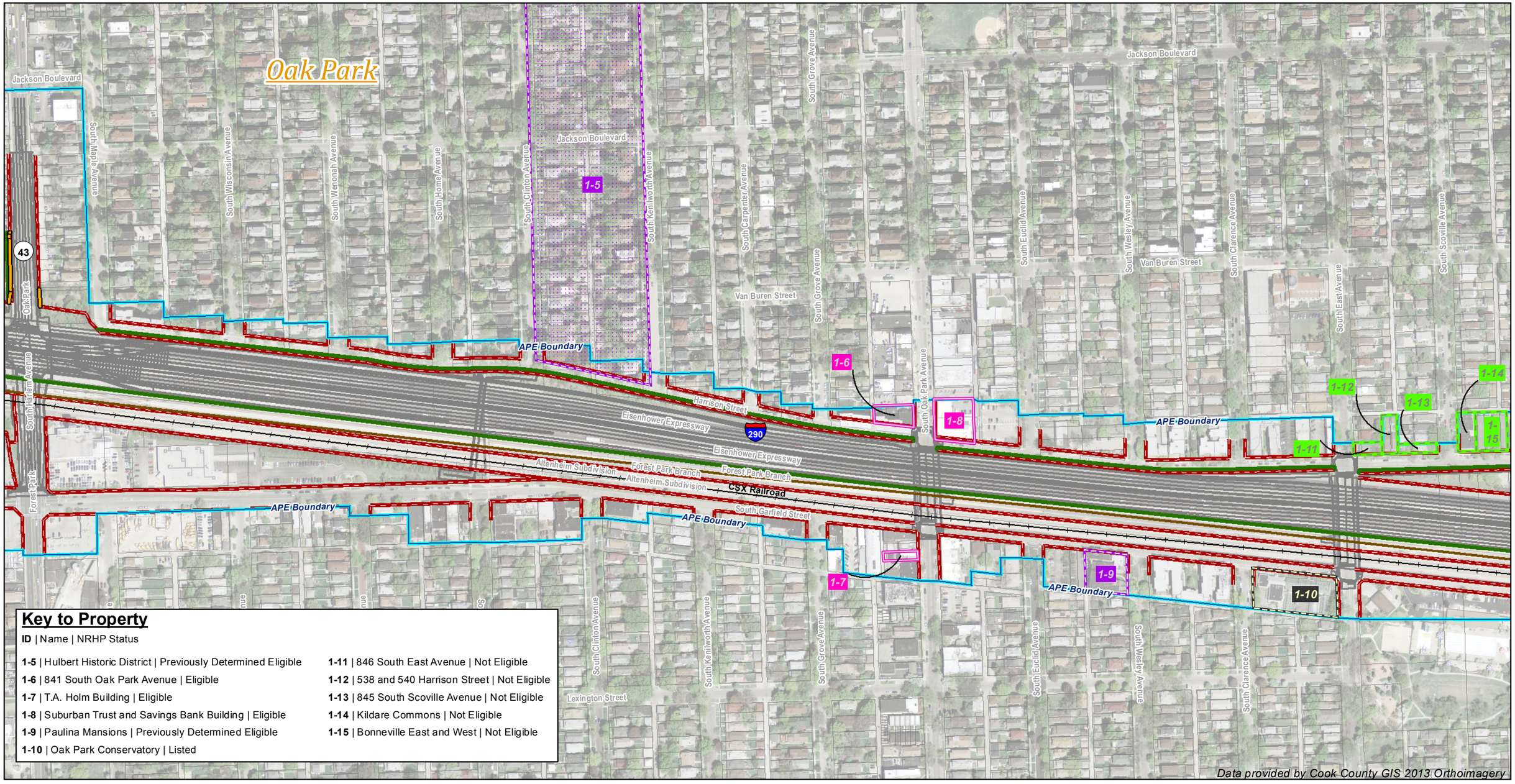
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 9 of 21

Date 3/10/2016



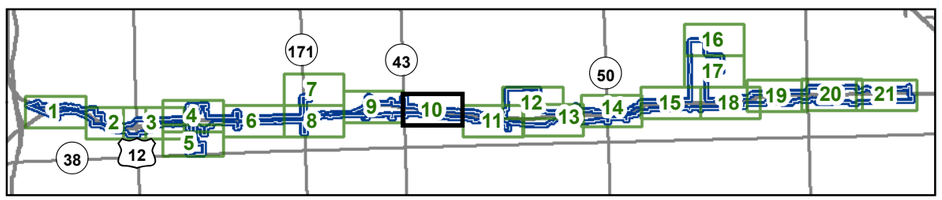
Key to Property

ID | Name | NRHP Status

1-5 | Hulbert Historic District | Previously Determined Eligible
1-6 | 841 South Oak Park Avenue | Eligible
1-7 | T.A. Holm Building | Eligible
1-8 | Suburban Trust and Savings Bank Building | Eligible
1-9 | Paulina Mansions | Previously Determined Eligible
1-10 | Oak Park Conservatory | Listed
1-11 | 846 South East Avenue | Not Eligible
1-12 | 538 and 540 Harrison Street | Not Eligible
1-13 | 845 South Scoville Avenue | Not Eligible
1-14 | Kildare Commons | Not Eligible
1-15 | Bonneville East and West | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

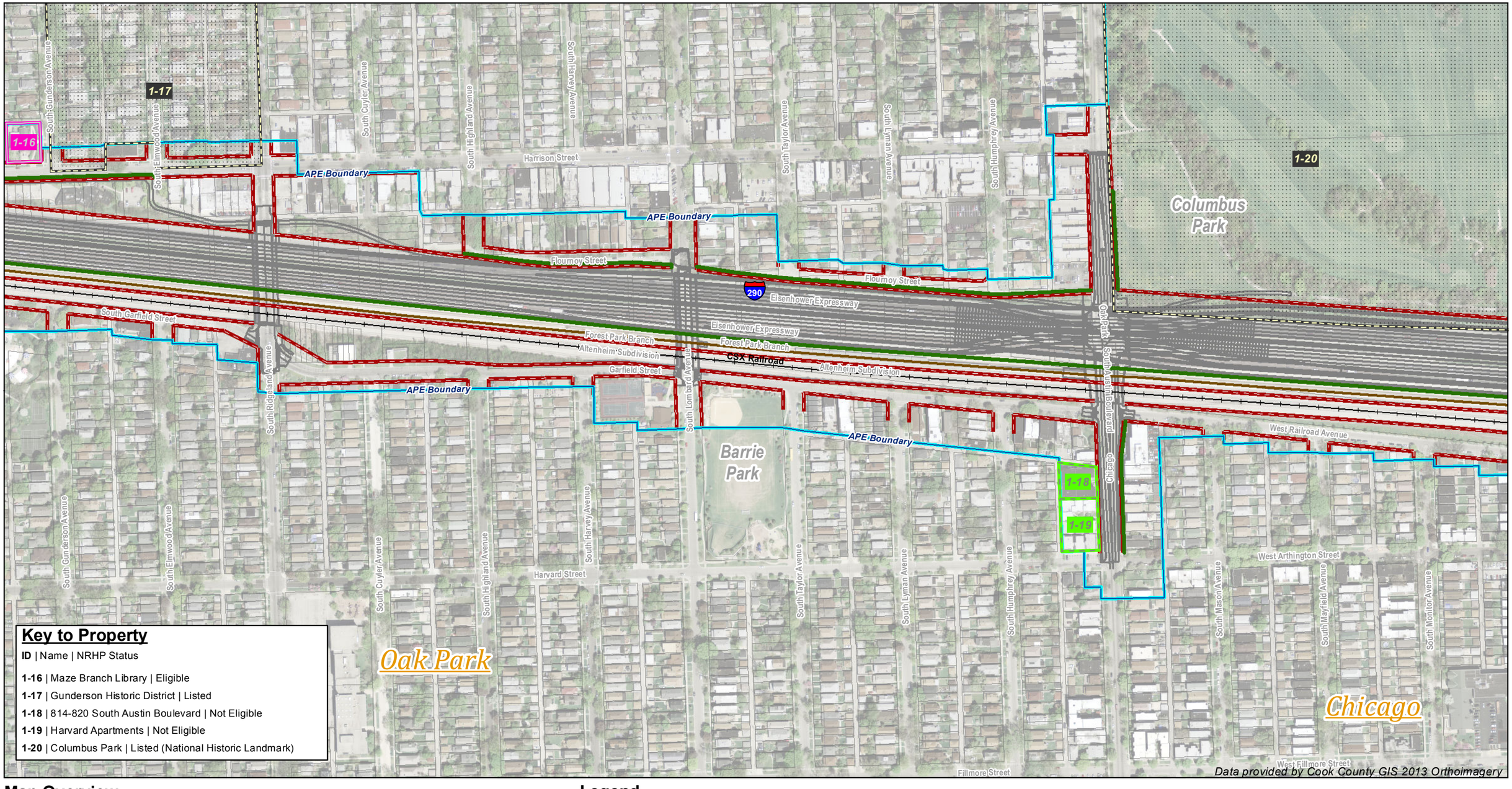
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 10 of 21

Date 3/10/2016



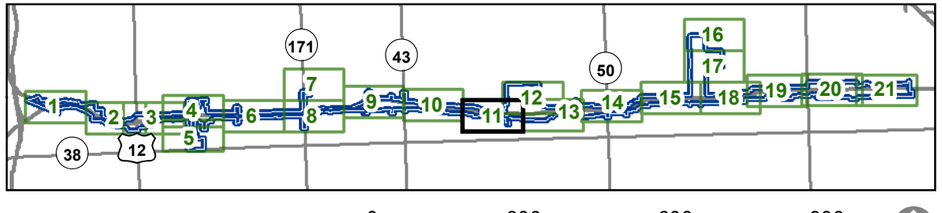
Key to Property

ID | Name | NRHP Status

1-16 | Maze Branch Library | Eligible
1-17 | Gunderson Historic District | Listed
1-18 | 814-820 South Austin Boulevard | Not Eligible
1-19 | Harvard Apartments | Not Eligible
1-20 | Columbus Park | Listed (National Historic Landmark)

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 11 of 21

Date 3/10/2016

Key to Property

ID | Name | NRHP Status

1-20 | Columbus Park | Listed (National Historic Landmark)

1-21 | Assumption Greek Orthodox Church | Eligible

1-22 | Loretto Hospital | Not Eligible

APE Boundary

1-20

1-21

1-22

Columbus Park

Chicago

West Adams Boulevard

Jackson Boulevard

Van Buren Street

Harrison Street

West Jackson Boulevard

South Menard Drive

South Golf Drive

South Austin Boulevard

Oak Park

Chicago

West Gladys Avenue

West Van Buren Street

South Lotus Avenue

South Central Avenue

West Congress Parkway

West Harrison Street

South Jensen Boulevard

West Flournoy Street

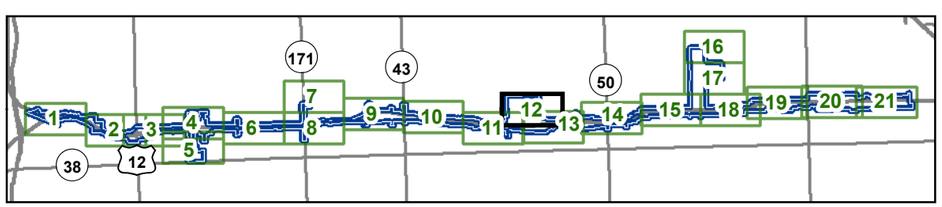
Eisenhower Expressway

290

Forest Park Branch

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

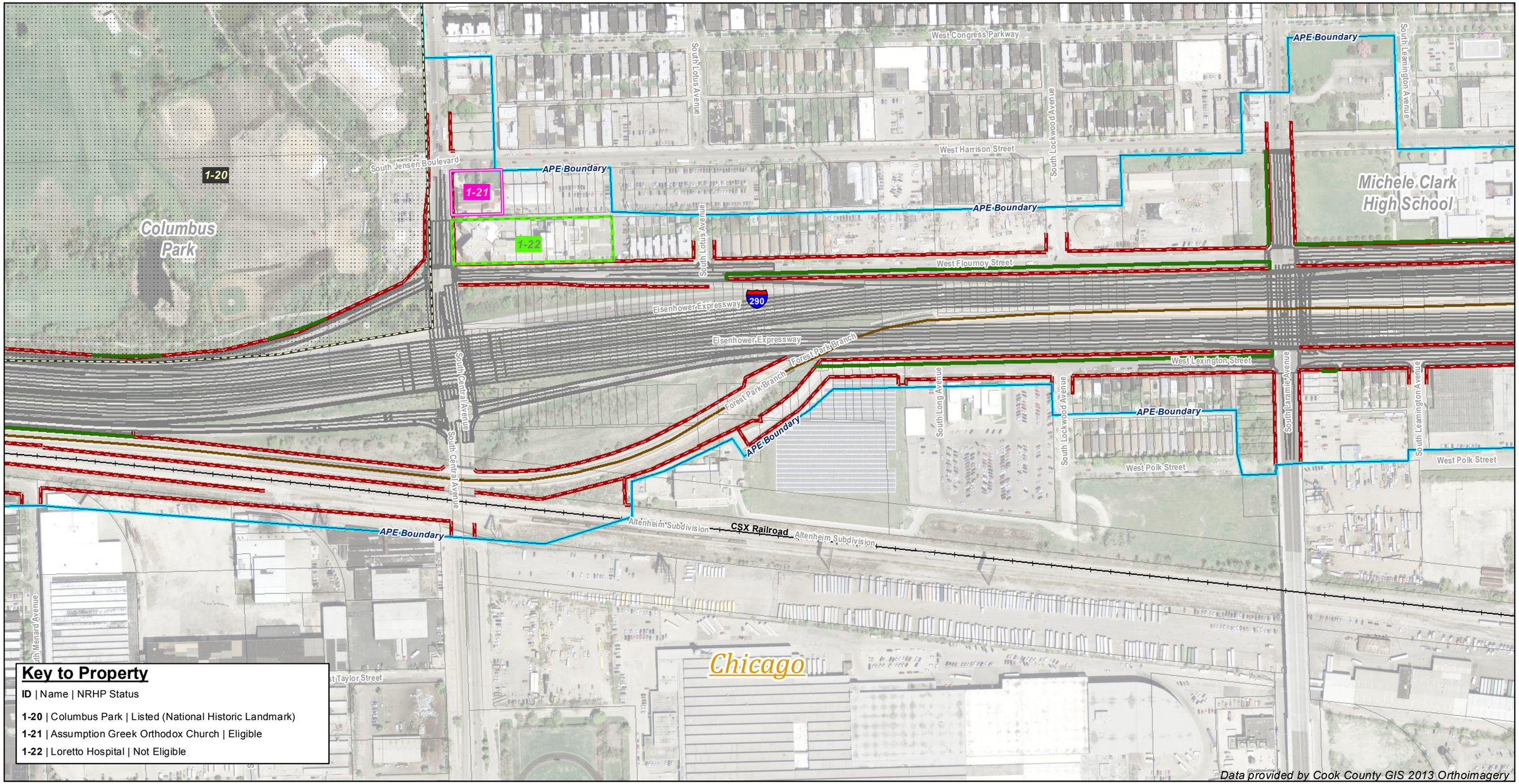
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 12 of 21

Date 3/10/2016

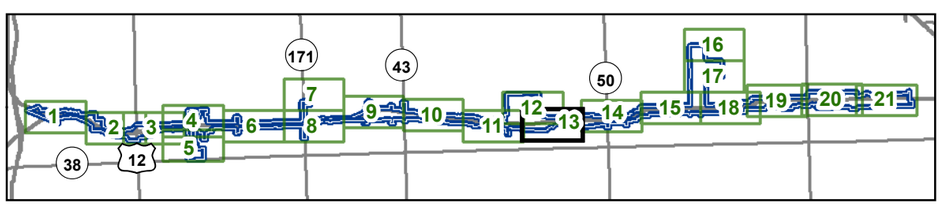


Key to Property

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- Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 13 of 21

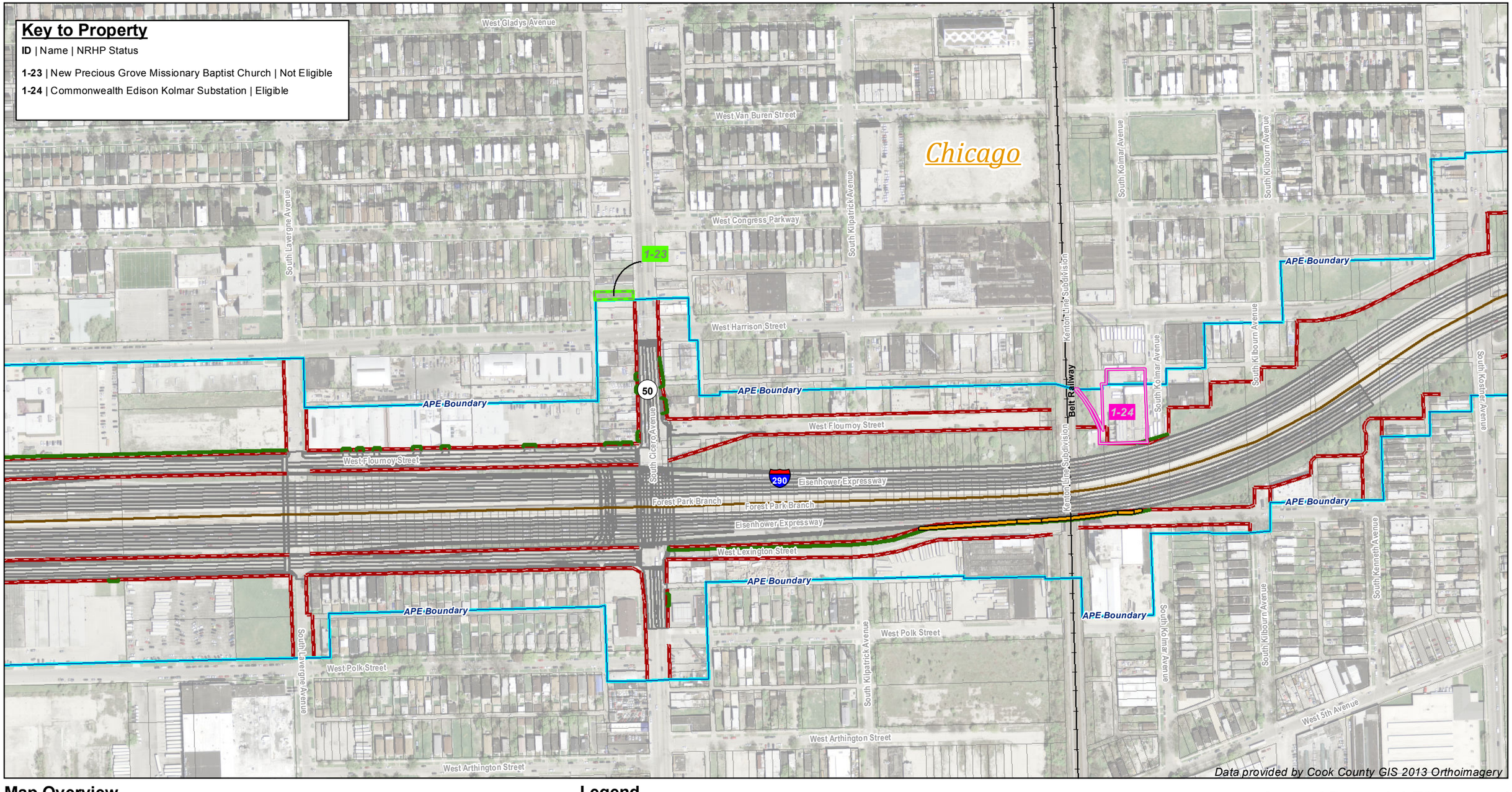
Date 3/10/2016

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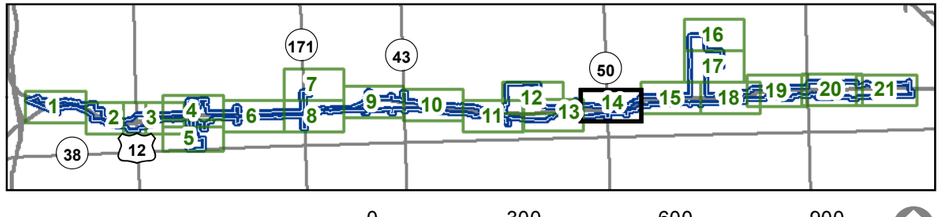
ID | Name | NRHP Status

1-23 | New Precious Grove Missionary Baptist Church | Not Eligible

1-24 | Commonwealth Edison Kolmar Substation | Eligible



Map Overview



1 inch = 300 feet

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Legend

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- Proposed Right-of-Way
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

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Sheet 14 of 21

Date 3/10/2016

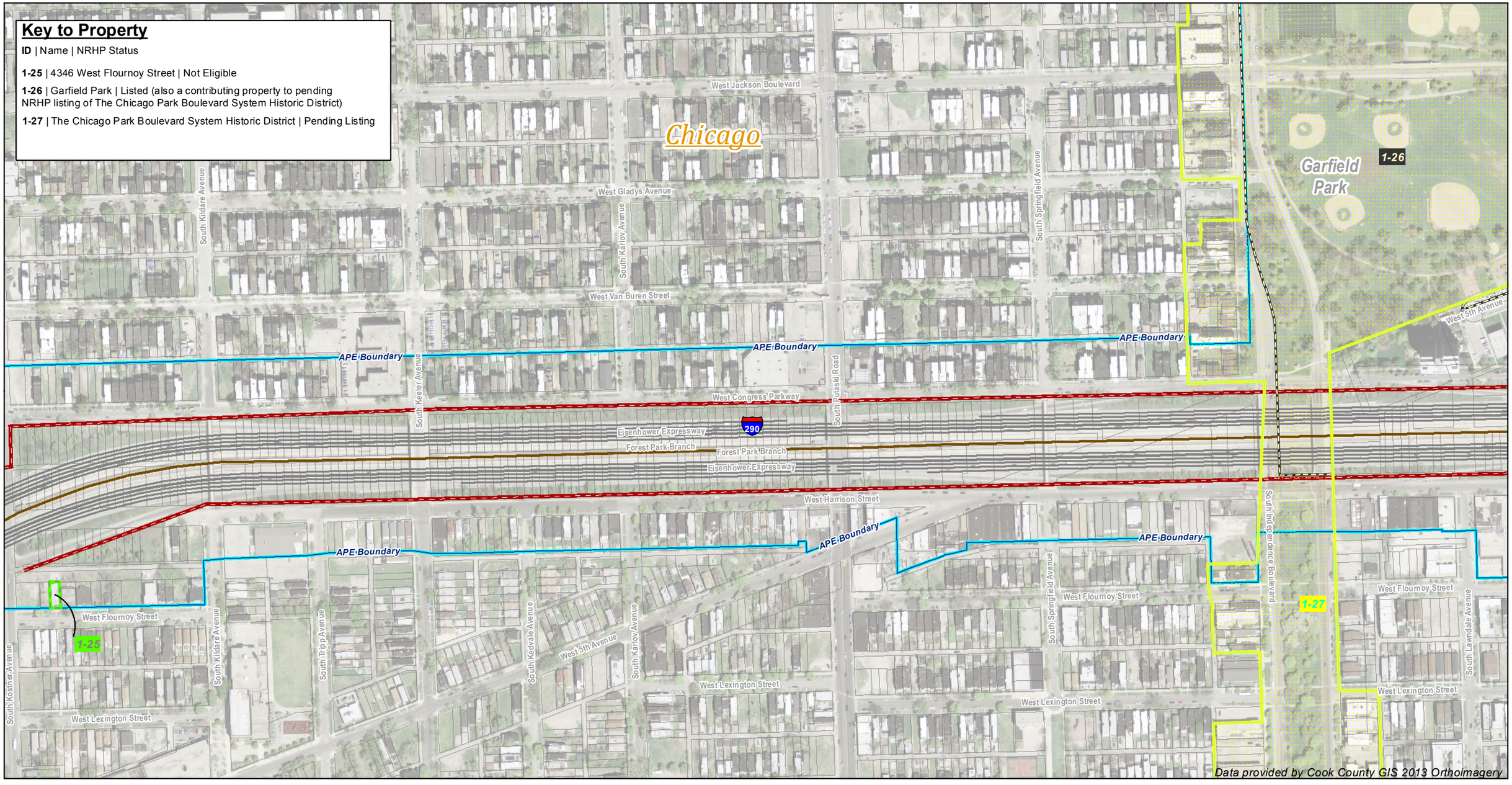
Key to Property

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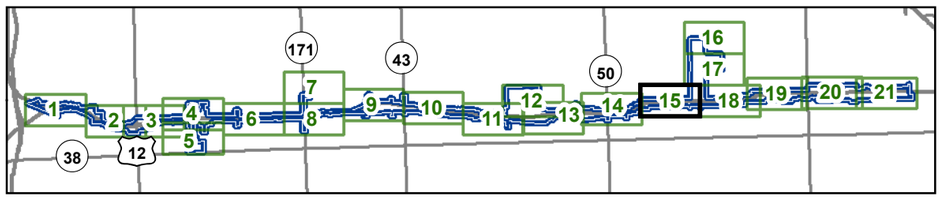
1-25 | 4346 West Flournoy Street | Not Eligible

1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing



Map Overview



1 inch = 300 feet

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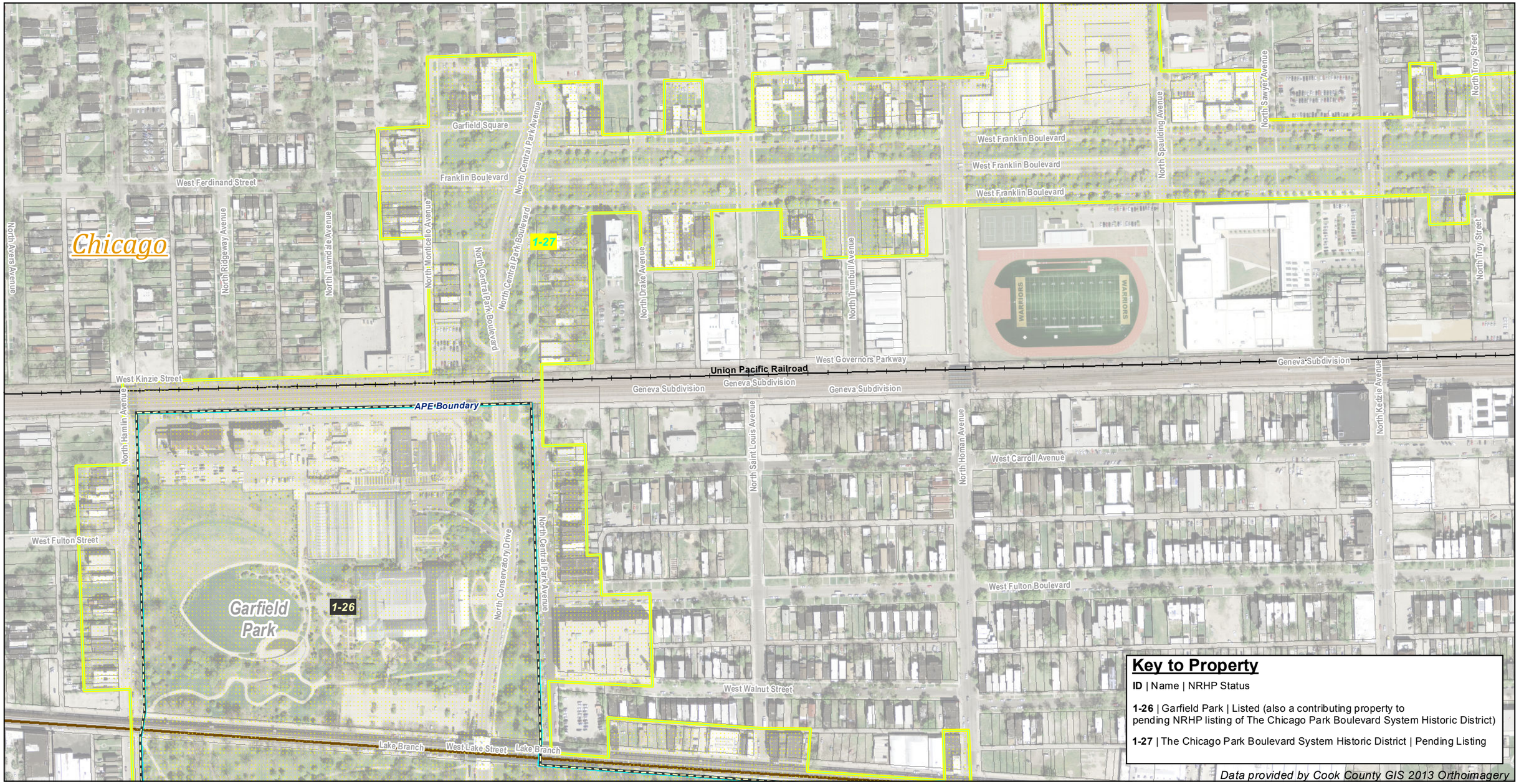
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

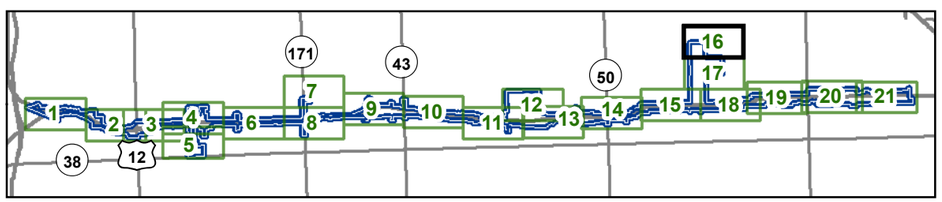
Eisenhower expressway

Sheet 15 of 21

Date 3/10/2016



Map Overview



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Legend

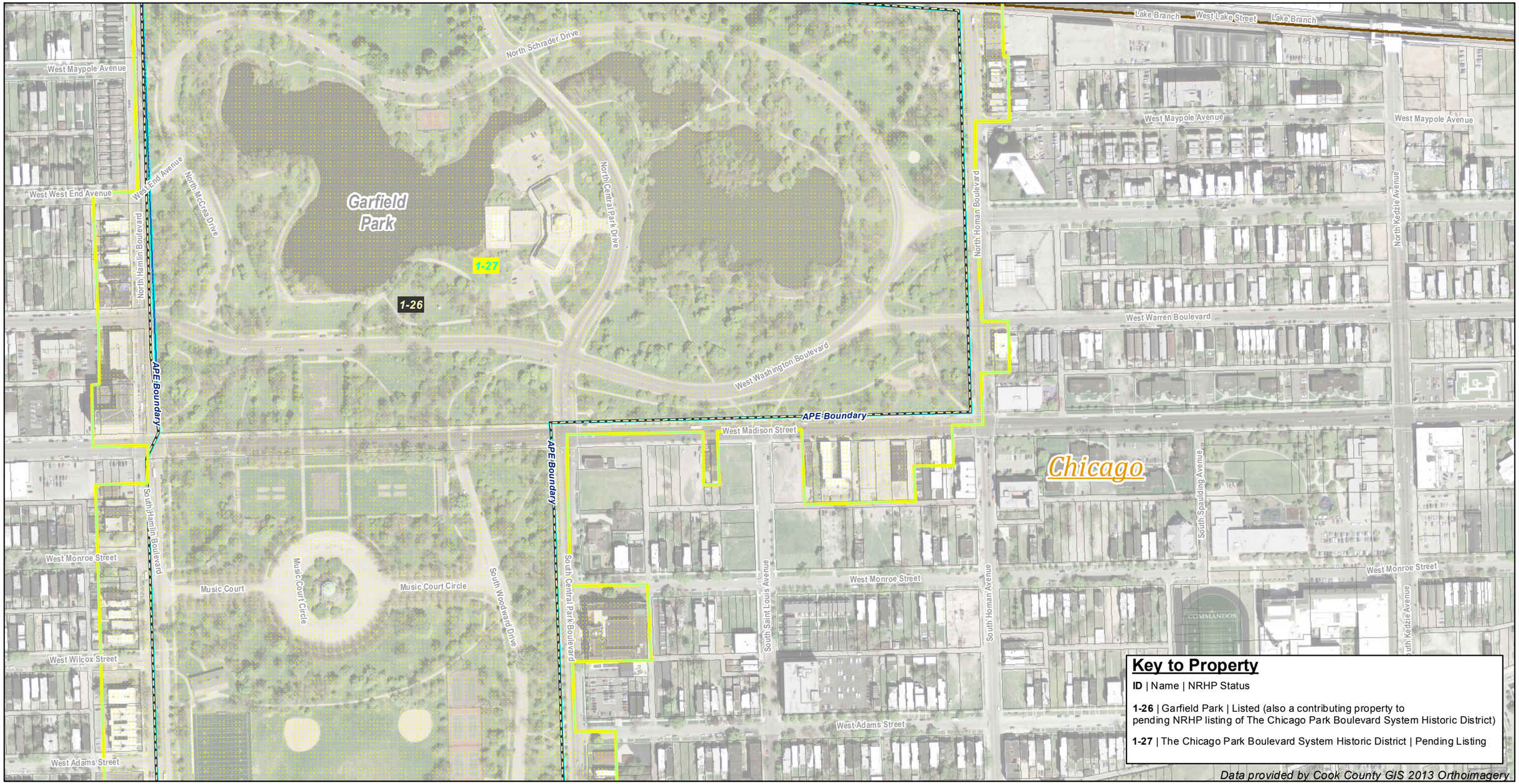
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 16 of 21

Date 3/10/2016



Key to Property

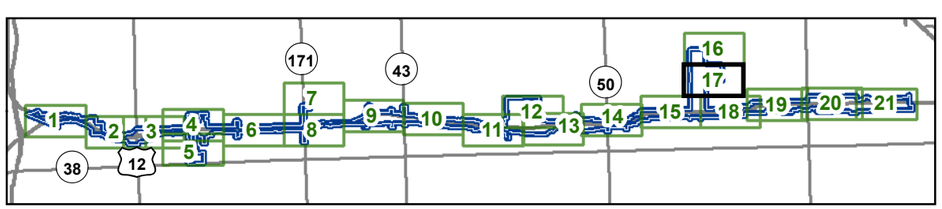
ID | Name | NRHP Status

1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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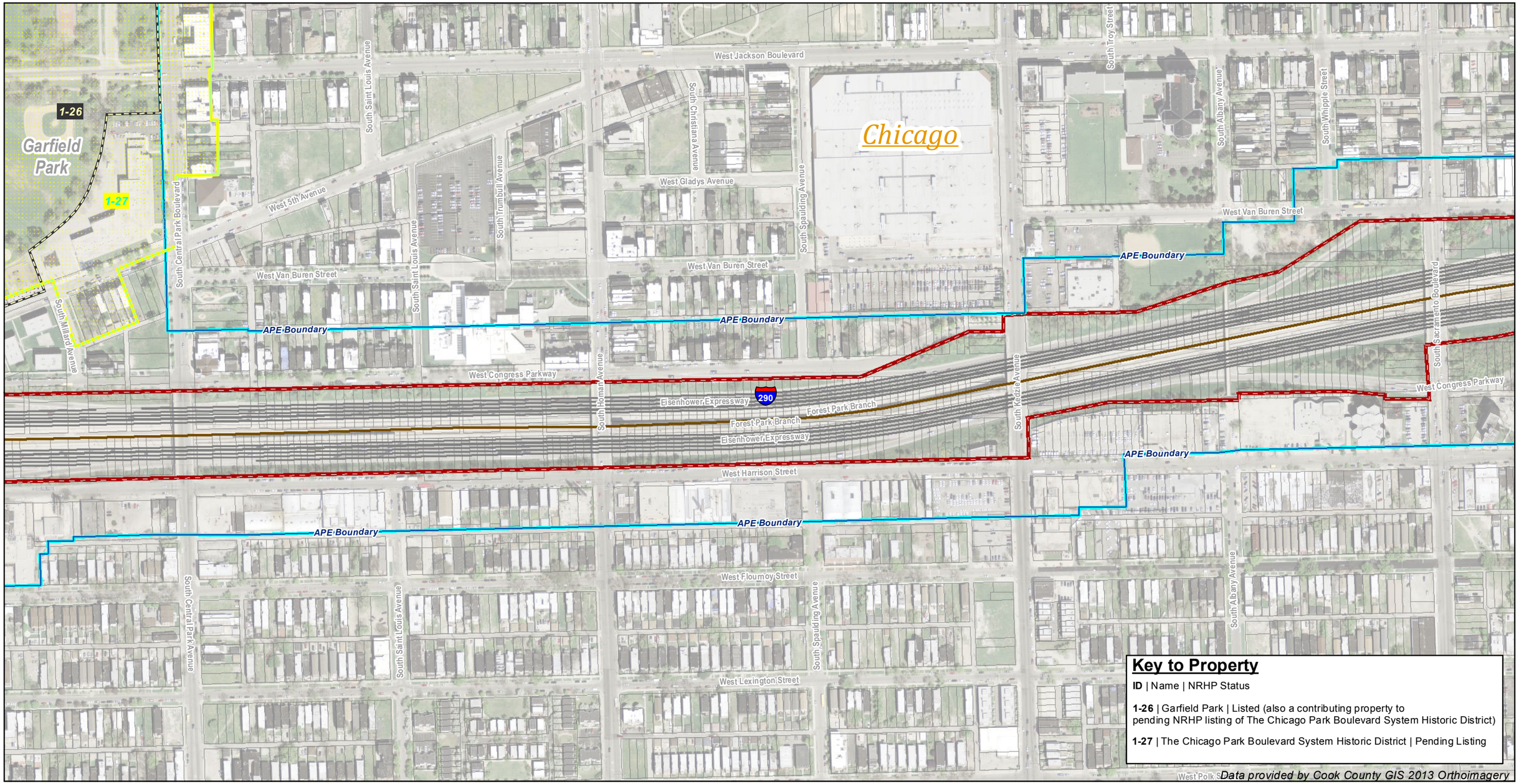
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

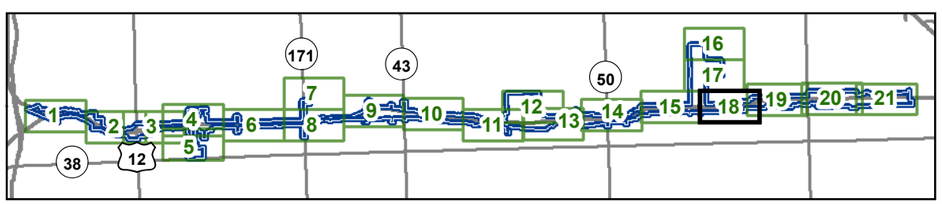
Eisenhower expressway

Sheet 17 of 21

Date 3/10/2016



Map Overview



Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 18 of 21

Date 3/10/2016

Key to Property

ID | Name | NRHP Status

1-28 | 2833 West Congress Parkway | Not Eligible

1-29 | Altgeld Park Fieldhouse | Eligible

Chicago

Park 574

Altgeld Park

APE Boundary

1-28

1-29

West Adams Street

West Jackson Boulevard

West Gladys Avenue

West Van Buren Street

West Congress Parkway

West Harrison Street

West Flournoy Street

South Albany Avenue

South Whipple Street

South Richmond Street

South Francisco Avenue

South Mozart Street

South Washtenaw Avenue

South Sacramento Boulevard

South California Avenue

Rockwell Subdivision — Main Line (Columbus-Chicago)

Union Pacific Railroad

South Rockwell Street

South Maplewood Avenue

South Denvir Avenue

South Campbell Avenue

South Artesian Avenue

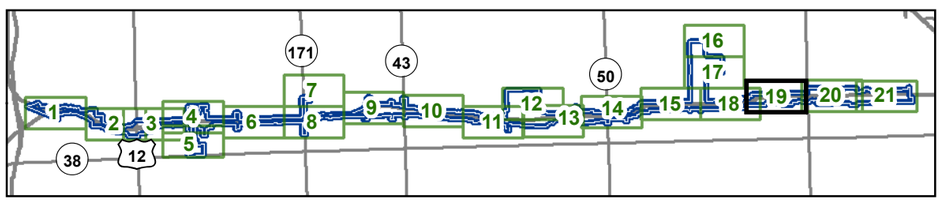
290 Eisenhower Expressway

Forest Park Branch

Eisenhower Expressway

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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0 300 600 900 Feet

Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

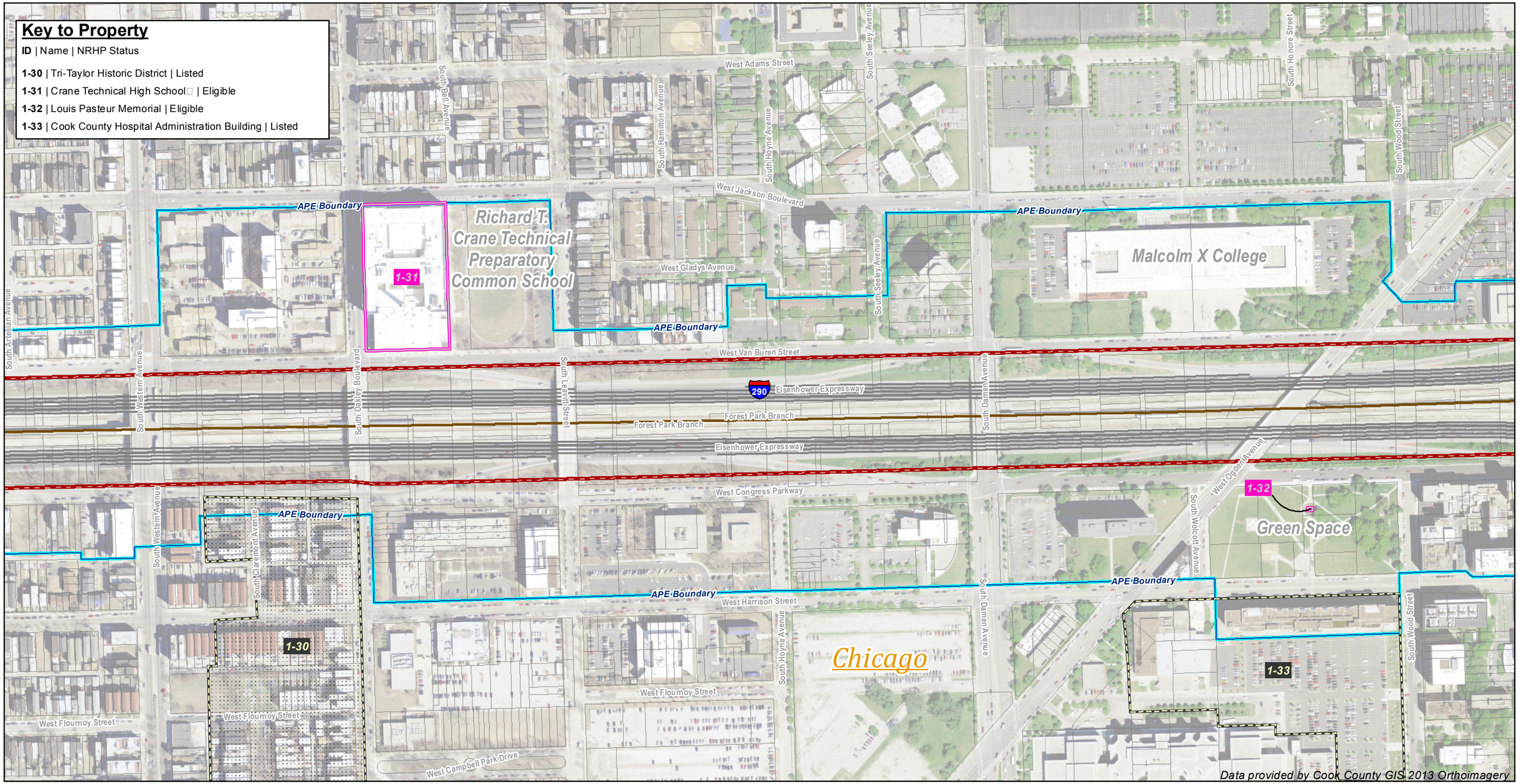
Sheet 19 of 21

Date 3/10/2016

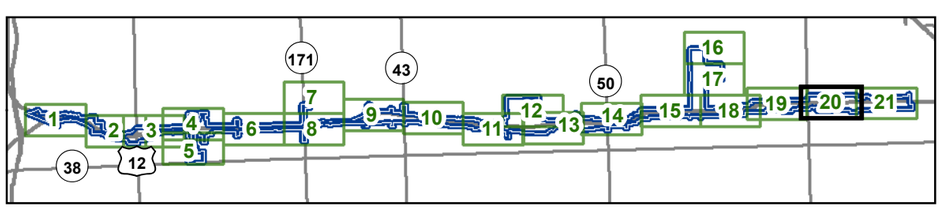
Key to Property

ID | Name | NRHP Status

1-30 | Tri-Taylor Historic District | Listed
1-31 | Crane Technical High School | Eligible
1-32 | Louis Pasteur Memorial | Eligible
1-33 | Cook County Hospital Administration Building | Listed



Map Overview



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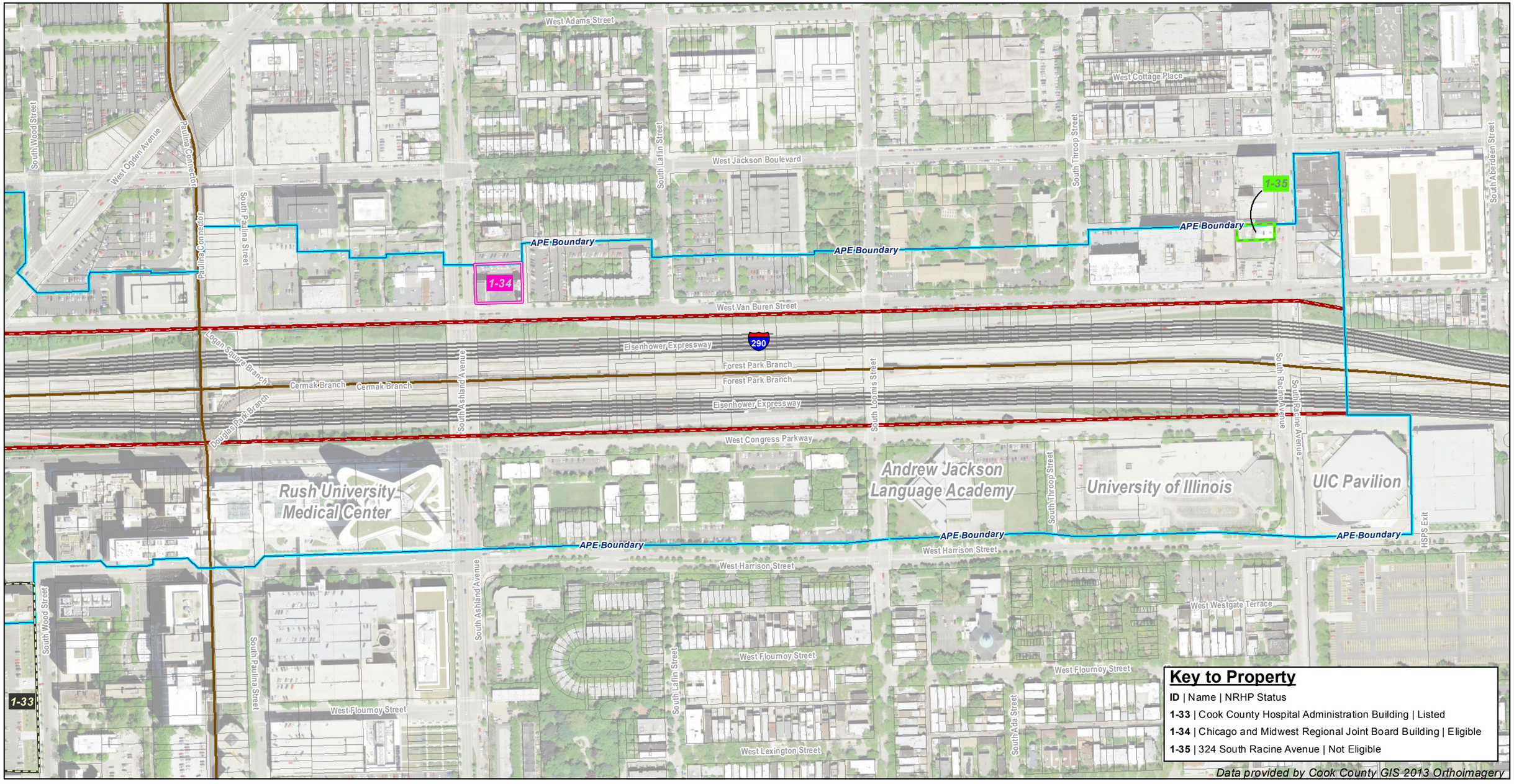
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 20 of 21

Date 3/10/2016



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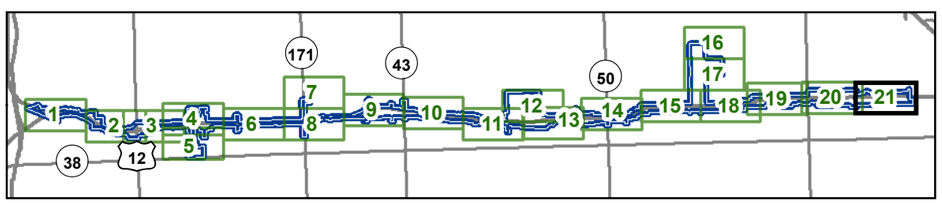
1-33 | Cook County Hospital Administration Building | Listed

1-34 | Chicago and Midwest Regional Joint Board Building | Eligible

1-35 | 324 South Racine Avenue | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 21 of 21

Date 3/10/2016

Appendix C

Survey Data Summary Table

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Appendix C - Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type, Style, and/or Form	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-1	Synagogue for Congregation B'Nai Israel of Proviso	10216 Kitchner Street, Westchester	1962	Church, Mid-Century Modern-Era, Exaggerated Modern	Eligible	C, Criteria Consideration A	2016	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue. Its character-defining parabolic roof form embraces the curvilinear shapes found in interpretations of Exaggerated Modernism and is unique among synagogue architecture of the era within the region.								
1-2	1818 South 7th Avenue	1818 South 7th Avenue, Maywood	1923	House, Craftsman, Prairie Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The house is a modest example of the Craftsman and Prarie Styles. Although it retains some original features, they are typical of the Craftsman and Prairie styles and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-3	Park District of Forest Park	7441 Harrison Street, Forest Park	1938	Park Administration Building, Tudor Revival Style	Eligible	A, C	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C for its association with the Works Progress Administration and recreation in Forest Park. Its intact elements are indicative of evolving recreational trends and design philosophies of that period.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-4	631 Hannah Avenue	631 Hannah Avenue, Forest Park	1916	House, Dutch Colonial Revival Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The house is a modest example of the Dutch Colonial Revival style. Although it retains some original features, they are typical of the Dutch Colonial Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-5	Hulbert Historic District	The 500-800 blocks of Clinton Avenue and South Kenilworth Avenue, Oak Park	1905-1913	Houses, Various Architectural Styles	Previously Determined Eligible	A, C	2012	
Integrity/Notes: Previously determined NRHP-eligible under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for its association with community planning in Oak Park in the early twentieth century.								
1-6	841 South Oak Park Avenue	841 South Oak Park Avenue, Oak Park	1911	Commercial Building, Beaux Arts Style	Eligible	C	2010, 2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C as a locally significant example of the Beaux Arts style applied to a commercial building in Oak Park.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-7	T.A. Holm Building	905 South Oak Park Avenue, Oak Park	1926	Commercial Building, Classical Revival, Art Deco Styles	Eligible	A, B, C	2010, 2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A, B, and C as a locally significant example of a Classical Revival and Art Deco-style commercial building associated with important local company T. A. Holm & Co. Realtors and T.A. Holm's success as a local buisnessman in Oak Park.								
1-8	Suburban Trust and Savings Bank Building	840 South Oak Park Avenue, Oak Park	1925-27	Bank Building, Neoclassical Style	Eligible	C	2010, 2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C as a locally significant example of an early twentieth century Neoclassical style bank building in Oak Park.								
1-9	Paulina Mansions	901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park	1925	Courtyard Apartment Building, Tudor Revival Style	Previously Determined Eligible	C	2009, 2012	
Integrity/Notes: See determination of eligibility form. Previously determined NRHP-eligible under Criterion C as a locally significant example of an early twentieth century Tudor Revival-style S-shaped courtyard apartment building in Oak Park.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-10	Oak Park Conservatory	615 Garfield Street, Oak Park	1929	Victorian Style Glasshouse	Listed	A, C	2005	
Integrity/Notes: Listed in the NRHP under Criteria A and C as a locally significant example of glass and steel Victorian style glasshouse greenhouse design in Illinois and for its association with the park movement in Oak Park.								
1-11	846 South East Avenue	846 South East Avenue	1911	House, American Foursquare, Prairie Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The American Foursquare house is a modest example of the Craftsman style. Although it retains some original features, they are typical of the Craftsman style and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-12	538 and 540 Harrison Street	538 and 540 Harrison Street, Oak Park	1923	Houses, No Discernible Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The houses have no discernible style and have undergone several alterations to their original materials. Although they retain some original features, they do not indicate architectural significance. Research did not reveal any historically significant associations.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-13	845 South Scoville Avenue	845 South Scoville Avenue, Oak Park	1923	House, American Foursquare, Prairie Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. A modest, typical, and altered example of an early twentieth century Prairie-style American Foursquare house. Although it retains some original features, they are typical of the Prairie style and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-14	Kildare Commons	838-844 South Scoville Avenue and 520-522 Harrison Street, Oak Park	1924	Apartment Building, Tudor Revival Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. A modest example of a Tudor Revival-style apartment building. Although it retains some original features, they are typical of the Tudor Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-15	Bonneville East and West	512-516 Harrison Street, Oak Park	1962	Apartment Building, Mid-Century Modern-era	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. A modest example of a mid-century Modern-era flat apartment building. Although it retains some original features, they are typical of Modern-era buildings and do not indicate architectural significance. Research did not reveal any historically significant associations.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-16	Maze Branch Library	845 Gunderson Avenue, Oak Park	1936	Library, Colonial Revival, Art Deco Styles	Eligible	A, B, C	2005, 2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A, B, and C as a locally significant Colonial Revival and Georgian Revival-style branch library building associated with local librarian Adele H. Maze and the establishment of neighborhood branch libraries during the New Deal era.								
1-17	Gunderson Historic District	Roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park	1906-1920	Houses and Apartment Buildings, Various Architectural Styles	Listed	A, C	2002	
Integrity/Notes: Listed in the NRHP under Criteria A and C as a neighborhood of uniformly designed American Foursquare homes with Colonial Revival, Craftsman, and Prairie style influences, locally significant for association with early twentieth century subdivision development by local S.T. Gunderson & Sons firm in Oak Park.								
1-18	814-820 South Austin Boulevard	814-820 South Austin Boulevard, Oak Park	1925	Courtyard Apartment Building, Beaux Arts, Neoclassical, Tudor Revival Styles	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. A modest example of a multiple-revival-style apartment building. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-19	Harvard Apartments	822-836 South Austin Boulevard, Oak Park	1926	Courtyard Apartment Building, Beaux Arts, Neoclassical, Tudor Revival Styles	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. A modest example of a multiple-revival-style apartment building. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-20	Columbus Park	500 South Central Avenue, Chicago	1915-1920	Park, Prairie Style Various Buildings, Prairie, Eclectic Styles	National Historic Landmark	A, C, NHL Criteria 4	1991, 2003	
Integrity/Notes: Listed in the NRHP and designated a NHL under Criteria A and C as the masterpiece of Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. Also under NHL Criteria 4 as an exceptionally important work of design.								
1-21	Assumption Greek Orthodox Church	601 South Central Avenue, Chicago	1935	Church, Byzantine, Romanesque Styles	Eligible	C, Criteria Consideration A	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of a Byzantine-style church with Romanesque style elements by local master architect Peter E. Camburas.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-22	Loretto Hospital	645 South Central Avenue and 5536 West Flournoy Street, Chicago	1923-1924	Hospital, Beaux Arts Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. Loretto Hospital is an altered example of an early twentieth century Beaux Arts style hospital. Although it retains some original features, they are typical of the Beaux Arts style and do not indicate architectural significance. The building has also been extensively altered by numerous additions. Research did not reveal any historically significant associations.								
1-23	New Precious Grove Missionary Baptist Church	514 South Cicero Avenue, Chicago	1912	Church, Commercial Building, Sullivanesque Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The building is a modest and altered example of an early twentieth century theater displaying Sullivanesque style elements and a mid-to-late twentieth century example of a storefront church. Its original form has been extensively altered and it is a typical example of a storefront church found throughout Chicago. Research did not reveal any historically significant associations.								
1-24	Commonwealth Edison Kolmar Substation	616 and 632 South Kolmar Avenue, Chicago	1908, 1918, 1950, 1980	Substation, No Discernible Style	Eligible	A	2016	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion A for its association with transportation development in Chicago, and specifically the elevated rail system, over several decades.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-25	4346 West Flournoy Street	4346 West Flournoy Street, Chicago	1903	Apartment Building, Revival Styles	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The building is a modest example of a four-flat apartment building with some characteristics of the revival styles. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-26	Garfield Park	100 North Central Avenue, Chicago	1871-1939	Park Various Buildings, Exotic Revival, Prairie Styles	Listed	A, C	1993	
Integrity/Notes: Listed in the NRHP under Criteria A and C as one of three original parks of the West Park Commission that continually accommodated recreational and cultural needs of community and for significant landscape design and architectural history by noted architects and landscape architects. Also a contributing resource to the pending NRHP listing of The Chicago Park Boulevard System Historic District (1-27).								
1-27	The Chicago Park Boulevard System Historic District	26 miles of parks and boulevards beginning at Dr. Martin Luther King, Jr. Drive and ending at Logan Boulevard in Chicago	1869-1964	Boulevards Parks Various Residential and Public Buildings, Various Architectural Styles	Pending Listing	A, C	2011	
Integrity/Notes: Pending listing in the NRHP under Criteria A and C for its association with community planning and development as the first major comprehensive designed system in the country, creation of Chicago's neighborhoods in the late nineteenth century, and for its examples of high quality late nineteenth and early twentieth century architecture.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-28	2833 West Congress Parkway	2833 West Congress Street, Chicago	1888	Apartment Building, Colonial Revival Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The building is a modest example of a Colonial Revival-style apartment building. Although it retains some original features, they are typical of the Colonial Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.								
1-29	Altgeld Park Fieldhouse	515 South Washtenaw Avenue, Chicago	1929	Fieldhouse, Classical Revival Style	Eligible	A,C	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C for its association with early twentieth century trends in recreation in Chicago and as a locally significant example of a Classical Revival-style fieldhouse.								
1-30	Tri-Taylor Historic District	Roughly bounded by Oakley, Harrison, Claremont, Taylor and Oakley, North of Ogden, Chicago	1870-1910	Various Residential and Commercial Buildings, Various Architectural Styles	Listed	A, C	1983,1988	
Integrity/Notes: Listed in the NRHP under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for association with the “second settlement type” of neighborhood development in the late nineteenth to early twentieth century.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-31	Crane Technical High School	2301 West Jackson Boulevard, Chicago	1903	School, Classical Revival Style	Eligible	A, C	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C as a locally significant example of a Classical Revival style school and for association with the emerging trend of vocational education in the early twentieth century and the development and expansion of these programs in the Chicago public school system.								
1-32	Louis Pasteur Memorial	1800 West Harrison Street, Chicago	1928, moved 1946	Monument, Art Deco Style	Eligible	C, Criteria Considerations B and F	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria C and Criteria Considerations B and F as a locally significant and only known example of a freestanding Art Deco-style monument designed by prominent sculptor Leon Hermant in Chicago.								
1-33	Cook County Hospital Administration Building	1835 West Harrison Street, Chicago	1912-1914	Hospital, Office Building, Beaux Arts Style	Listed	A,C	2006	
Integrity/Notes: Listed in the NRHP under Criteria A and C as a Beaux Arts-style hospital administration building associated with the history of medicine, medical education, and public health in Chicago and nationwide.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-34	Chicago and Midwest Regional Joint Board Building	333 South Ashland Avenue, Chicago	1927	Office Building, Art Deco Style	Eligible	A, C	2015	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C as a locally significant Art Deco-style building associated with the Amalgamated Clothing Workers of America in the 1920s.								
1-35	324 South Racine Avenue	324 South Racine Avenue, Chicago	1937	Commercial Building, Renaissance Revival Style	Not Eligible	N/A	2015	
Integrity/Notes: See determination of eligibility form. The building is a modest example of a Revival-style mixed-use commercial building. Although it retains some original features, they are typical of the Rennaisance Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.								

Appendix D

NRHP Determinations of Eligibility

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Historic Resources Survey

RESOURCE TYPE Property — Synagogue for Congregation B'Nai Israel of Proviso
NRHP STATUS Not Eligible — **SURVEY ID** 1-1

NAME
Synagogue for Congregation B'Nai Israel of Proviso

OTHER NAME(S)
Grace Central Church

STREET ADDRESS
10216 Kitchner Street

CITY
Westchester

OWNERSHIP
Unknown

TAX PARCEL NUMBER
15-16-302-057-0000

YEAR BUILT
1962

SOURCE
Landmarks Preservation Council of Illinois, 2015

DESIGNER/BUILDER
A.L. Salzman and Sons

STYLE
Modern-Era

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Concrete

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
Synagogue for Congregation B'Nai Israel of Proviso is a mid-century Modern-era religious building located at 10216 Kitchner Street in a residential neighborhood. It no longer houses its original congregation and is now Grace Central Church. Facing south to Kitchner Street, the synagogue consists of a three-story parabolic sanctuary to the west; a rectangular, flat-roof, one-story wing to the east; and a square, flat-roof, two-story rear wing to the north. A brick chimney is located at the northwest corner of the rear wing, and a metal pipe chimney is located on the east and west elevations of the sanctuary. The building is not easily classified into one of the academically recognized Modern-era styles, but is best acknowledged as a type of Modern-era architecture known as Exaggerated Modernism because of its parabolic form and materials.

The three-story, vinyl-clad, 40-foot parabolic sanctuary is the main feature of the synagogue. A box cornice extends across the sanctuary facade above the first story. The portion of the sanctuary facade below the cornice is covered in stone facing. Metal lettering reads “AND LET THEM BUILD ME A SANCTUARY, THAT I MAY DWELL AMONG THEM” and “B’NAI ISRAEL” next to a simple metal Menorah. Above the cornice, the facade originally featured long windows divided by piers. It is now entirely covered in vinyl siding with no openings. The sanctuary’s parabolic roof is covered in asphalt shingles. The sanctuary’s west side elevation is covered in asphalt shingles from the concrete foundation up and along the roof to the east side elevation. The sanctuary’s north rear elevation is covered largely in vinyl siding and has two vertical support beams along the entire height of the elevation. The first story is clad in buff-colored brick, and has an entrance at the west end of the north elevation. A small modern shed is located on the middle of the north elevation. The upper stories have no openings.

A single-story, flat-roof wing with a flat-roof porch flanks the east side of the sanctuary. The box cornice along the first story of the sanctuary continues around the flat-roof porch and the remainder of the south-facing facade of the single-story wing. The wing’s south-facing facade is clad in diagonal vinyl siding. The flat-roof porch is supported by square metal poles and projects over a sidewalk leading to the synagogue’s facade entrance on the one-story wing. The facade entrance consists of two pairs of solid-wood double doors with triangular handles. A rectangular picture window is located east of the facade entrance, and buff-colored brick covers the facade’s east and west ends. The east side elevation of the east wing faces the narrow parking lot entrance. It is clad in buff-colored brick and has a row of three sets of three, one-over-one, double-hung, vinyl-sash replacement ribbon windows with a continuous stone sill. The east side elevation terminates in a flat roof with an overhanging eave. The facade’s box eave continues on the south end of the east side elevation. A modern floodlight is

located at the north end of the elevation.

The two-story rear wing's south elevation abuts the north elevation of the single-story east wing. Facing the narrow parking lot entrance, the two-story rear wing's east side elevation has a simple wooden cornice and two bays of windows with stone sills. The first story windows consist of pairs of sliding vinyl-sash replacement windows . The second story windows consist of sets of three, one-over-one, double-hung, vinyl-sash replacement windows. The rear wing's north rear elevation is clad in buff-colored brick. From east to west across the elevation, it has a small boarded-up second story window, a basement-level entrance with a metal handrail, and a second story entrance accessed by concrete steps with a metal handrail. The rear wing's west side elevation was not visible during survey.

Located in a mid-twentieth century residential neighborhood, the synagogue overlooks Gladstone Park to the south. A large parking lot is located north, behind the synagogue. Landscaped bushes line the facade foundation and grassy lawn fronts the building.

HISTORY/DEVELOPMENT

The Synagogue for Congregation B'Nai Israel of Proviso was constructed in 1962. Congregation B'Nai Israel of Proviso was over fifty years old when it moved to the Westchester building; research did not reveal when the Congregation was first established. The Congregation was previously located at 431 South 13th Avenue in Maywood and was the only Traditional Congregation in Proviso Township. The Maywood congregation hosted community events and had a school on the property. The three-story brick Maywood synagogue was recorded on the 1930 Sanborn Map and remains extant.

In 1957, the Congregation purchased land in Westchester for a new building. They contracted the architecture firm A. L. Salzman and Sons of Evanston, Illinois, who designed and constructed the new synagogue over the following years (Figure 1).

At the time of construction, the congregation comprised about 130 families from Chicago's western suburbs encompassing municipalities between Naperville, Morton Grove, Berwyn, and Summit. Original construction plans included three wings: a one-story wing housing offices and the lobby; a rear two-story wing housing the Hebrew school; and the parabolic main sanctuary and gathering space. The congregation purchased the entire block and intended to expand on the property in the future. On April 8, 1962, Congregation B'Nai Israel of Proviso dedicated their new synagogue with a Torah ceremony, dinner program, and guest speaker Dr. Berkovitz of Hebrew Theological College.

The Congregation B'Nai Israel of Proviso remained at 10216 Kitchner Street until the 2010s, when it moved out of the building between 2012 and 2015. Today, Grace Central Church owns and occupies the building.

Westchester

The Synagogue for Congregation B'Nai Israel of Proviso is located in Westchester, a western suburb of Chicago platted by Samuel Insull in 1924. Before Insull purchased the 2,200-acre tract, German farmers worked the land for a century. Insull envisioned a model English town, and established English road names while developers constructed Tudor Revival-style apartments and houses. The town of Westchester incorporated in 1926 and had paved roads, sidewalks, street lamps, a sewer system, and parkways. The same year, the Garfield Park rapid transit line extended from Chicago to 12th Street (now Roosevelt). It extended again to 22nd Street (now Cermak) in 1930.

The Great Depression halted housing development construction in Westchester. Construction did not resume until World War II, as factory workers requiring local accommodations moved into town. During this time, new residents established many religious institutions. After World War II ended, families moved out of Chicago and into the suburbs, including Westchester. During the 1950s-60s, population expansion led to new residential construction throughout the village, including Ranch houses, split-levels, and post-war Colonial Revival houses, as well as the expansion of commercial, religious, and institutional services to meet the needs of the growing population. Many established congregations moved to Westchester from Chicago or other nearby suburbs, constructing new church and synagogue buildings reflective of mid-century Modern-era architectural trends, such

as the Synagogue for Congregation B'Nai Israel of Proviso as well as Faith Lutheran Church (1954-1955), located at 1124 Westchester Boulevard; Church of the Divine Infant Jesus, (1961-1963), located at 1601 Newcastle Avenue; and First Baptist Church of Westchester (1963, now Church Universal and Triumphant), located at 2402 Mayfair Avenue (Figure 2). This development was further aided by the construction of two major transportation routes in the mid-twentieth century; the Eisenhower Expressway to the north and Tri-State Toll Road to the west. In the 1980s, commercial enterprises moved to Westchester with the construction of the Westbrook Corporate Center.

The Jewish Community in the Chicago Area

The Jewish community has been part of Chicago history since the 1830s. The first Jewish community was of German heritage and organized the Jewish Burial Ground Society in 1845. The first Jewish congregation, Kehillath Aneshe Ma'arav, was founded a year later on October 3, 1846, in Chicago. After the two organizations merged, they constructed the first synagogue in 1851. In the coming decades, the community formed several other Jewish societies, fraternities, and ladies associations.

As more Eastern European Jews immigrated to the Chicago area, congregations formed based on common heritage. Eastern Europeans formed Beth Hamedrash Hagadol Ub'nai Jacob in 1867. The Russian-Polish community formed Ohave Emuno soon after, and the German and Bohemian Jews formed the Congregation B'nai Abraham.

The Jewish community was deeply affected by the Chicago fires of 1871 and 1874, which destroyed much of the German Jewish neighborhood and Eastern European Jewish neighborhoods respectively. The Jewish hospital, seven synagogues, business, and community buildings were burned; however the community quickly recovered and remained a cultural center for decades to come.

By 1920, the Jewish population of Chicago was 225,000; and Eastern European Jews were quickly growing in number. The west side became the center of Jewish culture, especially North Lawndale, boasting 60 synagogues, theaters, educational institutions, social institutions, and community centers. Jewish communities continued to form by national origin, with a large German Jewish community on the south side, and Eastern European communities on the north and northwest side. The Jewish community played a large part in local commerce, politics, and community life in Chicago.

After World War II, the Jewish population rapidly moved to the north side of Chicago and the suburbs, following the general trend of returning veterans and families. Jewish communities concentrated in the northern suburbs such as Skokie, Lincolnwood, Wilmette, Winnetka, Glencoe, Highland Park, and Evanston; and in the western suburbs such as Oak Park and Des Plaines. By 1970, the Jewish population of Rogers Park and Skokie made up 70 percent of the total population. By this point, Jewish population was evenly split between the city of Chicago and the suburbs. Though population dispersion led to the construction of many mid-century Modern-era religious buildings in the suburbs, the city of Chicago remained the cultural center of Jewish life, and many residents commuted from the suburbs to the city for both work and community and religious activities.

In the past few decades, displaced Jewish immigrants from the former Soviet Union have settled in the Chicago area because of the efforts of the Chicago Jewish Community, Jewish Federation, and local congregations. Seventy percent of the area Jewish population lives in the suburbs of Chicago. In 2004, there were over 100 synagogues in the metro Chicago area, including Traditional, Reformed, Conservative, Orthodox, and a variety of other congregations. Education and social organizations still play a large part in Jewish cultural life. The largest cultural institution is the Jewish Federation of Metropolitan Chicago, the modern day manifestation of the Associated Jewish Charities founded in 1900. The federation supports Mount Sinai Hospital, local cultural and educational institutions, the Hebrew Theological College, libraries, and museums. Today, the Jewish community continues to participate in local politics and commerce and provide education and social services to the greater Chicago area. The population is ethnically diverse, bringing together Jewish families from Germany, Russia, Eastern Europe, and the United States.

Modern-Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The style was a natural step from the stripped Classicism of the New Deal era, which included monumental construction with minimal classical features. The American manifestation of the Modern-era movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-era office towers and public buildings maximized space and windows with minimal facade decoration. Modern-era house designs slowly became popular throughout the mid-twentieth century. While West Coast varieties, particularly the Ranch house, were constructed before World War II, the movement became more popular after the war. The Modern-era house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern-era architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. This new manifestation of Modern-era architecture became a Modern-era style known as Exaggerated Modern. The Exaggerated Modern style, as defined by the Missouri State Historic Preservation Office “Mid-Century Modern Church Survey,” utilized exaggerated structural components that included sweeping cantilevered and oversized rooflines, V-shaped columns, and curvaceous geometric shapes. The style was commonly applied to commercial architecture and executed in steel, plywood, glass block, plastic, or stone. Frank Lloyd Wright’s Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern-era architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect, agreed with Wright, and designed Modern-era buildings and structures, such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers’ journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal and Dulles Airport, he utilized curved lines and cantilevered spaces that portray the idea of flight. Wright and Saarinen brought the use of curves to the forefront of Modern design.

Curved surfaces were often used for religious buildings, incorporating soaring heights into sanctuary design. One manifestation of the Exaggerated Modern style was the use of large parabolic shapes, either as a repeated form along the facade, as the horizontal footprint of the building, or as the soaring roofline of the sanctuary, as demonstrated in the architecture of Synagogue for Congregation B’Nai Israel of Proviso. Exaggerated Modernism soon gave way to buildings designed with extremely dramatic expressions of form that placed secondary emphasis on function, called Expressionism.

Modern-Era Synagogues

After World War II, the Jewish population, along with much of America, began moving to the suburbs. New communities necessitated the need for new local places of worship. These synagogues would reflect the time in which they were constructed, and embraced mid-century Modern-era architectural concepts, including Exaggerated Modernism, Expressionism, International, and Organic styles. The Jewish congregations valued the quality and workmanship of their new religious buildings. Synagogue construction was carefully considered and the result was often progressive mid-century Modern-era designs. Mid-century modern-era synagogues were often bolder and more unique than their suburban protestant church counterparts. This was the outcome of post-war discussion among Jewish architects, religious leaders, and congregations concerning historicism versus modern dynamic ideals for new suburban religious architecture. Influential architects at the beginning of the movement included Eric Mendelsohn and Percival Goodman. They both encouraged the use of curves in synagogue architecture, such as those incorporated in Exaggerated Modern style buildings. Curved shapes such as domes or parabolic arches often reminded the congregation of a tent or Mount Sinai, both images are important to Jewish tradition and history. Modern-era congregations also often used abstract art to convey aspects of the Jewish faith on the exterior and interior of the synagogues.

The design discussions and subsequent synagogue construction embodied and contributed to the mid-century Modern-era architectural movement, solidifying Jewish congregations as part of American cultural and architectural history. Jewish architects promoted designs that reflected the progressive thinking of the mid-century Jewish faith, and asserted that congregations should hire the best architects and craftsmen, not necessarily Jewish architects. The new synagogues served multiple purposes, and were designed to house the sanctuary, meeting space, teaching space, and community space. These multi-purpose buildings were different than their older city counterparts, because the new suburban community needed space for education and meetings that previously occurred in private homes.

These nationwide mid-twentieth century Modern-era trends in synagogue design and form are found in synagogues constructed in Chicago, and more commonly, its suburbs in the 1950s and 1960s. Suburban Chicago synagogues served the Jewish population moving from the city to the suburbs. Today, some of these synagogues continue to house their original congregations and reflect the progressive and thoughtful designs of suburban Jewish congregations. North Shore Congregation Israel, located north of Chicago at 1185 Sheridan Road in Glencoe, Illinois was designed by Minoru Yamasaki (Figure 3). The congregation, founded in 1920, constructed and dedicated the current building in 1964. The large Exaggerated Modern building consists of a tall sanctuary hall, single-story, flat-roof wing, and modern addition. The main hall consists of repeating soaring parabolic arches with a titanium finish. The flat-roof lobby has full-height glass window walls. This architect-designed mid-century Modern-era building is an excellent example of Modern-era architecture still serving the original congregation. The striking design reflects the effort mid-century Jewish congregations took to construct meaningful houses of worship and is also the work of a master Modern-era architect.

Other regional mid-century Modern-era synagogues include Temple B'Nai Israel and Oak Park Temple B'Nai Abraham Zion (Figure 3). Temple B'Nai Israel, located in Aurora, Illinois was founded in 1904. As post-World War II populations moved to the suburbs, the congregation grew, and the temple needed a larger building. The new building was constructed in 1959-1961, and continues to house the congregation today. The simple brick, flat-roof International Style building consists of a large sanctuary and a one-story wing.

Oak Park Temple B'Nai Abraham Zion was formed in 1919 when Zion Congregation and B'Nai Abraham Congregation merged on Chicago's west side. After World War II, the congregation moved from Chicago to Oak Park following the movement of its congregation. The congregation constructed the current Oak Park building in 1957 and an addition in 2000. The building consists of a large, shallow gabled hall with a rusticated stone facade and a two-story flat-roof wing; displaying Organic style and International style influences.

Modern-Era Parabolic Sanctuaries in Illinois

The curving parabolic forms used on mid-twentieth century synagogues, like the parabolic sanctuary of the Synagogue for Congregation B'Nai Israel of Proviso, were also incorporated on other religious buildings of the era in Chicago, its suburbs, and regionally. Mt. Carmel Baptist Church, located at 2016 Emerson Street in Evanston, Illinois, is a small, Exaggerated Modern religious parabolic building designed by Stanley Salzman of A.L. Salzman and Sons (Figure 4) and constructed in 1950. It consists of a three-story parabolic sanctuary with a single-story, flat-roof entrance wing along the facade, and a rusticated stone veneer along the first story of the sanctuary. Its footprint is similar to the Synagogue for Congregation B'Nai Israel of Proviso; however, the church is smaller than the synagogue, with no side or rear wings. The parabolic sanctuary shape also differs, with a slightly pointed apex and wider slope. The church has similar alterations, including vinyl infill of the original windows spanning the facade of the sanctuary except for a large, glass block cross, and replacement glass-block windows on the entrance wing. Mt. Carmel Baptist Church still houses its original congregation.

Nameoki United Methodist Church, located at 1900 Pontoon Road in Granite City, Illinois, was constructed in 1963-1964 (Figure 5). The Exaggerated Modern fieldstone-clad parabolic sanctuary is flanked by a two-story wing with a large, single-story flat-roof porch overhang. The rear elevation of the sanctuary is filled with stained-glass windows. The church maintains a high degree of integrity, with original windows and cladding. It houses its original congregation.

Liberty Baptist Church, located at 4849 South King Drive in Chicago, was designed by architect William Alderman and constructed for a growing African American Baptist congregation in 1955-56 (Figure 5). The

Exaggerated Modern church consists of a large, parabolic structure and a flanking flat-roof wing. It retains many of its original features, including stained-glass windows, a rusticated stone facade, entrance surrounds, modern materials, and parabolic form. Besides providing an intact example of Modern-era architecture, the church has historical significance as the base for Martin Luther King, Jr., during his 1966 Chicago visits and civil rights marches. Even after his death, it remained a center of continued civil rights rallies and campaigns.

Compared to the other parabolic religious architecture in Illinois, the Synagogue for Congregation B'Nai Israel of Proviso is a modest and altered example of mid-century Modern-era religious architecture. Its original appearance has been altered by vinyl siding replacing the original windows on the parabolic sanctuary facade and replacement vinyl-sash windows on the remainder of the building. Drawings of the original concept include tall windows divided by vertical piers on the parabolic facade, much like Liberty Baptist Church and Nameoki United Methodist Church. This change has a large visual impact on the building's original design intent.

However, though the Mid-Century modern-era churches of Westchester retain a high degree of integrity, and have had little alterations, none share the parabolic form of Synagogue for Congregation B'Nai Israel. In the same way, though the Chicago area has intact examples of Mid-Century modern-era synagogues housing their original congregations and retaining architectural integrity, none display the simple parabolic form of the Synagogue for B'nai Israel of Proviso, making it unique in Westchester and the Chicago area. Although Synagogue for Congregation B'Nai Israel is a modest building, its character-defining feature is its parabolic form. Applied architectural ornament was never part of its design, and although its fenestration pattern has been altered by vinyl siding application, the parabolic roof form continues to convey the building's mid-century origins as an example of a parabolic synagogue.

A. L. Salzman and Sons

The Synagogue for Congregation B'Nai Israel of Proviso was designed by A. L. Salzman and Sons, a Chicago-area architecture firm active from 1916 through the 1980s. A. L. Salzman and Sons included Abraham Salzman and his sons Stanley, Jerome, and Marshall. Abraham Salzman began working as an architect around 1916 under the firm A.L. Salzman Engineering Company, and his sons joined him around 1945. A.L. Salzman and Sons designed many types of buildings, including hospitals, churches, synagogues, and residences, in a wide variety of styles. Notable Modern-era commissions include the Cathedral of Tomorrow in Cuyahoga Falls, Ohio, the Hospital Professional Building in Chicago, and the Salzman House in Villa Park, Illinois. The firm's residential commissions in Illinois were often vernacular interpretations of popular mid-century styles, constructed in Highland Park, Richton Park, Elmhurst, Ivanhoe, Villa Park, La Grange, and other suburbs and neighborhoods of Chicago, capitalizing on the skyrocketing demand for houses as veterans returned from World War II. Marshall Salzman, who worked with the firm from 1947 to 1964, stated that the firm never turned down work, but accepted a large variety of projects, even designing a chicken coop for Northwestern University.

A.L. Salzman and Sons constructed synagogues and religious buildings from the earliest days of the firm, designing them in the popular styles and forms of the period. In 1927, the A. L. Salzman Engineering Company designed a Beaux-Arts style synagogue for the Congregation Hagrow Shel Anshe Wina on the West Side of Chicago. More contemporary Chicago-area religious buildings designed by the firm include Mt. Carmel Baptist Church at 2016 Emerson Street in Evanston, Illinois, constructed in 1950; Synagogue for Congregation Mikro Kodesh Anshe Tiktin, constructed in the 1950s on Foster Avenue in Chicago and no longer extant; and Synagogue for Congregation B'nai Yehuda at 8201 South Jeffrey Boulevard, Chicago, constructed in 1960. The three buildings have select similar architectural elements with Synagogue for Congregation B'Nai Israel of Proviso, including a tall sanctuary design in a parabolic or A-frame form, rusticated stone facade, windows spanning the sanctuary facade, and single-story flat roof elements such as porches and wings.
Mt. Carmel Baptist Church, discussed earlier in this report, most closely resembles the Synagogue for Congregation B'Nai Israel of Proviso. It was also most likely an example for the Synagogue for Congregation B'Nai Israel of Proviso.

Synagogue for Congregation Mikro Kodesh Anshe Tiktin was an Organic style three-story, flat-roof, rectangular building with a rusticated stone facade, single-story flat-roof porch overhang over the central entrance, and stained glass windows covering the central section of the facade (Figure 6). An angled flat roof awning projected over the entire facade. The rusticated stone facade, central stained glass windows, and single-story flat-roof

porch overhang are elements also found in the original plan of Synagogue for Congregation B'Nai Israel of Proviso. Both buildings emphasize the soaring sanctuary space as the primary element of the building using simple mid-century Modern-era design tenets and materials generally found on sacred and public architecture during the mid-century period.

Synagogue for Congregation B'nai Yehuda at 8201 South Jeffrey Boulevard, Chicago, was constructed only a few years prior to Synagogue for Congregation B'Nai Israel of Proviso in the Exaggerated Modern style (Figure 6). It consists of a brick-clad A-frame sanctuary with windows covering the middle portion of the facade and a central entrance under a deteriorating single-story awning overhang. It retains modest architectural integrity. The building has a single-story, flat-roof, brick, rear wing. The synagogue has a similar footprint to Synagogue for Congregation B'Nai Israel of Proviso but with an A-frame sanctuary instead of a parabolic sanctuary. The A-frame construction emphasizes the height of the sanctuary as the main design element, juxtaposing the soaring height with the single-story, flat roof wing. It no longer houses the original congregation.

A.L. Salzman and Sons embraced the popular architectural elements of the era for its contemporary mid-century Modern religious architecture designs. These designs emphasized height as a main feature in the construction of religious buildings, particularly the sanctuary. These religious buildings, much like the mid-century houses designed by the firm, reflect popular design elements of the day such as tall sanctuary designs, rusticated stone facades, windows spanning the sanctuary facades, and single-story flat roof elements such as porches and wings.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☑ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Synagogue for Congregation B'Nai Israel of Proviso was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C and Criteria Consideration A using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The construction of Synagogue for Congregation B'Nai Israel of Proviso in Westchester reflects the general population movement from Chicago to the surrounding suburbs during the post-World War II era. However, Synagogue for Congregation B'Nai Israel of Proviso was among many synagogues constructed in the Chicago suburbs during this time and is connected to a small congregation amidst larger population movements to the northern suburbs. Furthermore, it no longer houses its original congregation. Background research did not indicate any associations with events that have made a significant contribution to the broad patterns of United States history and therefore, Synagogue for Congregation B'Nai Israel of Proviso is not eligible under Criterion A.

Research did not indicate association with the lives of persons significant in the past nor identify any significant members of the synagogue's congregation, and therefore, Synagogue for Congregation B'Nai Israel of Proviso is not eligible under Criterion B.

Synagogue for Congregation B'Nai Israel of Proviso is eligible under Criterion C and Criteria Consideration A. The Synagogue for Congregation B'Nai Israel of Proviso was designed as a relatively small and unadorned building whose character-defining feature is its intact parabolic roof form indicative of the Exaggerated Modern and Expressionism styles. This form, which contrasts with many box-like mid-century forms and embraces the curvilinear shapes found in interpretations of Exaggerated Modernism, is unique among synagogue architecture of the era within the region. Although the facade has been altered by replacement materials and the original congregation no longer worships in the building, the building continues to convey its significance as an innovative form for sacred architecture in the mid-twentieth century in Chicago and its suburbs. The building was designed by the prolific Chicago architectural firm, A.L. Salzman and Sons, however, it is a typical example of the wide variety of building styles and forms they designed. The firm was not a leader in architectural design, but

constructed buildings based on the popular styles and ideas of the day, and did not specialize in religious architecture. Therefore, Synagogue for Congregation B'Nai Israel of Proviso is eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue.

The property was not evaluated under Criterion D as part of this assessment.

Synagogue for Congregation B'Nai Israel of Proviso retains high integrity of location, setting, feeling, and association . The building remains in its original location within its residential neighborhood setting, buffered to the north by the Eisenhower Expressway (I-290) and CTA Congress Line; these transportation routes preceded the construction of the building and have always been a part of its setting. The building retains its overall association with the Exaggerated Modern architectural forms and its overall feeling as a mid-century Modern-era parabolic synagogue. The building retains moderate integrity of design and workmanship through its overall parabolic sanctuary form and wings; however, it does not retain integrity of materials due to replacement vinyl siding over the original sanctuary facade windows and replacement windows on the wings. The period of significance is 1962, the year the building was constructed.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Photo 1 - Synagogue for the Congregation B'Nai Israel of Proviso



Facing northwest to the southfacade and east elevation from Kitchner Street

Photo 2 - Synagogue for the Congregation B'Nai Israel of Proviso



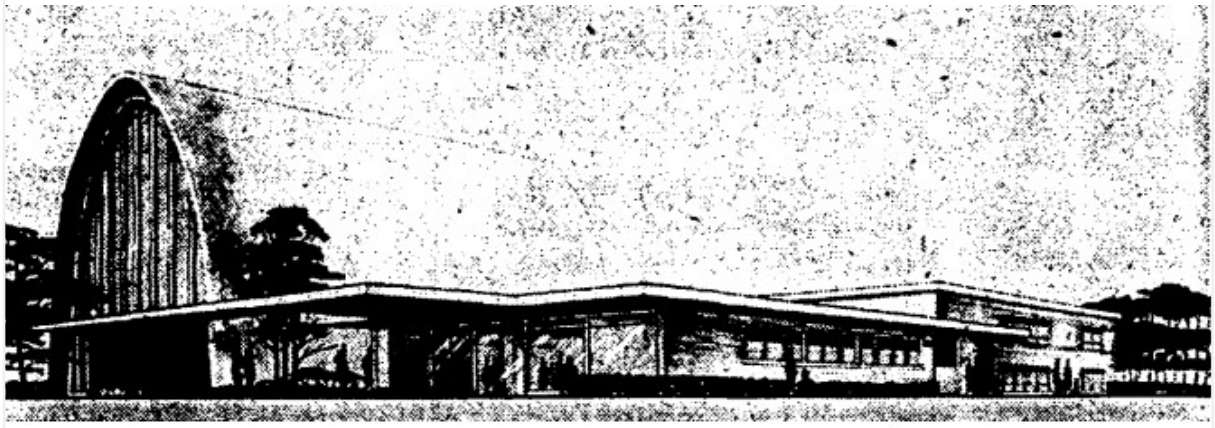
Facing northeast to the south facade and west elevation from Kitchner Street

Photo 3 - Synagogue for the Congregation B'Nai Israel of Proviso



Facing south to the north rear elevation from the rear parking lot

Figure 1 - Synagogue for the Congregation B'Nai Israel of Proviso



Architect's drawing of new synagog for Congregation B'Nai Israel of Proviso. Building will be located on Kitchener street between Westchester boulevard and Balmoral avenue, in Westchester. Architect is A. L. Salzman and Sons.

Drawing of planned construction (Chicago Tribune August 20, 1961)

Figure 2 - Comparative Examples



Top Left Photo: Church of the Divine Infant Jesus; Bottom Left Photo: First Baptist Church of Westchester; Right Photo: Faith Lutheran Church

Figure 3 - Comparative Examples



Top Photo: North Shore Congregation Israel (www.roadarch.com); Bottom Left Photo: Oak Park Temple B'Nai Abraham Zion (Google Maps October 2015); Bottom Right Photo: Temple B'Nai Israel (www.temple-bnai-israel.org)

Figure 4 - Comparative Example



Left Photo: Mt. Carmel Baptist Church (Google Maps August 2011); Right Photo or Drawing: Mt. Carmel Baptist Church (Chicago Tribune October 12, 1950)

Figure 5 - Comparative Examples



Top Photo: Nameoki United Methodist Church (www.roadarch.com); Bottom Photo: Liberty Baptist Church (www.roadarch.com)

Figure 6 - Comparative Examples



Left Photo: Congregation Mikro Kodesh Anshe Tiktin (https://www.interestingideas.com/roadside/west/architecture/index.html);
Right Photo: Synagogue for Congregation B'nai Yehuda (Cook County Assessor's Office)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Map - Synagogue for the Congregation B'Nai Israel of Proviso



Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

NAME
1818 South 7th Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
1818 South 7th Avenue

CITY
Maywood

OWNERSHIP
V & P Crawford

TAX PARCEL NUMBER
15-14-301-032-0000

YEAR BUILT
1923

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Craftsman

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
1818 South 7th Avenue, located at the southwest corner of 7th Avenue and Bataan Drive, is a one-and-a-half-story, brick-clad vernacular residence displaying Prairie and Craftsman style elements. The rectangular house sits on a concrete foundation. It has a shallow, hipped roof covered in asphalt diamond shingles and features vinyl-clad hipped roof dormers on the north side, south side, and west rear elevations. The north dormer contains three two-over-two, vinyl-sash replacement windows. The west dormer contains a two-pane, vinyl-sash replacement sliding window, and the south dormer contains two, two-over-two, vinyl-sash replacement windows. The east-facing facade roofline features a jerkinhead gable. A brick chimney projects from the north slope of the roof.

Facing east to South 7th Avenue, the symmetrical facade features large brick pilasters with stone detailing, stone capitals, and decorative stone urns at the north and south ends of the facade that extend from the foundation to the half-story. A replacement glass block basement window with decorative brick surrounds is located in the center of the facade. Three simple stone brackets project above the basement window. The facade's first story contains a central 48-light, wood-sash picture window flanked by brick pilasters with simple stone capitals that extend along the half-story window. Stylistic floral stone brackets are located under the brick pilasters. A three-over-one, wood-sash window is located on either side of the picture window. A stone sill runs underneath the first story windows while a decorative brick belt course runs above and continues around the entire house. The half-story has a shallow brick lintel arching over three custom-built windows designed to follow the curve of the lintel. These three-over-one, double-hung, wood-sash windows share a stone sill. A Corinthian column pilaster is located between the center and north window, but appears to be missing from the other side. The eaves along the front facade project slightly and have painted soffits.

The primary entrance is located in the middle of the south side elevation. A small hipped roof porch covers the doorway, supported by brick piers with stone cornices. Concrete steps lead up to the porch, flanked on the south side by a stepped brick knee wall with a concrete cap. The knee wall continues around the west side of the porch. The doorway consists of a single wood-paneled door. Two small single-pane, vinyl-sash replacement windows are located east of the main entrance. West of the entrance, the wall is clad in lighter brick and mortar than the rest of the building and has one one-over-one, double-hung, wood-sash window to the east and two one-over-one, vinyl-sash replacement windows to the west. All windows have stone sills while the western window features an arched brick lintel. The westernmost portion of the elevation is clad in vinyl siding and has a single sliding aluminum-sash window.

The north side elevation comprises three basement-level replacement glass block windows and five first-story windows with stone sills. The two easternmost first story windows are small single pane, vinyl-sash replacement windows. The remaining three include a double-hung, one-over-one wood-sash window flanked by one-over-one, vinyl-sash replacement windows. The westernmost portion of the elevation is clad in vinyl siding and has no openings.

The west rear elevation originally featured a porch at the southwest corner, which has since been enclosed with vinyl siding. The entire elevation is clad in vinyl siding and comprises a central entrance flanked by sliding aluminum-sash windows.

The small grassy lot features no landscaping. The parking area behind the house is enclosed by a wooden fence.

HISTORY/DEVELOPMENT

The house at 1818 South 7th Avenue was constructed ca. 1923 based on information obtained from the Cook County Assessor. The house was built in the Frank C. Wood Addition to Maywood Subdivision. Frank C. Wood was a real estate developer in the area, and also established developments in Oak Park. The 1930 Census, 1940 Census, and 1930 Sanborn Map do not record an 1818 South 7th Avenue address. However, according to the 1930 Sanborn Map, 1816 South 7th Avenue and 1822 South 7th Avenue were very similar in construction. Survey shows 1818 South 7th Avenue and 1822 South 7th Avenue are almost identical in construction. Due to the construction of I-290, there is no longer an address 1816, so it is reasonable to assume the 1818 address now refers to the house formerly considered 1816.

The 1930 and 1940 Census both record Oreste Agnini living at 1816 (now 1818) South 7th Ave with his wife Agnes. Agnini immigrated to the United States from Italy in 1902, and worked as a designer for Sears and Roebuck before World War I. He founded the Oreste Agnini Company in 1921, and with his coworker Ralph Singer, designed jewelry, shoe buckles, and hair combs. They soon were hired by Eisenberg & Sons, a large dress company. As their reputation grew, they made costume jewelry for other dress manufacturers including Charles Hyman and M&L Rothschild, among others. In the 1940s, the company began manufacturing jewelry to sell under their own label, and went on to specialize in fraternal jewelry for clubs and societies. Agnini retired in 1953, and the company became the Ralph Singer Company in his absence. Susan Klein Bagdade, author of Mid-Century Plastic Jewelry, asserts that Ralph Singer was one of the most important costume jewelry companies from the Midwest. Agnini passed away in 1957. Agnes Agnini moved to Florida after his death, and remained there until she died in 2001.

Other residents include Arthur Stimson, listed in the 1954 Maywood Village Directory. Recent owners include Sarah and Julius Reinherz, who owned the house from the early 1990s to 2009, when they sold to Virgil Crawford. Virgil Crawford continues to own the home in 2015. Research did not reveal any further information about these individuals.

Maywood

Constructed in Maywood ca. 1923, the house at 1818 South 7th Avenue was built during a period of population expansion due to increased industry and growth in Chicago's suburbs. Vermont businessman Col. William T. Nichols and several partners incorporated a planned community outside of Chicago on April 6, 1869. The land, on the site of two Native American trails and several large farms, is located 5.5 miles west of Chicago. The Company named the new community after Col. Nichols' recently deceased daughter May. The Maywood Land Company platted the town in a grid pattern around a central park along the Des Plaines River, planting thousands of elm, maple, oak, and ash trees along the streets. After the Chicago and Northwestern Railroad passed through the area later that year, Maywood rapidly expanded and incorporated as a village in 1881. The Maywood depot and sidetracks allowed the rural community to quickly grow into a suburb housing Chicago workers and its own industries, such as Chicago Scarper and Ditcher and the American Can Company in 1884 and 1885.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veterans

Affairs Hospital was founded in Maywood. Maywood's residents could commute to Chicago by way of the Chicago and Northwestern railroad and electric street railways, and had local amenities including grocery stores, a library, a hospital, schools, and parks. The American Can Company and various other industries prospered through the depression and mid-twentieth century. However, the American Can Company, among others, moved out of Maywood in the 1970s, and the village faced economic decline. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth.

Prairie and Craftsman Style

The house at 1818 South 7th Avenue is vernacular in style, and displays various elements from the Prairie and Craftsman styles.

Developed by a group of Chicago architects known as the Prairie School, the Prairie style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, profoundly affecting the development of the Chicago bungalow and early twentieth century housing styles. Frank Lloyd Wright was the acknowledged master of the Prairie style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie style are located throughout Chicago and its suburbs.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915. The Prairie style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. The style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, belt courses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials. The porches often have massive, square porch supports of masonry construction. Though lacking in ornamentation, the Prairie style incorporated a variety of geometric and nature-inspired Wrightian and Sullivanesque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters.

The Craftsman style, applied to the bungalow house form, emerged during the early twentieth century in southern California. The style was popularized by architects Charles and Henry Greene, as their designs spread across the United States via pattern books and architectural magazines. By the 1920s, the Craftsman-style bungalow had risen to prominence as the most popular domestic style in the country. The bungalow was especially popular amongst the country's burgeoning middle class in rural and urban areas, because it was inexpensive to build, fashionable, and modest in scale.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and a center dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape.

The house at 1818 South 7th Avenue is a modest, but typical example of a vernacular house incorporating several elements of the Prairie and Craftsman styles. Prairie style elements include a low pitched, hipped roof, overhanging eaves, brick piers supporting the porch, stylistic nature-inspired brackets, and horizontal elements, such as a belt course and a band of windows along the first story with a continuous sill. Also, often Prairie style houses would de-emphasize the main entrance, placing it in a less prominent location. The main entrance at 1818 South 7th Avenue is located on a side elevation away from the road, following this principle. The house also displays several elements of the Craftsman Chicago bungalow. These elements include a long rectangular

form, low-pitched roof, brick cladding featuring multiple brick types, decorative brick patterns, limestone bands, a row of first-story windows, and more elaborate ornamentation on the primary facade. Over time, there have been some changes to the exterior of the house at 1818 South 7th Avenue. Several windows have been replaced with vinyl-sash or glass block windows along the east-facing facade, north and south side elevations, and in the roof dormers. The back porch has been enclosed, and the westernmost portions of the north and south side elevations, dormers, and west rear elevation have been clad in vinyl siding.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The house at 1818 South 7th Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

Research did not indicate this property is associated with events that have made a significant contribution to the broad patterns of United States history. The house at 1818 South 7th Avenue is not eligible under Criterion A.

Though Oreste Agnini founded a well-respected jewelry company, research did not reveal any associations of the property directly with the functions of the company or its founding. The house at 1818 South 7th Avenue is not eligible under Criterion B.

The house at 1818 South 7th Avenue is a modest and typical example of 1920s vernacular architecture reflecting multiple period styles. Although it retains original features such as some wood-sash windows, decorative brick and limestone, and the side entrance porch, it has diminished architectural integrity due to replacement vinyl windows, vinyl siding along portions of the north and south elevations and dormers, and an enclosed vinyl-clad back porch. While the house displays Craftsman and Prairie style influences, it is not considered a representative example or architecturally significant. It does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the house at 1818 South 7th Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 1 - 1818 South 7th Avenue



Facing west to the east facade from South 7th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 2 - 1818 South 7th Avenue



Facing southwest to the east facade and north elevation from Baatan Drive

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 3 - 1818 South 7th Avenue



Facing northwest to the east facade and south elevation from South 7th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 4 - 1818 South 7th Avenue

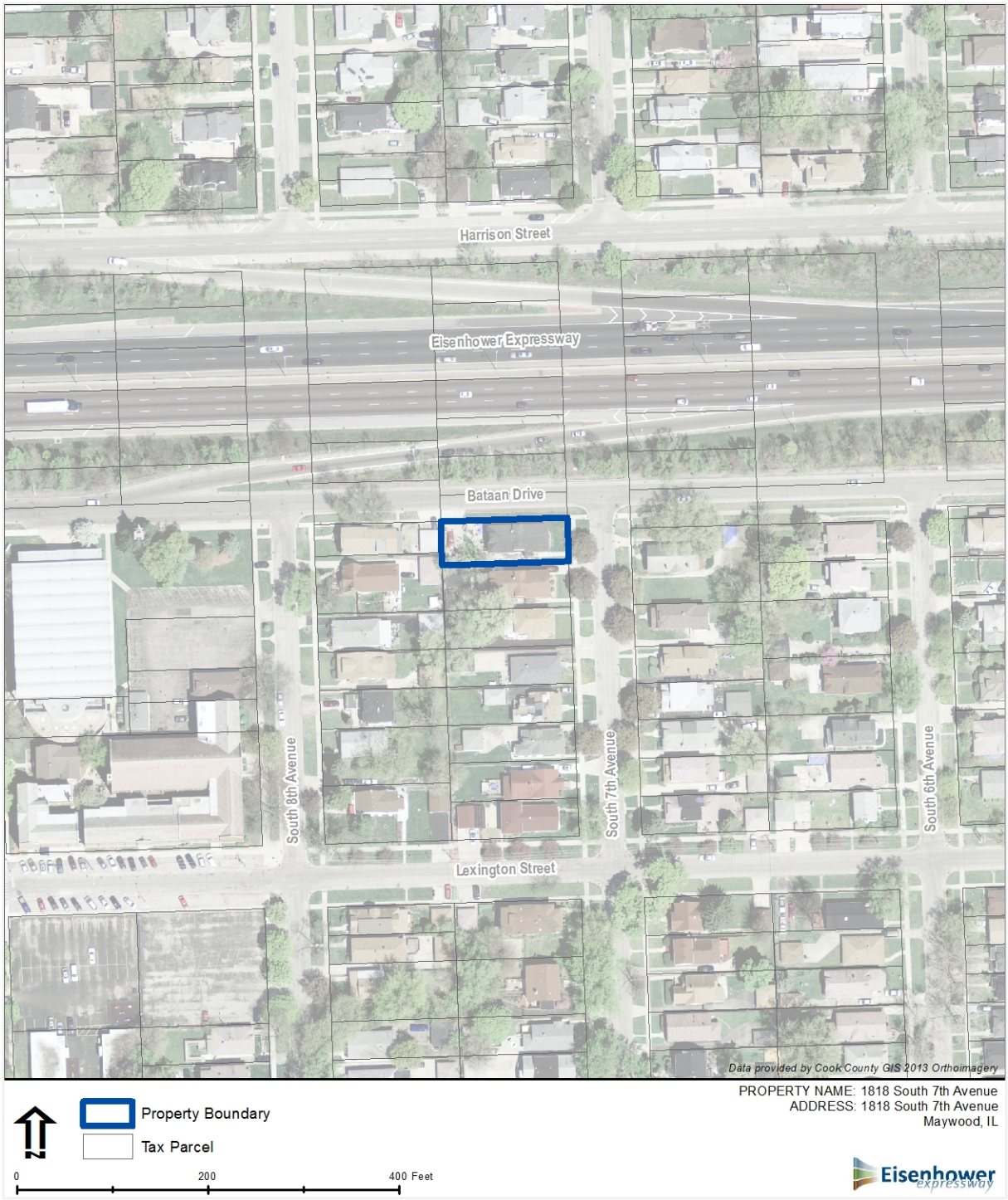


Facing southeast to the north elevation and west rear elevation from Battan Drive

Historic Resources Survey

RESOURCE TYPE	Property	1818 South 7th Avenue	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-2

Map - 1818 South 7th Avenue



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/16/2015	
LAST MODIFIED	3/1/2016	

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

NAME
Park District of Forest Park

OTHER NAME(S)
N/A

STREET ADDRESS
7441 Harrison Street

CITY
Forest Park

OWNERSHIP
Forest Park

TAX PARCEL NUMBER
See NRHP Boundary

YEAR BUILT | SOURCE
1938 | Park District of Forest Park Website, "About Us: History" (2014)

DESIGNER/BUILDER
WPA, Carl J. Kastrup

STYLE

PROPERTY TYPE
Recreation and Culture

FOUNDATION
Not Applicable

WALLS
Not Applicable

ROOF
Not Applicable

DESCRIPTIVE NOTES
The Park District of Forest Park occupies an approximately 17-acre, multi-use site in the village of Forest Park, Illinois. The Park District operates the park, which is located in a densely-developed urban setting, bounded by the Chicago Transit Authority's (CTA) Blue Line Forest Park branch and the I-290 Eisenhower Expressway to the north; Hannah Avenue to the east; Harrison Street to the south; and Des Plaines Avenue to the west. The Works Progress Administration (WPA) constructed the park between 1936 and 1938. The original 16.5-acre section of the park was purchased in 1935; the westernmost portion of the park, totaling .83 acres, was purchased between 1983 and 1984. The park's overall footprint is horizontal and linear and the terrain is flat.

Curving concrete walkways wind throughout the park, paralleling Harrison Street and connecting buildings and recreational sites within the park. The majority of these walkways are an original hardscaping component of the park, built by the WPA. Mature trees, ranging from ornamental trees to those larger in stature, provide shade along these walkways and sidewalks; trees are also planted along the perimeter of athletic fields and building footprints. In some instances, low shrubs are also located along sidewalks and patios and are used as landscaping along building elevations. Dense vegetation and mature trees planted along the park's north boundary also form a visual buffer, screening the CTA Blue Line Forest Park branch and I-290 Eisenhower Expressway from view.

East of the park's center, a curving asphalt-paved road (formerly Beloit Avenue), bisects the park on a north-south axis and is accessed from Harrison Street. Though eventually widened, the curving road is an original component of the park's design. Curving medians divide the road, which is lined with angled and parallel parking spaces, and intersects with a rear, perpendicular road that is not original to the park. Lined with parking spaces, this rear road primarily follows the park's north boundary, curving on a northwest-southeast axis before it intersects with Hannah Avenue. An asphalt-paved, surface-level, L-shaped parking lot is located immediately west of the park's softball fields and is accessed from Harrison Street. The first iteration of this parking lot, which has been altered over time, was built after 1951 and as early as 1962. The westernmost portion of this parking was originally located on the .83-acre parcel added to the park between 1983 and 1984.

Today, the Park District of Forest Park retains several original features, dating to the park's late-1930s development and construction, as well as elements dating to the mid-twentieth century. Original components include the Tudor Revival-style Administration Building (1936-38), designed by Forest Park architect Carl J. Kastrup, and the Warner Fountain.

Centered within the park, the three-story, Tudor Revival-style Administration Building exhibits a rectangular-plan footprint. This footprint includes the three-story building, an original one-story, L-shaped projection that wraps around the building's west side and north rear elevations, and a 2008 three-story, east-end addition. Oriented south to Harrison Street, the building is clad in coursed fieldstone. The 2008 addition is clad in a custom manufactured fieldstone, designed to match the building's original exterior. This addition houses a handicapped-accessible entrance to the building. The original three-story section of the building has a steeply-pitched, slate shingle-clad, side-gabled roof with an off-center front-gabled projection at the building's facade and rear north elevation. Pyramidal-roof dormers also pierce the roof at the facade and rear elevation. The one-story, L-shaped section's roof is flat; the section's second story is an open deck. The 2008 east-end addition's roof has a complex form, with side-gabled and hipped sections. The asymmetrical facade's entrance features a projecting stone bay with stone columns, supporting the front-gabled projection, which is clad in false half-timbering. An octagonal tower is located at the facade's east end, originally the point at which this elevation terminated. A band of false half-timbering wraps around the tower. The rear north elevation's front-gabled projection also features false half-timbering. The Administration Building does not appear to retain any original windows. Replacement windows and windows in the addition are comprised of six-over-six light, nine-over-nine light, and one-over-one light, double-hung windows and glass block windows. Windows, but not dormers, feature stone sills and stone-block lintels. The building is set back from Harrison Street, fronted by an open lawn. An original half-circle form sidewalk reaches the facade's entrance and also leads to the curving walkway at Harrison Street.

The Warner Fountain, dedicated to Dr. John T. Warner, is an original component of the park's hardscaping. The fountain is located directly south of the Administration Building; a sidewalk connects the fountain with the half-circle sidewalk fronting the building. Now infilled with dirt, the stacked-stone fountain is centered within a raised quatrefoil-form bed. The fountain is formed by three circular tiers. A plaque on the fountain reads "WARNER FOUNTAIN."

A flagpole centered in a raised flowerbed is located south of the park's fountain, installed between 1951 and 1962. A concrete sidewalk connects the fountain and the bed. The park's Recreation Building #4 dates to ca. 1958. Located in the northeast section of the park, the one-story building sits on a concrete foundation, has concrete block walls, and a shed roof. The facade is faced in stone.

Though they have been revamped and refurbished over time, and were briefly converted into an artificial ice-skating rink, six tennis courts have occupied the same location in the park's southeast corner at the intersection of Harrison Street and Hannah Avenue since the park was built. Three west-end softballs fields, which have also been revamped and upgraded over time, are located in a section of the park that has consistently been used for baseball and softball fields and have featured the same configuration since the late 1930s. The remaining features and buildings within the park date to the late twentieth and early twenty-first century. A playground and a garage built in the northeast portion of the park date to 1984. Constructed between 1995 and 1996, the Forest Park Aquatic Center is located directly north of the Administration Building. The complex is comprised of a 367,000-gallon pool, an interactive play area, drop slides and fume slides, a sprayground, sand play area, and a concession stand. A concrete patio leads from the Administration Building's rear elevation to the prominent concrete patio surrounding the aquatic center's swimming pool. Also constructed at the same time as the pool complex, a one-story, gabled-roof building is located west of the Administration Building and was built in a similar Tudor Revival style.

The Bud Mohr Skatepark, located between the playground and Recreation Building #4 in the park's northeast corner, was built after 2005. Other recreational features within the park include a turf multi-use field, two bocce ball pits, and two sand volleyball courts, all of which are later additions to the park. Most recently renovated and expanded between 2012 and 2014, a building that predates 1962 and was originally built as a gas station is located in the park's southwest corner at the intersection of Harrison Street and Des Plaines Avenue. This building houses the "16 Inch Softball Hall of Fame Museum."

HISTORY/DEVELOPMENT

The origins of the Park District of Forest Park date to 1920, when local residents formed the Forest Park Citizens Protective League. As the village of Forest Park had grown and expanded, many realized that if the community were to ever have a park, this step was necessary to ensure that there was enough open land for a park. Joining

forces with the Forest Park Kiwanis Club and its then president, Emery Parichy, both groups worked to oppose the construction of any industrial or railway sidings on the land that the Park District occupies today. After a fourteen-year-long period, the Forest Park Citizens Protective League and the Forest Park Kiwanis Club succeeded in their efforts and on November 6, 1934, the Park District of Forest Park was created by a referendum. With a population of 16,000, Forest Park was the largest community of its size in the state to lack park facilities until this time. The referendum was officially entered into the Cook County Court records on November 14, 1934.

Following the referendum, a meeting of local civic groups resulted in a petition, which then led to the election of John S. Murray, Fred Steers, Raymon H. Warnecke, Dr. John T. Warner, and Harry Weidermann to the Park District's Board of Park Commissioners. Charles Heidelbach soon replaced Dr. Warner, who passed away before taking his oath of office in December 1934. On July 2, 1935, the board purchased a 16.5-acre tract of land for $80,000, bounded by the Chicago and Great Western Railroad tracks to the north, Hannah Avenue to the east, Des Plaines Avenue to the west, and Harrison Street to the south. At that time, the tract did not include the easternmost portion of the park. Owned by an estate and initially intended for industrial uses, the tract was comprised of overgrown vacant lots and the reportedly swampy terrain made it an ideal location for local children to catch frogs. On August 15, 1935, the Park District's first Administrative Office opened at 7520 West Harrison Street, a temporary location used during the park's construction.

The Park District's board began developing plans for the park in earnest, seeking to create an environment of recreation and enjoyment that would appeal to as many members of the community as possible. Realizing the magnitude of their plans, the board sought outside assistance for the project through the Federal Government's Works Progress Administration (WPA). Under the board's direction, an application detailing the development phases necessary to build the Park District as planned was submitted to the WPA on September 6, 1935. The application requested a grant in the amount of $271,000, with a commitment from the Park District to contribute $31,000, to be financed by village residents. Approved in November, the grant became WPA Project No. 2509 and was assigned a 300-man workforce in December 1935. F. H. Thormahlen served as project supervisor and Orvin Bertelson as construction supervisor. In early 1936, much of the initial work consisted of preparing the swampy site to become a park, excavating stone from the ground, relocating dirt, and digging trenches to install drainage and water pipes.

The WPA carried out work on the Park District of Forest Park over a period of two years, constructing buildings, structures, and recreational features between 1936 and 1938. In October 1937, work on the park briefly halted for a period of two months, until the WPA issued an additional grant for workers' wages. Ultimately, the project well exceeded the original budget. The Park District of Forest Park was completed at a cost of $611,623. By the time the project was completed in 1938, the WPA had issued $386,623 in grants. Forest Park citizens bore the remaining amount.

The finished park provided a number of recreational amenities. A softball diamond, baseball diamond, one of the park's two wading pools for children, a playground with seven pieces of equipment, a stone comfort station providing first aid and washrooms, and six tennis courts were located within the east end of the park. Set back from Harrison Street and with an open grass lawn, the three-story, Tudor Revival-style Administration Building was constructed in the center of the park and completed in 1938. The building housed showers and lockers for pool patrons, a recreation room, an auditorium with a kitchen, an infant welfare room, meeting rooms, and executive offices. Designed by local architect Carl J. Kastrup, the Administration Building was completed at a cost of $125,000. The park's swimming pool, a saucer-shaped 180? x 280? concrete pool with an 800,000 gallon capacity, was constructed directly north of the Administration Building in the rear of the park. The largest in the state at the time, the park's 9.5-foot-deep pool was equipped with high and low diving boards.

The park's west end contained the largest open area, flat and ideal for community events and landscaped with trees and shrubs, along with a baseball diamond. Other recreational features in the park included one additional wading pool, a rifle range, horseshoe court, a concrete grandstand for pool and softball spectators, and three wood bleachers. A multipurpose building served as a garage, shop, and storage area. In addition to trees and shrubs, permanent landscaping elements included an illuminated fountain with colored lenses and a mile of winding concrete walkways and a winding concrete street, Beloit Avenue, which previously bisected the tract of land on a straight, north-south axis. Concrete islands were also added to Beloit Avenue to slow automobile

traffic. A parking lot provided spaces for 200 automobiles. In order to screen the Chicago and Great Western Railroad's right-of-way from view, a landscape mound was designed along the park's north boundary and planted with trees.

Changes and Alterations

The Park District of Forest Park has undergone changes over the years since the WPA completed the park in 1938. Many alterations to the park's original configuration resulted from the efforts of the Park District's Board of Commissioners to maintain the park, upgrade existing and sometimes dilapidating facilities, and provide Forest Park residents with up-to-date amenities.

After the I-290 Eisenhower Expressway was built immediately north of the park during the 1950s, Beloit Avenue no longer intersected with the railroad and terminated within the park. In 1958, the park's tennis courts were converted into an artificial ice-skating rink and a "warming house" was built to accompany the rink, both of which were later removed during the 1960s. Nearly a decade later, the State of Illinois informed the Board of Park Commissioners that the then thirty-year-old swimming pool would need to be closed, due to its condition. After several attempts to obtain a bond issue to renovate the park, an effort led by Forest Park residents persuaded the board to request a bond issue for renovating only the pool itself. A referendum passed 2-1 in February 1968. The new pool was constructed within the 1938 pool's existing structure. During this period, the Administration Building also underwent extensive remodeling.

The greatest period of change for the park began in the 1980s. In 1983, the Park District applied for a federal grant to purchase a gas station, constructed prior to 1962 and located on the lot at the corner of Des Plaines Avenue and Harrison Street, now the westernmost portion of the park. After obtaining the grant, the building was converted into a recreational building and a playground and two tennis courts were constructed north of the building. Active throughout the decade, the Park District also replaced the ca. 1938 garage (1984), revamped the playground (1987), installed a waterslide at the pool (1988), and resurfaced the tennis courts at Hannah Avenue and Harrison Street (1989).

Between 1990 and 1991, the Park District repaved and widened Beloit Avenue, resurfaced existing walkways, and installed basketball courts. In 1994, the park's swimming pool faced closure a second time. In response, the $3.1 million Forest Park Aquatic Center was built to replace the pool. The aquatic center opened in 1996, with slides, sand volleyball courts, and an interactive play center. In 1999, existing courts and fields were resurfaced and refurbished and an in-line hockey rink was installed. The Park District also created a senior area with game tables. In 2002, the 1938 Administration Building's roof and gutters received repairs. Another round of improvements and upgrades to existing athletic fields were carried out in 2003.

As a result of the five-year Comprehensive Master Capital Improvement Plan for the Park District of Forest Park, developed by Brusseau Design Group and W-T Engineering and implemented in 2005, many major projects have been completed within the park. The Bud Mohr Skatepark replaced the basketball courts, the aquatic center's waterslides were resurfaced, and Recreation Building #4, formerly the warming house built for the ice-skating rink, underwent a major renovation. The building is now used for after-school programs, summer day camps, and a group meeting space. A distance-marking system was also installed on the existing pathway system. In 2008, the 1938 Administration Building received a major renovation, which included restoring the 6,800-SF building and the existing masonry and roof deck, and constructing a three-story, 2,250-SF addition. Designed by Robert Juris & Associates Architects, Ltd. and executed by contractor Henry Brothers Company, new spaces within the building included a two-story lobby, common areas, a board room, offices, bathrooms, and an elevator, required to meet Americans with Disabilities Act (ADA) accessibility standards. The building's east-end addition housed the new lobby and the existing stair tower was also remodeled. In 2009, the Park's District of Forest Park celebrated its seventy-fifth anniversary.

In 2012, construction began on the recreation building previously acquired by the Park District of Forest Park in 1983. The Park District donated the building to the Chicago 16 Inch Softball Hall of Fame, who then expanded the building and renovated the exterior, updating the facade, side elevations, and rear elevations, and adding a vestibule with a new main entrance. Completed in 2014, the building presently houses the "16 Inch Softball Hall of Fame Museum."

Village of Forest Park

In 1839, French-Indian trader Leon Bourassa received a land grant for 160 acres along the Des Plaines River, an area originally occupied by the Potawatomis. The next settler was German immigrant Ferdinand Haase, who purchased land from Leon Bourassa in 1851. Five years later, the Chicago and Galena Union Railroad established a railroad line through the area, bringing with it public transportation and a workforce who settled in the community. The community was named Harlem after one landowner's hometown in New York City. More settlers came in the aftermath of the 1871 Chicago Fire, building new homes in Harlem. A smaller rail line established in 1881 and the elevated "L" electrified rapid transit service established in 1895 further contributed to the development of the community by providing additional public transportation to Chicago. The Town of Harlem formally incorporated in 1884 and was later renamed Forest Park in 1907 due to shifting borders with River Forest and the existence of another Harlem in Illinois.

The community was known for its several large cemeteries, which cover much of the village. The first, Jewish Waldheim, was established in 1870 and was soon followed by Concordia in 1872, German Waldheim in 1873, Forest Home in 1876, and Woodlawn in 1912. German Waldheim merged with Forest Home in 1968 and is known as the final resting place for the four men hanged in 1887 for their alleged role in Chicago's Haymarket Riot. When the Eisenhower Expressway was constructed in the 1950s, over 3,700 graves were moved from three of the village's cemeteries.

Forest Park was also known for its leisure activities. From 1907 to 1922, the Forest Park Amusement Park was a popular attraction for area residents as one of the only of its kind in Illinois at the time; it was also one of the largest in the country. It featured a roller coaster superstructure, fun house, beer garden, casino, swimming pool, and skating rink. A downturn in business due to Prohibition and a devastating fire in 1922 permanently closed the park. In the early twentieth century, Forest Park was also home to a several thoroughbred racetracks and the Harlem Golf Course.

Although Forest Park was predominately occupied by cemeteries and workers who commuted to Chicago's industries, the community had a few of its own industries. The first, a sausage factory, was established in 1890. In 1918, the Checkerboard Air Field was constructed and used by the Chicago-St. Louis United States mail run until 1927. In 1942, the United States Naval Ordinance Plant (Amertorp) began operations to meet the armament needs for World War II. The plant manufactured thousands of torpedoes and employed up to 6,500 workers during the war. It operated until 1971 when the majority of it was replaced by a mall. One of the most well-known industries was the Ferrara Pan Candy Company, which was founded in 1908 by Salvatore Ferrara in Chicago. The manufacturing facility moved to a former dairy in Forest Park in 1959, where it continues to operate today.

Works Progress Administration (WPA)

In 1935, the Works Progress Administration (WPA) was created under President Franklin D. Roosevelt's New Deal, in order to provide millions of jobless Americans with work during the Great Depression. The program aimed to preserve workers' job skills and sense of self worth, while also increasing the purchasing power of the newly employed, therefore stimulating the economy. Wages ranged from $15 to $90 per month. The WPA existed for eight years, providing approximately 8.5 million people with jobs at a cost of $11 billion to the U.S. Government. WPA workers were responsible for public buildings, roads, bridges, parks, and airports, as well as cultural programs that provided writers, photographers, artists, designers, and architects with jobs. In 1939, the WPA's name changed to Work Projects Administration. The government reduced the appropriations to the programs after accusations of mismanagement and abuse of funds by workers. In 1943, the program was terminated due to the nation's bustling wartime economy.

While no national register of New Deal era projects presently exists and efforts are being made to compile these projects into a comprehensive database, research did reveal that the number of park buildings constructed in Chicagoland by the WPA likely totaled less than twenty. This approximated number includes the Park District of Forest Park's Administration Building. These park buildings ranged from administration buildings and fieldhouses, a term often used interchangeably to refer to these park buildings, to clubhouses and beach houses. Within the City of Chicago, for example, eighty-three field houses already existed when the Chicago Park District

received WPA funding for the first time in 1935, and there was not a great need for park buildings, though many other improvements were carried out within existing parks using WPA grants. Among the WPA park buildings constructed in the Chicago metropolitan area, the Tudor Revival-style Promontory Park Field House in Chicago, designed by park district architect E. V. Buchsbaum and built in 1937, and the Arlington Heights Recreation Center, built between 1936-39 in Arlington Heights, Illinois, closely resemble the Park District of Forest Park's Administration Building in terms of size and stylistic appearance.

Architect Carl J. Kastrup, AIA
Forest Park native and architect Carl J. Kastrup (1901-51) designed the Park District of Forest Park's Administration Building. Kastrup first worked as an electrical engineer before opening his own architectural practice during the mid-1930s. Kastrup joined the American Institute of Architects (AIA) in 1937. The earliest newspaper articles pertaining to Kastrup winning architectural projects in the Chicago area date to the second half of the 1930s. Kastrup designed the park's prominent Tudor Revival-style Administration Building at the beginning of his career. A deviation from the Administration Building, the remainder of Kastrup's short yet prolific career was dominated by multi-family housing projects, often garden apartments, and modest single-family housing for suburban residential developments. Typically, these were affordable housing projects for lower and middle-income residents with Federal Housing Administration (FHA)-insured mortgages. He worked on several projects built specifically to provide war workers and veterans with housing. In 1939, his house plan for a Cape Cod-style residence in a Prospect Heights development was awarded first prize in the Public Service Company of Northern Illinois modernization and home building contest's moderate priced house class. Most often, Kastrup designed buildings in the Colonial Revival, Minimal Traditional, Cape Cod, and Ranch styles. By the time of his death in 1951, Kastrup-designed projects were located throughout Chicago and in the nearby communities of Forest Park, River Forest, Homewood, Westchester, Oak Park, Broadview, Wheaton, Berwyn, Melrose Park, La Grange, Evanston, and Prospect Heights, amongst others.

Tudor Revival Architecture

The Park District of Forest Park's Administration Building is an example of a Tudor Revival-style building with modest and restrained detailing, designed by architect Carl J. Kastrup and constructed by the federally-funded WPA.

The Tudor Revival style was a dominant architectural style in the early twentieth century, particularly for domestic buildings in 1920s and 1930s. Loosely based on a variety of early English building traditions, the American interpretations emphasized steeply pitched, front-facing gables as the dominant facade element; about half have ornamental false half-timbering. The earliest American examples date from the late nineteenth century, tended to be architect-designed landmarks, and closely copied late Medieval English buildings with Renaissance Revival detailing. More modest examples from 1900 to 1920 incorporated steep gables, half-timbering, or other typical detailing on otherwise symmetrical facades; most commonly, these were full front gable facades. These earlier examples were usually clad with weatherboard, shingles, or stucco while post-World War I examples more commonly used brick and stone cladding. These later examples sometimes incorporated Craftsman-style decorative detailing.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eaveline heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival style. Constructed for the Park District, the Administration Building embodies many of the attributes that typify domestic Tudor Revival-style buildings. The Administration Building's exterior is clad in stone. The facade features an entranceway with stone columns and a front-facing gable clad with false half-timbering. An octagonal tower, clad with a band of false half-timbering, is located at the facade's east end. Dormers pierce the building's side-gabled, steeply-pitched roof. Completed in 2008, an east-end addition was designed to be sympathetic to the building's Tudor Revival design. Slate shingles and custom manufactured stone were selected for the addition to match the 1938 building's exterior materials.

NRHP STATUS DATE LISTED
Eligible

Historic Resources Survey

RESOURCE TYPE Property — Park District of Forest Park
NRHP STATUS Eligible — **SURVEY ID** 1-3

NRHP CRITERIA

☑ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Park District of Forest Park was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The first park constructed in the village of Forest Park, the Park District of Forest Park was the result of a great effort led by local citizens groups. A significant portion of the project was funded by federal grants through the Works Progress Administration (WPA), the New Deal era program instrumental in putting millions Americans back to work during the Great Depression, and responsible for building the park between 1936 and 1938. The Park District of Forest Park is also associated with recreation and entertainment in the densely-developed village of Forest Park, providing citizens with playing fields, outdoor activities, a swimming pool, wading pools and playgrounds for children, and open green space for relaxation and community events. Due to the park's association with the WPA and recreation in Forest Park, the Park District of Forest Park is eligible under Criterion A.

The Park District of Forest Park is not known to be associated with the lives of persons significant in the past. Background research did not reveal any significant associations, and therefore, the Park District of Forest Park is not eligible under Criterion B.

As the village of Forest Park's first and oldest community park, the Park District of Forest Park has undergone physical changes since the WPA completed the park in 1938. Over time, the Park District's Board of Commissioners carried out changes to the site and its built features that have been consistent with changing and evolving trends in recreation. However, these alterations to the Park District of Forest Park do not detract from the overall appearance or integrity of the site. The Park District of Forest Park retains many of its original features and its original configuration and layout. These features include the 1938 Administration Building. Designed by Forest Park native and locally significant and prolific architect Carl J. Kastrup (1901-51), the building is a rare example of a Tudor Revival-style public building designed by Kastrup, who primarily designed affordable, Federal Housing Administration (FHA)-insured multi-family housing and single-family homes during his career. The building is also an excellent example of the administration buildings and fieldhouses constructed in parks by the WPA and of the Tudor Revival style as applied to a public building, demonstrated by the building's stone-clad exterior, false-half timbering, steeply-pitched gabled roof, octagonal tower, and slate shingles. Additional original park features that remain intact include the curving walkways and road, formerly Beloit Avenue, which define the overall form of the park and spaces within the site, along with the west-end softball fields, Warner fountain, the grass lawn fronting the Administration Building, and six tennis courts. The ca. 1958 recreation building has also been retained. Other changes made to the Park District of Forest Park exemplify the need to provide village residents with state-of-the-art and safe facilities. Therefore, the Park District of Forest Park is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

Generally, extant elements and buildings within the Park District of Forest Park dating from the 1930s to the mid-twentieth century retain their integrity of location, setting, design, materials, workmanship, feeling and association. The Administration Building, which was updated and renovated in 1967 and again in 2008, retains many of its original exterior materials, with the exception of doors and windows. The upper-level, double-hung, multi-light windows are similar in appearance to the building's original windows. For the building's historically-sympathetic addition, completed in 2008, materials were manufactured to be cohesive with the original exterior fieldstone and slate shingles. The retention of the Administration Building, landscaping, the open grass lawn, Warner Fountain, curving walkways, the curving street, softball fields, tennis courts, and Recreation Building #4 convey the historic appearance of the site. Therefore, the Park District of Forest Park retains moderate levels of design, materials, and workmanship, despite alterations and changes to the park, and a high degree of integrity

of location, feeling, and association . Overall, the Park District of Forest Park retains its integrity of setting, though it has been diminished to the east by the demolition of the Roos Building at 7329 Harrison Street in 2013 and to the north by the construction of the I-290 Eisenhower Expressway and CTA Congress Line in the 1950s. The construction took some of the park's original acreage at the north boundary and changed the setting from its original railroad transit corridor to a much wider and visually intrusive six-lane interstate and railroad corridor.

The Park District of Forest Park's period of significance is 1935-65.

NRHP BOUNDARY

The proposed NRHP boundary for the Park District of Forest Park is parcels 15-13-225-004-0000, 15-13-225-003-0000, 15-13-113-004-0000, 15-13-113-005-0000, 15-13-113-006-0000, 15-13-113-007-0000, 15-13-113-008-0000, 15-13-113-009-0000, 15-13-113-010-0000, 15-13-113-011-0000, 15-13-113-012-0000, 15-13-113-013-0000, 15-13-113-014-0000, 15-13-113-015-0000, 15-13-113-016-0000, and 15-13-113-017-0000, the legal parcels on which the park is located and which contain all associated historic features.

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RESOURCE TYPE	Property	Park District of Forest Park	
NRHP STATUS	Eligible	**SURVEY ID**	1-3

Picture 1 - Park District of Forest Park



Facing north to south-facing facade of Administration Building, Warner Fountain, and flag pole from Harrison Street

Photo 2 - Park District of Forest Park



Facing north to south-facing facade of Administration Building

RESOURCE TYPE	Property	Park District of Forest Park	
NRHP STATUS	Eligible	**SURVEY ID**	1-3

Picture 3 - Park District of Forest Park



Facing north to south-facing facade of Administration Building from walkway

Picture 4 - Park District of Forest Park



Facing northeast to south-facing facade and west side elevation of Administration Building

Picture 5 - Park District of Forest Park



Facing northwest to east side elevation and south-facing facade of Administration Building from parking lot

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Picture 6 - Park District of Forest Park



Facing southwest to east side elevation and north rear elevation of Administration Building

Picture 7 - Park District of Forest Park



Facing south to north side of Warner Fountain from walkway

RESOURCE TYPE Property
NRHP STATUS Eligible

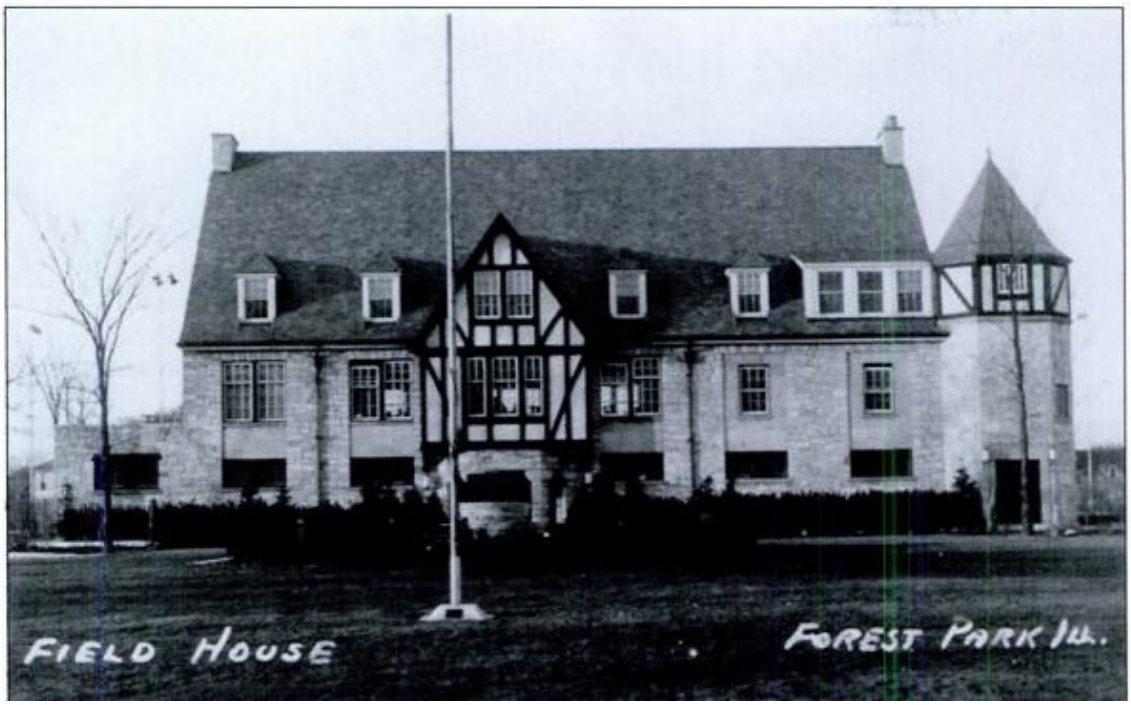
Park District of Forest Park
SURVEY ID 1-3

Picture 8 - Park District of Forest Park



Facing west to ball fields from walkway

Picture 9 - Park District of Forest Park



Historic photograph of Administration Building during construction ca. 1938

Picture 10 - Park District of Forest Park

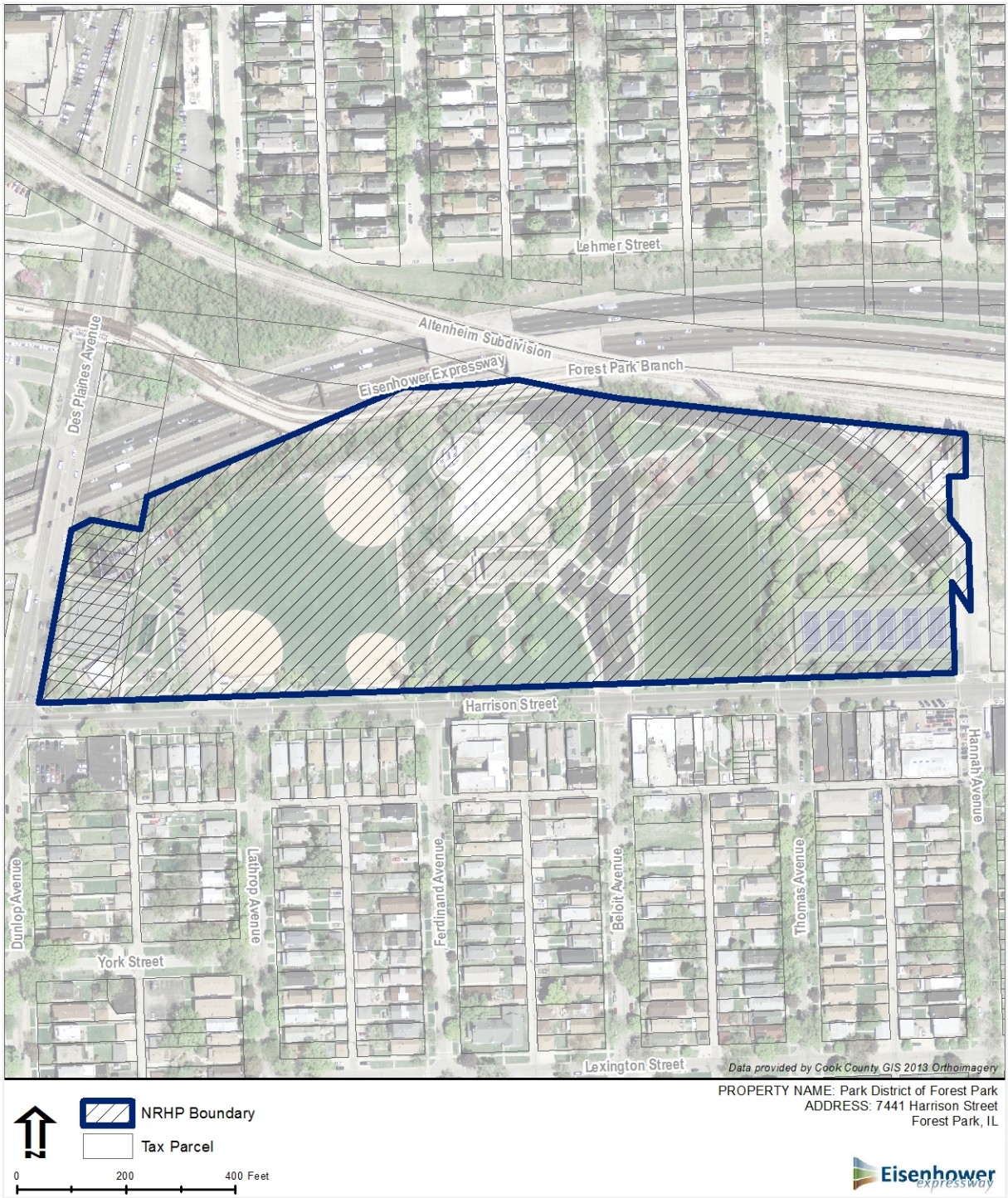


Historic photograph of Administration Building's north rear elevation and the park's original swimming pool, 1939

Historic Resources Survey

RESOURCE TYPE	Property	Park District of Forest Park	
NRHP STATUS	Eligible	**SURVEY ID**	1-3

Map - Park District of Forest Park



Proposed NRHP boundary for the Park District of Forest Park

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park



1938 aerial photograph of Park District of Forest Park from historicaerials.com

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park



1951 aerial photograph of Park District of Forest Park from historicaerials.com

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park



1962 aerial photograph of Park District of Forest Park from historicaerials.com

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park

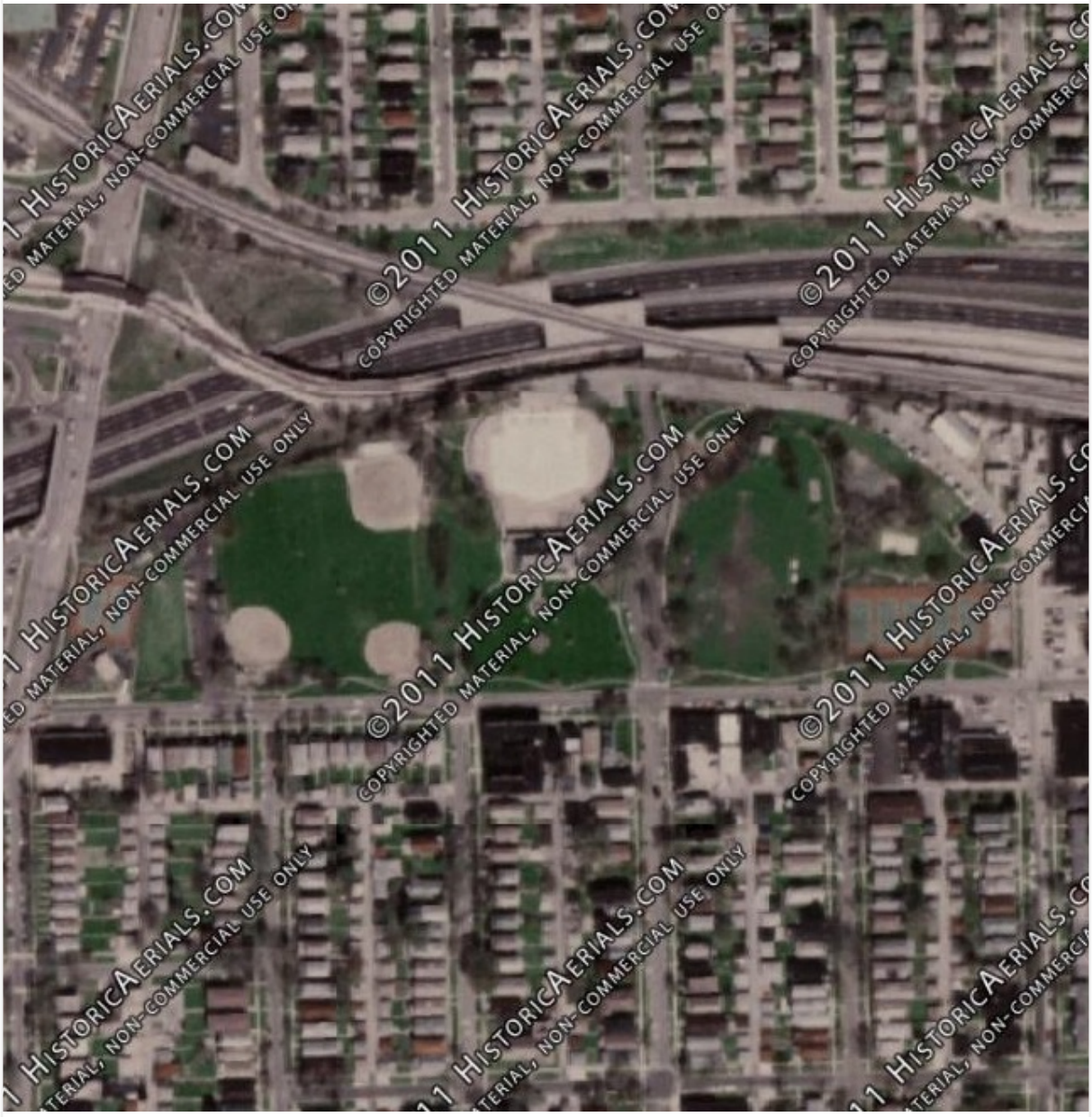


1972 aerial photograph of Park District of Forest Park from historicaerials.com

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park



1988 aerial photograph of Park District of Forest Park from historicaerials.com

Historic Resources Survey

RESOURCE TYPE	Property	Park District of Forest Park	
NRHP STATUS	Eligible	**SURVEY ID**	1-3

Map - Park District of Forest Park



1998 aerial photograph of Park District of Forest Park from historicaerials.com

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Park District of Forest Park
SURVEY ID 1-3

Map - Park District of Forest Park



2005 aerial photograph of Park District of Forest Park from historicaerials.com

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

631 Hannah Avenue
SURVEY ID 1-4

NAME
631 Hannah Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
631 Hannah Avenue

CITY
Forest Park

OWNERSHIP
Edward Goodwin

TAX PARCEL NUMBER
15-13-220-026-0000

YEAR BUILT
1916

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Dutch Colonial Revival

PROPERTY TYPE
Domestic

FOUNDATION
Brick

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
The residence at 631 Hannah Avenue is an altered two-story, cross-gambrel roof, Dutch Colonial Revival house with a two-story, gambrel-roof rear addition. The house, which has an irregular footprint, is clad in red brick on the facade and porch, buff-colored brick on the secondary elevations, and vinyl siding on the rear addition. Its asphalt-shingle roof has three shed roof dormers and an interior brick chimney rises from the cross-gambrel. Located at the northwest corner of Hannah Avenue and Lehmer Street, the house is oriented east to Hannah Avenue and set back slightly from that street. The yard is landscaped with grass and decorative plantings near the facade's porch and south side elevation. A vinyl fence encloses a portion of the property's backyard. A one-story, vinyl-clad, hipped roof two-car garage is located behind the house, accessed by the alley running along the property's west boundary.

Facing east to Hannah Avenue, the house is reached by an off-center, short flight of stairs that lead to a raised front porch. The porch, which has a flat roof, is supported by brick piers and has a wood balustrade with thin wood members grouped in triplicate. The porch's wood steps are aligned with the front entrance, consisting of a wood door with a glazed screen door, at the facade's north end. The facade's south portion of the first story has a pair of one-over-one, double-hung, replacement vinyl-sash windows. The facade's second story contains a central one-over-one, double-hung, replacement vinyl-sash window flanked by two smaller single-pane, replacement vinyl windows within the gambrel end. Each of the windows has a prominent stone sill and is topped with a symmetrical geometric motif where a lintel would usually be placed. The gambrel roof has exposed rafters.

The south side elevation shows substantial alterations that have occurred over time. The original house is clad in buff-colored brick to the east and the rear addition is clad in vinyl siding to the west. One basement-level window is present on the original house, consisting of glass blocks in an original segmentally arched opening; brick fills the arched portion. The original house's first story comprises three window openings. At the easternmost end, paired one-over-one, double-hung, replacement vinyl-sash windows fill an original segmentally arched opening; the arched portion has been filled. The two westernmost windows consist of narrow one-over-one, double-hung, replacement vinyl-sash windows on stone sills flanking the ghost marks of a former, larger segmentally arched window opening. Above, the original house has a shed-roof dormer with a one-over-one, double-hung, replacement vinyl-sash window in an original segmentally arched opening. The rear addition comprises the western end of the elevation. It consists of an exterior vinyl-clad chimney, no openings on the first story, and a shed roof dormer with a one-over-one, double-hung, vinyl-sash window.

Like the south side elevation, the north side elevation shows the alterations that have occurred over time. To the east, the original buff-colored brick-clad house consists of a projecting bay created by the cross-gambrel roof form extending from the building plane while the rear addition is clad in vinyl siding to the west. The original house's basement-level and first story windows are irregularly placed. All feature replacement components within original segmentally arched openings that have been filled with standard rectangular windows, and the arched portions have been filled. The basement-level has three glass block windows on stone sills. The first story has a two-pane wood-sash window to the east and two one-over-one, double-hung, replacement vinyl-sash windows to the west. The second story gambrel end is clad in vinyl siding and also has two irregularly placed windows, consisting of one-over-one, double-hung, replacement vinyl-sash windows. The rear addition comprises the western end of the elevation, consisting of a secondary entrance to the east and a one-over-one, double-hung, vinyl-sash window to the west on the first story. The second story consists of a shed-roof dormer with one off-centered one-over-one, double-hung, vinyl-sash window.

The west rear elevation comprises the two-story, gambrel-roof rear addition clad entirely in vinyl siding. The first story has a one-over-one, double-hung, vinyl-sash window to the north and a bay window to the south. In the gambrel end, the second story has a one-over-one, double-hung, vinyl-sash window to the north and paired one-over-one, double-hung, vinyl-sash windows to the south.

HISTORY/DEVELOPMENT

The house at 631 Hannah Avenue was constructed ca. 1916 based on information obtained from the Cook County Assessor. Research revealed that from at least 1920 to 1927 it was the home of Nathaniel Ames, a former railway postal clerk, who lived there with his grandson Claude Escher, a stock clerk, and his wife Grace Escher. In 1927, local contractor P.J. Organ & Company received a building permit for a front porch at the address costing $350. In 1930, the house was solely owned by Claude Escher and occupied by his family and a boarder. From at least 1935 to 1940, the house was owned and occupied by Benjamin Whedbee, a United States Army warrant officer, and his family. By 1945, Miss Betty Burns is listed at the address. From 2000 to 2006, Michael Becker and Pilar Fin owned the house. In 2005, they applied for permission to add a two-story addition to the house. It was subsequently approved and built. Edward Goodwin purchased the property in 2006 and is the current owner.

Forest Park

The house at 631 Hannah Avenue was constructed ca. 1916 in Forest Park, which was first established as Harlem in the 1850s. Through the mid-to-late nineteenth century, the community steadily grew as the result of the 1871 Chicago Fire, a smaller rail line established in 1881, and the elevated "L" electrified rapid transit service which provided public transportation to Chicago. The Town of Harlem formally incorporated in 1884 and was later renamed Forest Park in 1907 due to shifting borders with River Forest and the existence of another Harlem in Illinois. The community was known for its several large cemeteries, which cover much of the village, and were established between 1870 and 1912. When the Eisenhower Expressway was constructed in the 1950s, over 3,700 graves were moved from three of the village's cemeteries.

Forest Park was also known for its leisure activities. From 1907 to 1922, the Forest Park Amusement Park was a popular attraction for area residents as one of the only of its kind in Illinois at the time; it was also one of the largest in the country. It featured a roller coaster superstructure, fun house, beer garden, casino, swimming pool, and skating rink. A downturn in business due to Prohibition and a devastating fire in 1922 permanently closed the park. In the early twentieth century, Forest Park was also home to a several thoroughbred racetracks and the Harlem Golf Course.

Although Forest Park was predominately occupied by cemeteries and workers who commuted to Chicago's industries, the community had a few of its own industries. The first, a sausage factory, was established in 1890. In 1918, the Checkerboard Air Field was constructed and used by the Chicago-St. Louis United States mail run until 1927. In 1942, the United States Naval Ordinance Plant (Amertorp) began operations to meet the armament needs for World War II. The plant manufactured thousands of torpedoes and employed up to 6,500 workers during the war. It operated until 1971 when the majority of it was replaced by a mall. One of the most well-known industries was the Ferrara Pan Candy Company, which was founded in 1908 by Salvatore Ferrara in Chicago. The manufacturing facility moved to a former dairy in Forest Park in 1959, where it continues to operate today.

Dutch Colonial Revival

The house at 631 Hannah Avenue is an altered example of a Dutch Colonial Revival house, a common architectural style in the early twentieth century when revival styles of architecture referencing early international precedents were executed by American architects. From about 1895 to 1915, the most common Dutch Colonial Revival form had a front-facing gambrel roof, occasionally with a cross gambrel at the rear, that was influenced by the typical gambrels of the earlier Shingle style. The style is most commonly associated with steeply pitched gambrel roofs and often executed in brick or stucco exteriors. Some have separate dormer windows or a continuous shed dormer with several windows. The house at 631 Hannah Avenue is a typical example of a Dutch Colonial Revival-style house, distinguishable by its original cross-gambrel form. However, it has been substantially altered by a two-story rear addition, replacement vinyl siding on the secondary elevations, and replacement vinyl windows throughout the house. Similar cross-gable Dutch Colonial Revival-style houses are located on the same block as 631 Hannah Avenue and have undergone similar alterations.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The house at 631 Hannah Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the house at 631 Hannah Avenue is not eligible under Criterion A or B.

The house at 631 Hannah Avenue is an altered example of a Dutch Colonial Revival-style house, a common house form in the early twentieth century. The house’s original form and appearance has been altered by a two-story rear addition, replacement vinyl siding and vinyl windows, and replacement rectangular windows in original segmentally arched openings. Its type, style, and features are typical of modest interpretations of early twentieth century Dutch Colonial Revival houses and do not indicate architectural or artistic significance. Further, it does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the house at 631 Hannah Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

Cook County Assessor’s Office. “Property Search.” Accessed October 8, 2015 through November 4, 2015. http://www.cookcountyassessor.com/newsearch.aspx.

Forest Park Review. Volume 88, No. 2. August 31, 2005.

Forest Park Review. Volume XIII No. 38. September 17, 1927.

Forest Park Review. Volume XIII, No. 13. March 26, 1927.

The Review and Forest Parker. Volume LXIV No. 46. November 15, 1945.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

631 Hannah Avenue
SURVEY ID 1-4

Photo 1 - 631 Hannah Avenue



Facing southwest to the east-facing facade and north side elevation from Hannah Avenue

Photo 2 - 631 Hannah Avenue



Facing northwest to the east-facing facade and south side elevation from Hannah Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

631 Hannah Avenue
SURVEY ID 1-4

Photo 3 - 631 Hannah Avenue



Facing northwest to the east-facing facade and south side elevation from Lehmer Street and Hannah Avenue intersection

Photo 4 - 631 Hannah Avenue



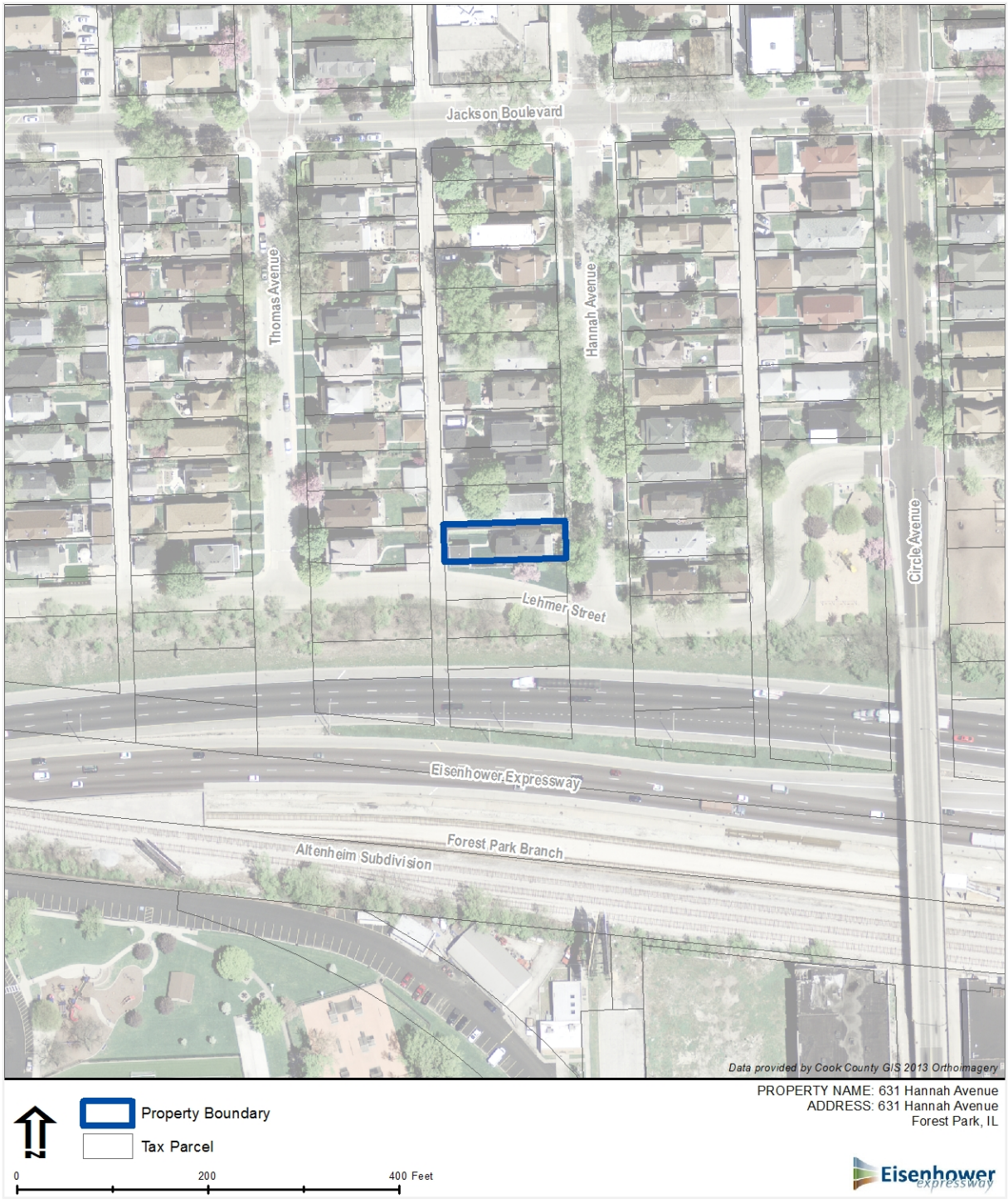
Facing southeast to the house's west rear elevation and garage from the alley

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

631 Hannah Avenue
SURVEY ID 1-4

Map - 631 Hannah Avenue



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/17/2015
LAST MODIFIED 3/1/2016

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

841 South Oak Park Avenue
SURVEY ID 1-6

NAME
841 South Oak Park Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
841 South Oak Park Avenue

CITY
Oak Park

OWNERSHIP
Greenplan Management

TAX PARCEL NUMBER
16-18-135-019-0000

YEAR BUILT
1911

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Peter Nielsen

STYLE
Beaux Arts

PROPERTY TYPE
Commerce

FOUNDATION
Stone

WALLS
Terra Cotta

ROOF
Built-Up

DESCRIPTIVE NOTES
The building at 841 South Oak Park Avenue is a three-story, terra cotta-clad, two-part Beaux Arts-style commercial block located at the northwest corner of South Oak Park Avenue and Harrison Street. The facade comprises the building's east and south elevations, united by a curved southeast corner and large, light stone-colored terra cotta tile cladding. The facade features Beaux Arts-style details including Corinthian pilasters, two rows of windows separated by a stringcourse entablature, an elaborate frieze, decorative panels, a roofline balustrade, and a broken pediment parapet at the building's southeast corner. It has a roughly L-shaped plan and built-up flat roof. The building's first story consists of commercial storefronts, and the upper two stories are apartments. It is located in a commercial block of early-to-late twentieth century buildings.

The facade's first story has four enframed window wall storefronts and an elaborate apartment entrance. The storefronts have varying door and window placements and materials, bisected by Corinthian pilasters extending from the foundation to the second story stringcourse entablature. The storefront at 841 South Oak Park Avenue is located at the building's southeast corner, extending across portions of the facade's east and south elevations. The remainder of the facade's east elevation comprises the storefront at 839 South Oak Park Avenue, while the south elevation comprises the storefronts at 810 and 808 Harrison Street as well as the apartment entrance at 804 Harrison Street.

At the northernmost end of the facade's east elevation, the 839 South Oak Park Avenue storefront's enframed window wall comprises three single-pane, aluminum replacement display windows on a brick bulkhead. South of the window wall is a recessed entrance comprised of a replacement aluminum door. Above, a non-historic black awning extends the width of the storefront. South of this storefront, the remainder of the facade's east elevation comprises the corner storefront at 841 South Oak Park Avenue with two sets of enframed window walls of single-pane, aluminum replacement display windows. The northernmost window wall sits on a brick bulkhead, while the southernmost window wall has a brown-tiled bulkhead with decorative vents. The storefront's entrance is located on the building's southeast corner. The storefront continues onto the facade's south elevation with two sets of enframed window walls comprised of single-pane, replacement aluminum display windows on brown-tiled bulkheads with decorative vents. Above, a large green awning extends across the entirety of the storefront.

The apartment entrance at 804 Harrison Street is centrally located on the facade's south elevation, just west of the 841 South Oak Park Avenue storefront, between two pilasters. The three-bay apartment entrance consists of a center replacement aluminum door with a Beaux Arts-style door surround of pilasters and an entablature. The

entablature consists of a plain architrave flanked by small, decorative panels featuring floral designs; a decorated frieze; and a projecting cornice. Two bands of slightly projecting terra cotta tiles run along either side of the entablature, continuing the lines of the cornice, frieze, and architrave. Classical light fixtures flank the main entrance. A replacement metal door is located east of the entrance and a window covered in iron bars is located west of the entrance on the first story. The wall above the side door is slightly recessed into the facade.

The storefront at 808 Harrison Street is located just west of the apartment entrance at 804 Harrison Street. It comprises two former storefronts divided by a pilaster with brown-tiled bulkheads. The east storefront comprises a recessed side entrance with a replacement glass and metal door, flanked to the east by a single-pane, aluminum replacement enframed window wall. The west storefront comprises a central recessed entrance with a replacement glass and metal door flanked by identical single-pane, aluminum replacement enframed window walls. A non-historic green awning extends across both storefronts. At the westernmost end of the facade's south elevation, the storefront at 810 Harrison Street comprises a recessed side entrance with a replacement glass and metal door, flanked to the west by a single-pane, aluminum replacement enframed window wall with a brown -tiled bulkhead.

The facade's east and south elevations have nearly identical, evenly spaced rows of windows on the second and third stories. All windows are double-hung, vinyl-sash replacement windows with black metal frames arranged individually and in pairs across the facade. The facade's east elevation has seven bays of windows on the upper stories. From north to south, the first northernmost bay has paired, six-over-one windows; the second, fourth, and seventh bays have a central, six-over-one window flanked by a four-over-one window on either side; the third bay has a four-over-one window; and the fifth and sixth bays have eight-over-one windows. The third story windows have a black metal balustrade in the third, fourth, and fifth bays. At the building's southeast corner, above the storefront entrance at 841 South Oak Park Avenue, there are identical eight-over-one windows with curved frames.

The facade's south elevation has twelve bays of windows on the upper stories. From east to west, the second story's first and second bays have eight-over-one windows; the third, fourth, ninth, tenth, and twelfth bays have a central, six-over-one window flanked by a four-over-one window on either side; the fifth and seventh bays have six-over-one windows with black metal balustrades; the sixth and eleventh bays have eight-over-one windows with a black metal balustrade on the sixth bay; and the seventh bay has a small four-over-one window. Above, the third story is nearly identical with the exception of the second bay, which has a one-over-one window.

The facade's upper stories are heavily ornamented. The pilasters dividing the storefronts have Corinthian capitals supporting a second story entablature that runs across the entire facade, separating the second and third stories. The entablature consists of a plain architrave, frieze decorated with floral patterns, and projecting cornice. Panels with a circle motif are located along the frieze above the pilasters. A decorative panel with floral, urn, and shield motifs is located above every pilaster on the third story. Above, there is decorative molding with leaf carvings and egg and dart molding run across the facade. At the center of the facade's south elevation, "SVBVRBAN APARTMENTS" is inscribed in the molding. The projecting cornice has Acanthus relief. A roofline balustrade runs along the entire facade above the roof. A broken pediment parapet is located above the curved, corner section of the building. An urn rests on the parapet between the segments of the pediment. An oval medallion is located under the urn on the parapet base.

The west and north rear elevations are clad in brick and unornamented. The west elevation has a single-pane basement-level window and a double-hung first story window with metal bars and a stone sill. The second and third stories have five identical one-over-one, double-hung, replacement vinyl-sash windows with stone sills. The north elevation was not accessible during field survey.

The building at 841 South Oak Park Avenue was surveyed for the Oak Park South Town District Survey in 2010. The report determined that the area's remaining buildings did not form a cohesive historic district, but recommended individual buildings as having "no merit," "merit," or "significant merit." The report found 841 South Oak Park Avenue as having "significant merit" as a potential locally designated landmark.

HISTORY/DEVELOPMENT

The commercial block at 841 South Oak Park Avenue was constructed ca. 1911 according to the Cook County

Assessor. The 1908 Sanborn Map shows a small, single story structure on the site of the current building. The building was designed by Peter Nielsen. Research did not reveal additional information about Peter Nielsen. The commercial block was constructed across Congress Street (now Harrison) from the Aurora Elgin & Chicago Railway tracks, which carried the Garfield Park Line's interurban service, and the Chicago Terminal Transfer Railroad Station, providing easy access for visiting patrons and a convenient commute for apartment residents. The commercial block at 841 South Oak Park Avenue includes addresses at 802, 804, 806, 808, and 810 Harrison and 833, 835, 837, 839, and 841 South Oak Park Avenue.

The 1920 Census records middle class professionals living at 841 South Oak Park apartments. Dressmakers Clara M. Zetterman and Emma W. Bayer lived at 802 Congress (Harrison). John, Nora, and Anita Modine also lived at 802. John was a photographer and engraver, and his daughter Anita was a clerk. Michael and Bertha Fruindlich lived at 804. They worked at a grocery store. Gustav, George, and Nick Condos, three brothers, lived at 806 and worked in a confectioner shop called Condos Bros. located within the same building at 837 South Oak Park Avenue. Gust and George continued to live and work in the building for several years, moving to 810 by 1922 and living there through 1925. Their shop remained at 837 South Oak Park Avenue through 1925. Ida and Emma Danielson also lived at 806.

By 1922, Congress Street became Harrison Street. The 1922 City Directory for Oak Park lists several tenants with Harrison Street addresses. F. J. Schallau, a fireman with Engine Company No. 3, lived at 802 with his wife, and continued to live there through 1925. Anthony Giles, a grocer, worked at a shop at 804 while living with his wife Rose at 806 in 1922-1923. Clara and Augusta Zetterman, both seamstresses, are listed at 804 in 1922 and 1923 directories. Fred W. Kiepert, a milliner, lived and worked at 806 with his wife Myrtle. In 1923, Keipert's shop was replaced by the Acorn Smoke Shop. The Whitmore and Berry Company is listed at 810 in 1922. The Whitmore and Berry Company was a real estate firm that frequently advertised in the Chicago Daily Tribune. It is first recorded at 810 Congress Street in a 1919 Tribune advertisement. The Company continued to work out of 810 Congress Street through 1923. However, by 1924, the real estate firm Holeman and Easter moved into the space. 833-835 South Oak Park Avenue housed the Suburban Trust and Savings Bank, a local bank founded in 1912. The bank continued to lease portions of the building along South Oak Park Avenue until constructing a new building across the street at 840 South Oak Park Avenue between 1925 and 1927.

By 1925, Joseph Rocal, a fireman with Engine Company No. 3, lived at 804 Harrison Street with his wife Albine. Several new businesses had moved into the block. Moss & King, a law firm; Oak Park Mercantile Agency; and Sorensen & Sorensen are listed at 804, while partners Cornelius and R. B. Bruinekool of C. Bruinekool & Son occupied 806. The real estate firm Holman & Easter remained at 810, and was last listed at the address in a 1926 Tribune advertisement. The South Oak Park Avenue portion of the block housed a new business, Betty Beauty Shop at 835, along with the Condos Bros and Suburban Trust and Savings Bank.

By 1930, the management company Suburban Apartments leased out 804 Harrison. Tenants included dentist A. H. Kratky, Walter L. Jolesch, J. M. Dieter, C. R. Lohr, real estate agent M. R. Sears, Chas., Clyde, and Jean Magnensen, janitor Michael Reise, and barber C. M. Snyder. Physician Dr. L. R. Brewer practiced at 804. Several new companies also occupied the building, including real estate firm Wittrock & Co at 806 and William Cran & Company at 810. William Cran was a realtor and builder in Oak Park. He designed and constructed bungalows in Oak Park from 1910-1929, and several are still extant on Kenilworth Avenue, Clinton Avenue, and Garfield Street.

New businesses filled the vacated Suburban Trust and Savings Bank addresses along South Oak Park Avenue. The Suburban Radio Shop rented 835 and Dutch Mill Candies rented 837. The 1930 directory also includes 839 and 841 South Oak Park Avenue. These addresses were not included in 1922-1925 directories. Carle Parthier ran a barber shop at 839 South Oak Park Avenue, and Latsis Drug Co. rented 841 South Oak Park Avenue. Harry and J. H. Latsis, Oakwood residents, ran the drug store. The 1947 Sanborn Map indicates a drug store still occupied the corner shop, but it is unclear if it remained Latsis Drug Co.

Today, 841 South Oak Park Avenue remains a mixed-use commercial and residential block. Residential apartments are located at 804 Harrison Street and above all commercial spaces. Businesses along the first story include the Animal Care League Second Chance Shop and Adoption Center at 808 Harrison Street, the Westgate Flower and Plant Shop at 841 South Oak Park Avenue, and the Artisans and Crafters shop at 839

South Oak Park Avenue.

Oak Park

Constructed in Oak Park ca. 1911, the commercial block at 841 South Oak Park Avenue was built during a period of rapid expansion due to increased industry and growth in Chicago's suburbs in the early twentieth century. Oak Park originated in 1835 when Joseph and Betty Kettlestrings constructed a house near what is now Lake Street and Harlem Street. Conveniently located between the Des Plaines River and Chicago, they started a small hotel providing dinner, a bed, and breakfast for 50 cents. The area became known as Oak Ridge, and boasted a market, general store, and newspaper. After the Galena & Chicago Union Railroad extended west of Chicago in 1848, the Kettlestringses sold off parcels of land to settlers. The depot, and subsequently the village, was named Oak Park, because the name Oak Ridge was already taken by another depot. Oak Park grew steadily through the mid-nineteenth century

After the 1871 Chicago Fire pushed city residents to the suburbs, population exploded. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population.

Consequently, the area around the intersection of Lake Street and Harlem Avenue became the first commercial hub of the western suburbs, and remains the commercial center of downtown Oak Park today. Several years later, the first commercial block was constructed along Oak Park Avenue at North Boulevard by Mr. Goelitz in 1888. It housed Goelitz' shop, and the Nissen and Puchner grocery story and meat market. However, the commercial center shifted temporarily to Marion Street and Lake Street in the late 1890s. One prominent business in this area was the Oak Park State Bank. Founded in 1892 amidst the quickly growing suburb, the bank occupied a small commercial building on Lake Street near Marion Street. A few years later, J.W. Scoville constructed a building on the corner of North Oak Park Avenue and Lake Street that housed the Avenue State Bank and drew other businesses to the area.

Soon after Oak Park separated from Cicero Township in 1902, community leaders began planning the municipal center of the new community. The town constructed the municipal building at Lake Street and Euclid Avenue and the post office at Lake Street and North Oak Park Avenue. In 1905, E. E. Roberts designed the Masonic Building on the corner of Lake Street and North Oak Park Avenue opposite the post office, bringing an influx of stores and offices to the area and providing public space. The Masonic Building established Oak Park Avenue south of Lake Street as the fashionable shopping district through the mid-1920s, and patrons came to visit stores such as William E Gilmores and Garbles.

Soon, many of the older homes in the central district were replaced by apartment, commercial, and office buildings. In the early twentieth century, local builders began constructing new multi-family residences in the southern area of Oak Park near the Aurora Elgin & Chicago Railway tracks, which carried the Garfield Park Line's interurban service, bringing businesses to South Oak Park Avenue, Madison Street, and Harrison Street. The South Oak Park Avenue business district grew after the Suburban Trust and Savings Bank was established on South Oak Park Avenue near the interurban station in 1912, seeking business from the quickly growing and commuting population. Other business followed, including a popular theater, grocery stores, bakeries, and retail. The new mixed-use commercial and residential buildings on South Oak Park Avenue were conveniently located across Congress Street (later changed to Harrison Street) from the Aurora Elgin & Chicago Railway interurban station and the Chicago Terminal Transfer Railroad Station, providing easy access for visiting patrons and a convenient commute for apartment residents.

World War I and the 1918 influenza epidemic slowed Oak Park's rapid development. However, business picked back up in the 1920s with the construction of major department stores along Lake Street. These stores include Hub, which became Lyttons; The Fair, which became Montgomery Ward; and Marshall Fields, constructed at the corner of Lake Street and Harlem Avenue. Hillsmans, Baskins, Bransons, and Peck and Peck soon followed, and Oak Park became the definitive shopping center of the western suburbs. Soon, another new business found its

home in Oak Park: automobile showrooms. By World War II, Madison Street was known as “automobile row,” servicing the needs of the western suburbs.

Local banks grew along with local commerce. The Avenue State Bank constructed a flagship building in 1919 at 100 North Park Avenue, and the Oak Park Trust and Savings Bank, which incorporated and absorbed the Oak Park State Bank in 1902, constructed a flagship building at 1044 Lake Street in 1923. The Suburban Trust and Savings Bank followed suit, constructing a flagship building in 1925-27 at the northeast corner of South Oak Park Avenue and Harrison Street. The business district along South Oak Park Avenue, south of Van Buren Street grew, and formed the South Oak Park Commerce Association to promote business along this corridor. Growth in this area was in response to visiting patrons of department stores, auto showrooms, and ever increasing residential communities.

Increased growth in the Oak Park business district pushed out small business owners and residents that could not afford the rising rent in competition with large department stores. Soon, other businesses felt the hardships of the Great Depression. However, local banks such as the Suburban Trust and Savings Bank, Oak Park Trust and Savings Bank, and Avenue State Bank survived. Oak Park was on the road to recovery by the end of the Depression, and Lake Street between Forest Avenue and Harlem Avenue continued to be a center of suburban commerce. The Southern District Businessmen’s Association formed in the South Oak Park commercial district in 1933. This organization remained active for decades, changing to the Congress-Oak Park Merchants Association by the mid-1980s.

After World War II, while the housing market skyrocketed in Oak Park, the commercial centers suffered from the construction of expressways. Instead of shopping in downtown Oak Park, people went to new shopping centers constructed along the expressways. In the late 1950s, I-290 bisected the south side of town through the South Oak Park Avenue commercial district. Over the next few decades, the area slowly recovered, and today, Lake Street between Harlem and Forest Avenues remains the busy commercial center of downtown Oak Park. Portions of South Oak Park Avenue remain prosperous commercial districts, especially in the historic shopping district between Lake Street and North Avenue. Further south along South Oak Park Avenue, various smaller commercial districts remain in varying states of prosperity and historic integrity. The commercial section between Van Buren and Lexington Streets, bisected by I-290, is a moderately prosperous block with moderate building integrity.

Beaux Arts Style

The commercial block at 841 South Oak Park Avenue is a relatively intact example of Beaux Arts architecture, a common and popular building style for mid-sized downtown commercial buildings after the turn of the century. The style emerged in the late 1880s after American architects studied in Paris at the Ecole des Beaux Arts. These architects brought back an academic design philosophy elevating balance and order. Beaux Arts architecture paid homage to classical models while adding elaborate décor to classical motifs such as columns, friezes, colonnades, lintels, and pilasters. Common decorative features include garlands, stylistic floral patterns, and shields; ornamental panels; quoins; smooth, light colored masonry walls; and rusticated stone. Facades feature strong, repeating horizontal patterns emphasized by balustrades, string courses, rows of windows, and decorated cornices. The Beaux Arts emphasis on order and horizontal patterns was partially a reaction to Victorian architecture, which was characterized by asymmetrical facades and a myriad of different architectural features along the same facade.

The first Beaux Arts buildings were architect-designed homes, commercial, and governmental buildings in and near large cities. After the style gained popularity at the turn of the century, it became a common style for vernacular main street buildings across the United States. Simple, vernacular commercial buildings often only reflected the order and unity of the style with no decorative elements. The style persisted in popularity until the advent of the Great Depression in 1929, when the details and size of many Beaux Arts buildings became hard to maintain.

Other Oak Park Beaux Arts style commercial blocks include 1142-46 Chicago Avenue and 1101-13 Chicago Avenue (Figure 1). Both are contributing resources to the local and nationally designated Frank Lloyd Wright Prairie School of Architecture Historic Districts and display representative features of the Beaux Arts style. These

features include terra cotta cladding, elaborate door surrounds, parapets, decorative panels, pilasters, and classical motifs. Both have somewhat altered first story storefronts and relatively intact second stories with replacement windows. However, 841 South Oak Park Avenue is larger than the Chicago Avenue examples, predates them by about fifteen years, and displays a more harmonious representation of the style. For example, the pilasters, friezes, and other ornamentation on 841 South Oak Park Avenue cover the entire facade in a noticeable pattern, while the parapet on 1142-1146 Chicago Avenue is abruptly undecorated. Also, facade features on 1101-13 Chicago Avenue are not as symmetrical as 841 South Oak Park Avenue, with unique details such as a small arched window with decorated surrounds on the second story and a variety of door surrounds along the first story. As such, 841 South Oak Park Avenue is a better example of the Beaux Arts style commercial block in Oak Park.

The commercial block at 841 South Oak Park Avenue is a representative example of Beaux Arts architecture constructed during the style's peak popularity. It features Beaux Arts elements such as a smooth, light colored masonry veneer, classical door surrounds, Corinthian pilasters, rows of windows separated by a string course entablature and topped by an elaborate frieze, decorative panels, a balustrade, and a parapet featuring a broken pediment, urn, and shield. It has not been significantly altered and retains many of its original materials and features, including decorative facade elements, balustrade, parapet, and windows. Alterations are largely confined to the first story's replacement storefronts. Storefront replacements were a common occurrence in a building's later years to give building's an updated and current appearance. Three removable awnings have been added to the facade and first story windows and doors have been replaced. The storefront bulkhead at 839 South Oak Park Avenue has exposed brick.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

In 2010, the "Oak Park South Town District Survey" deemed the building at 841 South Oak Park Avenue has significant merit as a potential locally designated landmark. The report also evaluated the commercial area along South Oak Park Avenue as a potential historic district, of which the building would be contributing. The report concluded the area's remaining buildings did not form a cohesive historic district.

The building at 841 South Oak Park Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The commercial building at 841 South Oak Park Avenue is associated with the expansion of the South Oak Park commercial area, outside of the northern historic commercial center, in the early twentieth century. The mixed-use commercial and residential building type is common in Oak Park's commercial districts. Furthermore, research did not reveal any significant tenants at 841 South Oak Park Avenue. A variety of middle class professionals rented apartments while storefronts housed a bank, drug stores, grocery stores, and other retail throughout the building's history. Although the building at 841 South Oak Park Avenue is associated with the development of Oak Park in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history or any historically significant associations with the lives of persons significant in the past, and therefore, the building at 841 South Oak Park Avenue is not eligible under Criterion A or B.

The building at 841 South Oak Park Avenue is a largely intact, good example of an early twentieth century Beaux Arts-style commercial block. Though the first story storefronts have been altered over time, this does not detract from the building's overall appearance and integrity. Historic downtown storefronts have changed over time as small shops competed with department stores and installed newer, bigger display windows. Such changes are common and do not significantly diminish the building's overall integrity.

The building at 841 South Oak Park Avenue retains many of its original features, such as its terra cotta veneer, classical door surrounds, Corinthian pilasters, string course entablature, elaborate frieze, decorative panels, balustrade, and parapet, and its overall form and features are representative of early twentieth century Beaux Arts buildings. Therefore, the building at 841 South Oak Park Avenue is eligible under Criterion C as a representative local example of an early twentieth century Beaux Arts commercial block.

The property was not evaluated under Criterion D as part of this assessment.

The commercial block at 841 South Oak Park Avenue retains integrity of location, feeling, and association. Although the first story storefronts and upper stories' windows have been altered and replaced, this is a common occurrence in many commercial buildings, and does not substantially detract from the building's overall integrity as the majority of the building's historic materials remain intact. Therefore, the building retains moderate integrity of design, materials, and workmanship. Prominently located at the corner of a commercial area, the building's primary elevations face east to other commercial buildings along South Oak Park Avenue and south to the Eisenhower Expressway (I-290) and CTA Congress Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area. Although the building's relationship to other commercial buildings along South Oak Park Avenue has been retained, its south viewshed and integrity of setting has been compromised by the expressway construction.

The building at 841 South Oak Park Avenue's period of significance is 1911, encompassing the building's construction.

NRHP BOUNDARY

NRHP Boundary: The NRHP boundary for the building at 841 South Oak Park Avenue is parcel 16-18-135-019-0000, the legal parcel on which the building is located and which contains all associated historic features.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

841 South Oak Park Avenue
SURVEY ID 1-6

Photo 1 - 841 South Oak Park Avenue



Facing northwest to east and south facades from South Oak Park Avenue and Harrison Street intersection

Photo 2 - 841 South Oak Park Avenue



Facing northwest to east and south facades from South Oak Park Avenue and Harrison Street intersection

Photo 3 - 841 South Oak Park Avenue



Close-up view of terra cotta upper stories on east facade

Figure 1 - Comparative Examples



Top Photo: 1101-13 Chicago Avenue; Bottom Photo: 1142-1146 Chicago Avenue (Cook County Assessor's Office)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

841 South Oak Park Avenue
SURVEY ID 1-6

Map - 841 South Oak Park Avenue



PREPARED BY Melinda Schmidt, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/17/2015
LAST MODIFIED 3/3/2016

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Historic Resources Survey

RESOURCE TYPE Property — T.A. Holm Building
NRHP STATUS Eligible — **SURVEY ID** 1-7

NAME
T.A. Holm Building

OTHER NAME(S)
N/A

STREET ADDRESS
905 South Oak Park Avenue

CITY
Oak Park

OWNERSHIP
Chris Miller

TAX PARCEL NUMBER
16-18-307-019-0000

YEAR BUILT | SOURCE
1926 | Village of Oak Park Building Permit No. 16062

DESIGNER/BUILDER
Jeremiah J. Cerny/Freevol & Smedberg, T.A. Holm & Co

STYLE
Classical Revival

PROPERTY TYPE
Commerce

FOUNDATION
Concrete

WALLS
Terra Cotta

ROOF
Built-Up

DESCRIPTIVE NOTES
The T.A. Holm Building at 905 South Oak Park Avenue is a Classical Revival-style three-story, two-part block commercial building. The building, which was constructed in 1925-1926, faces to the east along Oak Park Avenue and has a rectangular footprint. While the street-level storefront has been replaced, the second and third stories feature ornate, original decorative elements executed in polychrome terra cotta. The ornament is executed in Classical motifs, with stylized elements that are indicative of the Beaux Arts style. The building features steel beam construction to support the heavy ornament on the facade, as well as a wider foundation slanting inward to provide a larger footing and walls that are three bricks deep.

Facing east to South Oak Park Avenue, the facade's replacement storefront consists of an off-center, recessed entrance with a glazed door at the south end. A five-pane storefront window with anodized metal frames comprises the remaining portion of the street level. Below the storefront window, the building is clad in replacement brown brick. Above the storefront, a metal panel with neon separates the first and second stories. This is surmounted by a band of terra cotta panels with three applied sculptural figures. The central figure is an Art Deco-inspired interpretation of Columbia , added to the building at an unknown date. The two flanking sculptures are grotesques and appear to be more recent additions.

The two upper stories comprise three bays of evenly spaced windows, which appear to be original to the building. Second story windows consist of two sliding panes topped with a filled in area that imitates a transom in form. The third story openings have full height two-pane sliding windows. Aluminum storm windows are installed, covering the second and third story windows. Below the second story windows, metal acanthus ornaments are located at the base of the columns that divide the story's bays. Terra cotta panels are located below each third story window. These panels contain sculptural cartouches with elements of coquillage flanked by stylized acanthus leaves and floral motifs. The backgrounds of these panels are executed in colored terra cotta.

The entire facade is surrounded by beveled terra cotta panels and a linear vertical ornament that encircles lattice ornamentation, punctuated with small circular medallions. Above the storefront, terra cotta engaged columns that allude to the Corinthian order span the second and third stories. The columns are angular, as are the capitals, with wide flutes. The shafts' lower halves, which are on the second story feature an elaborate stacked coin molding in the three wide flutes on the second story of the columns. They are capped by a thin band of floral motif in the flutes' molding between the second and third story. The shafts' upper portions are devoid of ornament.

The columns support an impressive entablature that does not adhere to the classical divisions. The lattice ornamentation extends up the building and partially returns onto the frieze, which contains the words “T.A. HOLM BUILDING.” An ornate cornice with zigzag motifs, echinus molding, a dentil course, and egg-and-dart molding is surmounted by a cornice comprised of a series of cartouches with a large, central, articulated cartouche. This central cartouche is flanked with sculptural floral and fruit motifs. Rising above these applied decorative elements is a small section of the facade’s unornamented yellow brick wall and concrete coping.

The building’s south side elevation is attached to an adjacent building in the commercial row. A small portion of the east end (facade) extends beyond the adjacent building; it is clad in yellow brick and the facade’s terra cotta panels extend around the elevation and continue to the roofline as quoins. The north side elevation is separated from the building to the north by a narrow alley of approximately five feet. At the east end, the north side elevation has a storefront display window on the first story, framed by terra cotta panels. The terra cotta panels extend to the roofline at the corners of this section, appearing as quoins. There are no window openings on the upper stories.

The building’s west rear elevation, which is largely hidden from public view, is lacking ornamentation, as is typical for secondary elevations. It is clad in brick and has irregularly placed replacement windows on the second and third stories. An exterior chimney is located near the building’s southwest corner.

The flat roof is covered with built-up roofing.

The surrounding area is commercial in character. The building is located close to the street, separated only by the sidewalk. A few clusters of deciduous trees are located on the block where the building is located.

HISTORY/DEVELOPMENT

The T.A. Holm Building is named for Thor Alexander Holm (1880-1960), who was responsible for the construction of the building in 1926. Born in Denmark, Holm was a bricklayer who aspired to build homes, and spent his spare time studying the home-building business and learning to draft. In 1908, he built two brick houses in Oak Park, and then went on to found T.A. Holm & Co. Realtors, which advertised as Oak Park’s largest real estate operators and builders in the 1920s. The company provided “sales, series, homes built to order, insurance, and loans.” Originally located at 947 Garfield Street in Oak Park, the company built its new headquarters, the T.A. Holm Building, at 905 South Oak Park Avenue and had an opening party there in 1926. T.A. Holm hired local Chicago architect Jeremiah J. Cerny to design the three-story building, which was to have a store and two flats according to the building permit application. The mason was Freevol & Smedberg and the carpenter was T.A. Holm & Co.

Jeremiah J. Cerny was a locally prolific architect, who designed numerous two- and three-flats buildings, residences, and commercial buildings with stores and flats in various styles in the early twentieth century throughout Chicago and Oak Park. Born in Iowa in 1888, he began his career as a draftsman in 1905 in Chicago. From 1906 to 1910, Cerny worked in the office of architect Frank O. DeMoney. DeMoney was the architect who designed the S.T. Gunderson & Sons homes in Oak Park between 1905 and 1920. During his association with DeMoney, Cerny may have worked on designs for the Gunderson developments. Cerny continued to partner with DeMoney in 1911 and 1912 on a number of commissions, including two- and three-flats. In 1913, Cerny was admitted to the Illinois Society of Architects and opened his own office at 1444 South Crawford (now Pulaski) Avenue; he remained there until at least 1922. Cerny designed at least 80 buildings in various Chicago neighborhoods, the majority of which were two- or three-flats apartment buildings. His earliest known work is the industrial building designed for Essanay Studios in Chicago’s Uptown neighborhood, which was on the nation’s premier movie companies. Cerny’s early career was also marked by flats buildings and modest one-story bungalows. Into the 1920s, his work progressed to larger apartment buildings, one-to-three-story commercial buildings, and more affluent single-family homes, including the Freeman Landon House, an Oak Park local landmark. Cerny primarily designed Classical Revival, Prairie Style, and Colonial Revival buildings, often mixing the styles on one building. Cerny lived and worked at 1444 South Crawford for many years. He died in 1948.

T.A. Holm & Co. was responsible for building many homes in the southeast section of Oak Park. To establish credibility with new customers, Holm obtained signed testimonials from his prior clients, who attested to the

company's reliable and trustworthy business practices and the quality of the homes that it built. "Homes that Holm Built" became the company slogan, and Holm proved to be a "distinctive and innovative" advertiser. He was recognized by his contemporaries for his methods, distributing brochures and circulars, advertising on streetcars, and creating an elaborate display booth for trade shows. He also used quotes from famous Americans, including Abraham Lincoln, on the virtues of home ownership to bolster his business. As a result, between 1913 and 1922, the company constructed 500 houses in Oak Park; data on the years following 1922 was not identified, but the company's continued success is likely indicated by the construction of the T.A. Holm & Co. Realtors headquarters in the T.A. Holm Building in 1926 and Holm's continued ownership of the building until 1950.

After T.A. Holm & Co. Realtors vacated the building in 1950 when Holm sold it to T.A. Parren, various commercial and professional enterprises occupied the building, including medical offices, Peglow Florist, a real estate office, a security company, a single word processor, an antique store, and the Disabled American Veterans organization. Since 1985, Chicago Digital, a compact disc music store, has occupied the storefront and residential apartments comprise the second and third stories. T.A. Parren owned the building until 1975, when it passed to his wife upon his death, and in 1979, the building was jointly inherited by his daughter and son, Thomas Parren. Throughout their ownership, the family occupied the building's apartments.

Constructed in Oak Park in 1926, the T.A. Holm Building was built during a period of rapid expansion due to increased industry and growth in Chicago's suburbs in the early twentieth century. After the 1871 Chicago Fire pushed city residents to the suburbs, population in Oak Park exploded. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population.

Consequently, the area around the intersection of Lake Street and Harlem Avenue became the first commercial hub of the western suburbs, and remains the commercial center of downtown Oak Park today. Several years later, the first commercial block was constructed along Oak Park Avenue at North Boulevard by Mr. Goelitz in 1888. It housed Goelitz' shop, and the Nissen and Puchner grocery story and meat market. However, the commercial center shifted temporarily to Marion Street and Lake Street in the late 1890s. One prominent business in this area was the Oak Park State Bank. Founded in 1892 amidst the quickly growing suburb, the bank occupied a small commercial building on Lake Street near Marion Street. A few years later, J.W. Scoville constructed a building on the corner of North Oak Park Avenue and Lake Street that housed the Avenue State Bank and drew other businesses to the area.

Oak Park

In the early twentieth century, local builders began constructing new multi-family residences in the southern area of Oak Park near the Aurora Elgin & Chicago Railway tracks, which carried the Garfield Park Line's interurban service, bringing businesses to South Oak Park Avenue, Madison Street, and Harrison Street. The South Oak Park Avenue business district grew after the Suburban Trust and Savings Bank was established on South Oak Park Avenue near the interurban station in 1912, seeking business from the quickly growing and commuting population. Other business followed, including a popular theater, grocery stores, bakeries, and retail. The new mixed-use commercial and residential buildings on South Oak Park Avenue were conveniently located across Congress Street (later changed to Harrison Street) from the Aurora Elgin & Chicago Railway interurban station and the Chicago Terminal Transfer Railroad Station, providing easy access for visiting patrons and a convenient commute for apartment residents.

World War I and the 1918 influenza epidemic slowed Oak Park's rapid development. However, business picked back up in the 1920s with the construction of major department stores along Lake Street. These stores include Hub, which became Lyttons; The Fair, which became Montgomery Ward; and Marshall Fields, constructed at the corner of Lake Street and Harlem Avenue. Hillsmans, Baskins, Bransons, and Peck and Peck soon followed, and Oak Park became the definitive shopping center of the western suburbs. Soon, another new business found its home in Oak Park: automobile showrooms. By World War II, Madison Street was known as "automobile row,"

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Increased growth in the Oak Park business district pushed out small business owners and residents that could not afford the rising rent in competition with large department stores. Soon, other businesses felt the hardships of the Great Depression. However, local banks such as the Suburban Trust and Savings Bank, Oak Park Trust and Savings Bank, and Avenue State Bank survived. Oak Park was on the road to recovery by the end of the Depression, and Lake Street between Forest Avenue and Harlem Avenue continued to be a center of suburban commerce. The Southern District Businessmen's Association formed in the South Oak Park commercial district in 1933. This organization remained active for decades, changing to the Congress-Oak Park Merchants Association by the mid-1980s.

After World War II, while the housing market skyrocketed in Oak Park, the commercial centers suffered from the construction of expressways. Instead of shopping in downtown Oak Park, people went to new shopping centers constructed along the expressways. In the late 1950s, I-290 bisected the south side of town through the South Oak Park Avenue commercial district. Over the next few decades, the area slowly recovered, and today, Lake Street between Harlem and Forest Avenues remains the busy commercial center of downtown Oak Park. Portions of South Oak Park Avenue remain prosperous commercial districts, especially in the historic shopping district between Lake Street and North Avenue. Further south along South Oak Park Avenue, various smaller commercial districts remain in varying states of prosperity and historic integrity. The commercial section between Van Buren and Lexington Streets, bisected by I-290, is a moderately prosperous block with moderate building integrity.

Building Style and Development

The building displays an interesting and harmonious blend of Classicism and Beaux Arts ornamentation. At the time the building was constructed in 1925-1926, prior to the Great Depression, prominent private commercial buildings often contained detailed decorations, a significant expense, to convey success or status. It is possible that because of the financial nature of T.A. Holm's business he selected Classical motifs, common in both bank and federal architecture, while also opting to include Beaux Arts motifs. Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was commonly applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. The building appears to be one of the only commercial buildings that architect Jeremiah J. Cerny designed in polychrome terra cotta and displaying a lavish blend of the Classical Revival and Beaux Art styles. It has had several alterations, including a replacement storefront and first-story windows. Originally, the buildings on either side of the T.A. Holm Building were further set back, giving the building greater prominence on the street and explains the presence of the storefront display window on the north side elevation. At an unknown date, the owners of the adjacent buildings built out their facades to be even with the T.A. Holm Building. According to a 1997 newspaper article, the storefront was replaced at an unknown date when a car hit the building's first story. It replaced a storefront with two bay windows and a step-up to a recessed front door.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☑ A ☑ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

In 2010, the "Oak Park South Town District Survey" deemed the T.A. Holm Building had significant merit as a potential locally designated landmark. The report also evaluated the commercial area along South Oak Park Avenue as a potential historic district, of which the commercial building would be a contributing building. The report concluded the area's remaining buildings did not form a cohesive historic district.

The T.A. Holm Building at 905 South Oak Park Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

This property is associated with events that have made a significant contribution to the broad patterns of United States history. T.A. Holm & Co. Realtors was an important local builder that was responsible for constructing many homes in Oak Park, largely as a result of innovative advertising. The T.A. Holm Building represents the company's local success and is eligible under Criterion A.

Buildings that are named solely for honorary purposes to recognize people may not be eligible for the NRHP under Criterion B if the property is not directly associated with the productive life of the honoree. However, the T.A. Holm Building at 905 South Oak Park Avenue is directly associated with T.A. Holm's productive life and represents his success as an immigrant who established a business that met local needs. The T.A. Holm Building is eligible under Criterion B.

The T.A. Holm Building's design is a skillful blend of Classical and Beaux Arts architecture with terra cotta ornamentation designed by prolific Chicago architect Jeremiah J. Cerny. Although the building's original storefront and first story windows have been replaced, the building retains its ornate terra cotta facade. It is an excellent example of pre-Depression commercial architecture in Oak Park, and therefore, the T.A. Holm Building is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The T.A. Holm Building at 905 South Oak Park Avenue retains integrity of location, feeling, association, and setting. Although the first story has been altered, this is a common occurrence in many commercial buildings, and does not substantially detract from the building's overall integrity. Therefore, the building retains moderate levels of integrity of design, workmanship, and materials.

The period of significance for the T.A. Holm Building is 1926-1950, which encompasses the era that the building was owned by T.A. Holm and occupied by T.A. Holm & Co. Realtors.

NRHP BOUNDARY

The NRHP boundary for the T.A. Holm Building is parcel 16-18-307-019-0000, the legal parcel on which the building is located and contains all associated historic features. This is the location that the building has occupied since its establishment at this site in 1926.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

T.A. Holm Building
SURVEY ID 1-7

Photo 1 - T.A. Holm Building



Facing west to east-facing facade from South Oak Park Avenue

RESOURCE TYPE Property
NRHP STATUS Eligible

T.A. Holm Building
SURVEY ID 1-7

Photo 2 - T.A. Holm Building



Facing northwest to east-facing facade and south side elevation from South Oak Park Avenue

RESOURCE TYPE Property
NRHP STATUS Eligible

T.A. Holm Building
SURVEY ID 1-7

Photo 3 - T.A. Holm Building



Facing southwest to east-facing facade and north side elevation storefront from South Oak Park Avenue

Photo 4 - T.A. Holm Building



Close-up view of east-facing facade's terra cotta upper stories and cornice

Photo 5 - T.A. Holm Building



1926 advertisment for the opening of the T.A. Holm Building

Historic Resources Survey

RESOURCE TYPE	Property		T.A. Holm Building
NRHP STATUS	Eligible	**SURVEY ID**	1-7

Map - T.A. Holm Building



PREPARED BY	Stephanie Foell, WSP|Parsons Brinckerhoff		
SURVEY PREPARED	11/17/2015		
LAST MODIFIED	3/7/2016		3/7/2016 1:02:43 PM

Historic Resources Survey

RESOURCE TYPE Property — Suburban Trust and Savings Bank Building
NRHP STATUS Eligible — **SURVEY ID** 1-8

NAME
Suburban Trust and Savings Bank Building

OTHER NAME(S)
N/A

STREET ADDRESS
840 South Oak Park Avenue

CITY
Oak Park

OWNERSHIP
Fifth Third Bank

TAX PARCEL NUMBER
16-18-224-027-0000

YEAR BUILT
1927

SOURCE
Sanborn Fire Insurance Map, 1908-1950

DESIGNER/BUILDER
Unknown

STYLE
Neoclassical

PROPERTY TYPE
Commerce

FOUNDATION
Stone/Granite

WALLS
Stone/Limestone

ROOF
Built-Up

DESCRIPTIVE NOTES
The Suburban Trust and Savings Bank Building is a two-story, rectangular, limestone-clad Neoclassical-style bank constructed in 1925-1927 with a ca. 1955 two-story, rectangular, limestone-clad addition on its north elevation. The building is located at 840 South Oak Park Avenue, at the northeast corner of South Oak Park Avenue and Harrison Street in a commercial block of early-to-late twentieth century buildings with some new construction infill. The building's primary elevations along South Oak Park Avenue and Harrison Street have a granite-clad foundation, limestone cladding, and Neoclassical ornamentation commonly applied to early twentieth century banks. Its secondary elevations are brick-clad and unornamented. The addition is similarly clad on its west-facing facade and secondary elevations, and also incorporates rusticated stone on the facade. The building has a flat, built-up roof.

Facing west to South Oak Park Avenue, the Neoclassical facade is divided into three bays. The slightly projecting middle bay is topped by a shallow pediment and flanked by simple, almost identical side bays. The middle bay is dominated by two, two-story, fluted Ionic columns flanking the recessed main entrance. Egg and dart molding is located above and below the volutes, and the capital base is decorated with a floral motif. Large pilasters are located to the north and south of the columns, creating a portico and dividing the middle bay from the side bays. These pilasters are slightly raised along the edges and have a projecting base and entablature with floral motifs and egg and dart molding. The pilasters and columns rest on the water table. Within the portico's middle bay, the main entrance consists of replacement metal and glass double doors and a large, vinyl-sash replacement transom window. The entrance has a classical door surround outlined by bead-and-reel molding, leaf motif molding, and an entablature with dentils along the architrave and acanthus molding along the cornice. A narrow rectangular, single-pane vinyl-sash replacement window flanks either side of the entrance on the first story. Above the entrance, a two-pane, vinyl-sash replacement window is flanked by tall, narrow, rectangular, single-pane vinyl-sash replacement windows. Flanking the portico, the facade's side bays have slightly inset windows. The first story windows are single-pane, vinyl-sash replacement picture windows and the second story windows are two-pane, vinyl-sash replacement windows. Across the entire facade, a simple entablature is located above the second-story windows, pilasters, and columns. The faint outline of "SVBVRBAN TRUST E SAVINGS BANK" is visible above the entablature in the middle of the facade (See Photo 6). Above this, a projecting cornice with dentils runs across the facade. A parapet rises above the cornice, and a shallow pediment is located along the middle portion of the facade. A sign for Fifth Third Bank is affixed to the parapet and a flagpole projects above the pediment. A large triangular electronic Fifth Third Bank sign projects from the southwest corner of the parapet displaying the time and temperature on each side.

The facade's water table, simple second story entablature, projecting cornice, and parapet continue along the entire south side elevation. The twelve-bay south side elevation is divided into three sections by a slightly projecting middle section. The middle section consists of eight bays of windows separated by pilasters supporting the second-story entablature. The pilasters sit on the water table, and have floral motifs and egg and dart molding under the capitals. Decorative metal panels separate the identical first and second story windows. The middle six bays contain two-pane, vinyl-sash replacement windows, and the outermost two bays contain single-pane, vinyl-sash replacement windows. The south side elevation's middle section has a sign for Fifth Third Bank affixed to the parapet, below a shallow pediment. The south side elevation's east and west outermost sections consist of two bays of slightly inset, single-pane, vinyl-sash replacement windows on each story. The easternmost bay contains a secondary entrance consisting of a replacement metal door with a transom. The entrance has a decorative door surround and above, scroll brackets support a projecting cornice.

The brick-clad east rear elevation has five irregularly placed windows with darker brick surrounds and wood sills. The southernmost window is a two-over-two, double-hung, wood-sash window. Below, a doorway has been infilled with brick and has a dark brick lintel. The three middle windows consist of three-over-two, double-hung, wood-sash windows. The northernmost window is a double-hung, wood-sash window covered in metal bars. A brick chimney projects from the roof.

The north side elevation's second story has two small, single-pane awning windows surrounded by glass block in the middle of the elevation. Its first story has a single-story, brick-clad non-historic addition along the eastern portion of the elevation and a two-story, brick-clad, addition adjoining the western portion of the elevation. Both additions were constructed ca. 1955 as part of the bank. The single-story addition's north elevation comprises an entrance at the east end, five sets of three, single-pane, vinyl-sash picture windows with stone sills, and two, one -over-one, vinyl-sash windows at the west end. The two-story addition's east elevation comprises a carport at the first story's north end while the remainder of the first story has a row of three, two-pane, vinyl-sash windows with stone sills. The addition's second story has a set of three-pane, vinyl awning ribbon windows on either side of a metal access door. A brick chimney projects from the south end of the roof.

The addition's west-facing facade is clad in rusticated stone on portions of its first story and limestone on the second story. An ATM is located at the facade's south end. The first story has a row of rectangular, single-pane vinyl picture windows at the south end, separated by a rusticated stone veneer from two, smaller vinyl-sash picture windows and the carport entrance at the facade's north end. A vinyl-clad flat roof awning projects over the first story. Two sets of three-pane, vinyl-sash awning ribbon windows are located on the second story.

HISTORY/DEVELOPMENT

The Suburban Trust and Savings Bank Building was constructed from 1925 to 1927 according to the Oak Park 1908-1950 Sanborn Map. The Suburban Trust and Savings Bank, Suburban Safe Deposit Company, and Suburban Loan and Mortgage Co. are listed at this address in the 1930 Oak Park City Directory. The bank is not listed at this address in the 1925 directory, indicating the current building was likely constructed after this time.

The Suburban Trust and Savings Bank was established in 1912 at 835 South Oak Park Avenue, seeking business from the quickly growing south Oak Park population. As the bank grew, it expanded its offices on South Oak Park. From 1922 to 1925, its offices were located at 833-837 South Oak Park Avenue, across the street from 840 South Oak Park Avenue. The first president of the bank, George A. Chritton, served from 1912 to 1914. He was succeeded by George Tough from 1914-1915, followed by William H. Rattenbury from 1915 to 1933. During his tenure, the Suburban Trust and Savings Bank constructed the flagship Neoclassical building at 840 South Oak Park Avenue in 1925-1927. The bank survived the Great Depression under the leadership of acting president F.B. Peake and Chairman of the Board of Directors Gilbert Alexander, and continued to be an Oak Park establishment for the next several decades. In 1995, Pinnacle Bank acquired the Suburban Trust and Savings Bank, and the flagship building remained open as a Pinnacle Bank branch office. In 1999, Pinnacle Bank was purchased by Old Kent Bank, which changed its name to Fifth Third Bank in 2001, and continued to operate this location as a branch office. In 2009, the Oak Park branch also changed its name to Fifth Third Bank, which it remains today.

Throughout its history, the Suburban Trust and Savings Bank rented space at 840 South Oak Park Avenue to

other tenants. The 1930 city directory lists several doctors working at 840 South Oak Park Avenue, including Dr. J. R. Boyd, Dr. C. W. Trowbridge, Dr. Raymond Thomas, and Dr. George Marquardt. Today, medical professionals still rent offices in the building.

According to the Oak Park 1908-1950 Sanborn Map, the bank's two-story addition was constructed after 1950. Constructed ca. 1955, the addition replaced two, single-story commercial buildings at 830-836 South Oak Park Avenue. Today, the building houses Fifth Third Bank, and continues to serve the original purpose for which it was constructed. Alterations include replacement windows and doors, an infilled doorway on the east elevation, removable modern signs, the single-story rear addition, and two-story north addition.

In 2010, the Suburban Trust and Savings Bank Building was surveyed for the Oak Park South Town District Survey. The report determined that the area's remaining buildings did not form a cohesive historic district, but recommended individual buildings as having "no merit," "merit," or "significant merit." The report found the building to have "significant merit" as a potential locally designated landmark.

Oak Park

Constructed in Oak Park from 1925 to 1927, the Suburban Trust and Savings Bank Building was built during a period of expansion due to increased industry and growth in Chicago's suburbs in the early twentieth century. Oak Park originated in 1835 when Joseph and Betty Kettlestrings constructed a house near what is now Lake Street and Harlem Street. Conveniently located between the Des Plaines River and Chicago, they started a small hotel providing dinner, a bed, and breakfast for 50 cents. The area became known as Oak Ridge, and boasted a market, general store, and newspaper. After the Galena & Chicago Union Railroad extended west of Chicago in 1848, the Kettlestringses sold off parcels of land to settlers. The depot, and subsequently the village, was named Oak Park, because the name Oak Ridge was already taken by another depot. Oak Park grew steadily through the mid-nineteenth century.

After the 1871 Chicago Fire pushed city residents to the suburbs, population exploded in Oak Park. The area near the railroad depot was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population.

Consequently, the area around the intersection of Lake Street and Harlem Avenue became the first commercial hub of the western suburbs, and remains the commercial center of downtown Oak Park today. Several years later, the first commercial block was constructed along Oak Park Avenue at North Boulevard by Mr. Goelitz in 1888. It housed Goelitz' shop, and the Nissen and Puchner grocery story and meat market. However, the commercial center shifted temporarily to Marion Street and Lake Street in the late 1890s. One prominent business in this area was the Oak Park State Bank. Founded in 1892 amidst the quickly growing suburb, the bank occupied a small commercial building on Lake Street near Marion Street. A few years later, J.W. Scoville constructed a building on the corner of North Oak Park Avenue and Lake Street that housed the Avenue State Bank and drew other businesses to the area.

Soon after Oak Park separated from Cicero Township in 1902, community leaders began planning the municipal center of the new community. The town constructed the municipal building at Lake Street and Euclid Avenue and the post office at Lake Street and North Oak Park Avenue. In 1905, E. E. Roberts designed the Masonic Building on the corner of Lake Street and North Oak Park Avenue opposite the post office, bringing an influx of stores and offices to the area and providing public space. The Masonic Building established Oak Park Avenue south of Lake Street as the fashionable shopping district through the mid-1920s, and patrons came to visit stores such as William E Gilmores and Garbles.

Soon, many of the older homes in the central district were replaced by apartment, commercial, and office buildings. In the early twentieth century, local builders began constructing new multi-family residences in the southern area of Oak Park near the Aurora Elgin & Chicago Railway tracks, which carried the Garfield Park Line's interurban service, bringing businesses to South Oak Park Avenue, Madison Street, and Harrison Street.

The South Oak Park Avenue business district grew after the Suburban Trust and Savings Bank was established on South Oak Park Avenue near the interurban station in 1912, seeking business from the quickly growing and commuting population. Other business followed, including a popular theater, grocery stores, bakeries, and retail. The new mixed-use commercial and residential buildings on South Oak Park Avenue were conveniently located across Congress Street (later changed to Harrison Street) from the Aurora Elgin & Chicago Railway interurban station and the Chicago Terminal Transfer Railroad Station, providing easy access for visiting patrons and a convenient commute for apartment residents.

World War I and the 1918 influenza epidemic slowed Oak Park's rapid development. However, business picked back up in the 1920s with the construction of major department stores along Lake Street. These stores include Hub, which became Lyttons; The Fair, which became Montgomery Ward; and Marshall Fields, constructed at the corner of Lake Street and Harlem Avenue. Hillsmans, Baskins, Bransons, and Peck and Peck soon followed, and Oak Park became the definitive shopping center of the western suburbs. Soon, another new business found its home in Oak Park: automobile showrooms. By World War II, Madison Street was known as "automobile row," servicing the needs of the western suburbs.

Local banks grew along with local commerce. The Avenue State Bank constructed a flagship building in 1919 at 100 North Park Avenue, and the Oak Park Trust and Savings Bank, which incorporated and absorbed the Oak Park State Bank in 1902, constructed a flagship building at 1044 Lake Street in 1923 (Figure 1). The Suburban Trust and Savings Bank followed suit, constructing a flagship building in 1925-27 at the northeast corner of South Oak Park Avenue and Harrison Street. The business district along South Oak Park Avenue, south of Van Buren Street grew, and formed the South Oak Park Commerce Association to promote business along this corridor. Growth in this area was in response to visiting patrons of department stores, auto showrooms, and ever increasing residential communities.

Increased growth in the Oak Park business district pushed out small business owners and residents that could not afford the rising rent in competition with large department stores. Soon, other businesses felt the hardships of the Great Depression. However, local banks such as the Suburban Trust and Savings Bank, Oak Park Trust and Savings Bank, and Avenue State Bank survived. Oak Park was on the road to recovery by the end of the Depression, and Lake Street between Forest Avenue and Harlem Avenue continued to be a center of suburban commerce. The Southern District Businessmen's Association formed in the South Oak Park commercial district in 1933. This organization remained active for decades, changing to the Congress-Oak Park Merchants Association by the mid-1980s.

After World War II, while the housing market skyrocketed in Oak Park, the commercial centers suffered from the construction of expressways. Instead of shopping in downtown Oak Park, people went to new shopping centers constructed along the expressways. In the late 1950s, I-290 bisected the south side of town through the South Oak Park Avenue commercial district. Over the next few decades, the area slowly recovered, and today, Lake Street between Harlem and Forest Avenues remains the busy commercial center of downtown Oak Park. Portions of South Oak Park Avenue remain prosperous commercial districts, especially in the historic shopping district between Lake Street and North Avenue. Further south along South Oak Park Avenue, various smaller commercial districts remain in varying states of prosperity and historic integrity. The commercial section between Van Buren and Lexington Streets, bisected by I-290, is a moderately prosperous block with moderate building integrity.

Oak Park Banks

The Suburban Trust and Savings Bank Building is one of three historic downtown Oak Park bank buildings servicing Oak Park today. These buildings include the Oak Park Trust and Savings Bank Building and the Avenue State Bank Building. All three share similar stories from early Oak Park history to recent mergers with the large national banks.

The Oak Park State Bank was founded in 1892 amidst the quickly growing Oak Park suburb, and occupied a small commercial building at 1053 Lake Street near Marion Street. The three-story modest Italianate commercial block is still extant. In 1902, Oak Park State Bank merged with the Dunlop Brothers Bank, the first bank in Oak Park, to form the Oak Park Trust and Savings Bank and constructed a new building on the corner of Lake and

Marion in 1910. The bank later constructed a large flagship office at 1044 Lake Street in 1923. The bank building was an anchor of the prosperous Lake and Marion Streets commercial district. After surviving the Great Depression, the Oak Park Trust and Savings Bank continued to serve Oak Park for another fifty years. The bank merged with the First National Bank of Chicago ca. 1990. In 1998, it became part of the Bank One Corporation, and merged with JP Morgan Chase in 2004. Today, Chase Bank continues to operate out of the historic Oak Park Trust and Savings Bank building. In 2005, the Oak Park Trust and Savings Bank Building was surveyed for the "Architectural Survey of Downtown Oak Park and the Avenue Business District." The report determined the building to be significant and "important enough to warrant individual Oak Park Landmark designation."

The Avenue State Bank was established on December 18, 1899 as Oak Park's population skyrocketed. The bank occupied a building constructed by J.W. Scoville on the corner of North Oak Park Avenue and Lake Street, drawing other business to the area. In 1919, the Avenue State Bank constructed a large flagship office at 100 North Oak Park Avenue. After surviving the Great Depression, the Avenue State Bank continued to serve Oak Park for several decades. In 1995, Avenue State Bank merged with Firstar Bank of Illinois. Firstar merged with U.S. Bank in 1999. Today, U.S. Bank operates out of the historic Avenue State Bank building at 100 North Oak Park Avenue. The Avenue State Bank building is a contributing resource to the NRHP-listed Ridgeland-Oak Park Historic District.

Neoclassical Style

The Suburban Trust and Savings Bank Building is a relatively intact example of Neoclassical architecture, a common and popular building style for mid-sized downtown commercial buildings, and specifically banks, after the turn of the century. The Neoclassical style became popular after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. In 1907, McKim, Mead & White designed the Knickerbocker Trust Company in New York in the Neoclassical style, with massive Corinthian columns, pilasters, and a large, decorated entablature. This bank building set a precedent for bank architecture in the coming decades. The Neoclassical style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

Oak Park bank construction followed New York's Neoclassical style example. The Oak Park Trust and Savings Bank Building, Avenue State Bank Building, and Suburban Trust and Savings Bank Building were all constructed between 1919-1927 in the Neoclassical style. All three banks are local, representative examples of different manifestations of Neoclassical style banks in Oak Park.

The Oak Park Trust and Savings Bank building was designed by Theodore C. Vischer and James Burley and constructed by the Hoggson Brothers in 1923. It replaced a 1910 bank building that became a rear extension of the new building. The limestone-clad, rectangular, three-story Neoclassical building is located on the northeast corner of Lake Street and Marion Street. A large four-story, non-historic rear addition has replaced the 1910 building. The primary facade faces south to Lake Street and is divided into three bays. The large, projecting middle bay is flanked by almost identical side bays. The middle bay comprises a portico supported by fluted, Corinthian columns and pilasters. The columns and pilasters sit on the large granite water table. A simple entablature is located above the pilasters and columns. Above this, a projecting cornice with large dentils runs across the facade. A parapet rises above the cornice.

The Avenue State Bank was designed by Puckey & Jenkins and constructed by S. H. Nielson in 1919. The red brick-clad, rectangular, two-story Neoclassical building is located on the northeast corner of North Oak Park Avenue and Lake Street. The primary facade faces west to North Oak Park Avenue and is divided into three bays. The middle bay comprises a portico supported by two-story, Doric columns flanked by brick pilasters. The columns and pilasters support a large classical pediment. The entablature features decorative limestone panels and dentils. An elaborate shield panel with swags is located in the pediment and dentils line the pediment cornice. The side bays have an arcade of first-story shop windows and a rectangular pediment with the engraved

words “AVENUE BANK BUILDING.”

The Suburban Trust and Savings Bank Building is a typical example of Pre-War Neoclassical style banks constructed near the end of the style’s popularity. It has not been significantly altered and retains the majority of its original materials and Neoclassical elements, such as a masonry veneer, Ionic columns, column pilasters, classical ornamentation, a decorated cornice, rectangular windows, simple pediments, and elaborate door surrounds. Alterations include replacement windows and doors along the facade and south elevation, the removal of "SVBVRBAN TRUST E SAVING BANK" sign along the west-facing facade, and the single-story and two-story additions on the north side elevation. The ca. 1955 additions on the building’s north side elevation do not detract from its original appearance or form. The additions incorporate compatible materials and the overall massing does not overshadow the original building.

NRHP STATUS — DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

In 2010, the “Oak Park South Town District Survey” deemed the Suburban Trust and Savings Bank Building has significant merit as a potential locally designated landmark. The report also evaluated the commercial area along South Oak Park Avenue as a potential historic district, of which the bank would be a contributing building. The report concluded the area’s remaining buildings did not form a cohesive historic district.

The Suburban Trust and Savings Bank Building was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The Suburban Trust and Savings Bank Building is associated with the expansion of the South Oak Park commercial area, outside of the northern historic commercial center, in the early twentieth century. The Suburban Trust and Savings Bank was one of several banks that contributed to Oak Park’s history and growth, which also included its predecessors, the Oak Park Trust and Savings Bank and the Avenue State Bank located in the commercial center. Although the Suburban Trust and Savings Bank Building is associated with the development of Oak Park in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history, and therefore, the Suburban Trust and Savings Bank Building is not eligible under Criterion A.

Research did not reveal any historically significant associations with the lives of persons significant in the past, and therefore, the Suburban Trust and Savings Bank Building is not eligible under Criterion B.

The Suburban Trust and Savings Bank Building is a largely intact, good local example of an early twentieth century Neoclassical-style bank. The building embodies the distinctive characteristics of the Neoclassical style, which was commonly applied to banks during the 1910s and 1920s throughout Illinois and nationally. Within Oak Park, it is one of three Neoclassical-style buildings that each reflects different manifestations of the Neoclassical style. Though they share similar features such as columns, pilasters, entablatures, pediments, and classical details, each emphasizes different elements of the style. The Suburban Trust and Savings Bank Building is distinguished by two-story Ionic columns and pilasters framing the facade as well as a masonry veneer, elaborate door surrounds, simple pediments, a decorated cornice, and classical ornamentation. The building retains its overall appearance, massing, and many of its original features, despite replacement windows and doors that do not substantially alter the building’s original appearance. A ca. 1955 addition on the building’s north side elevation has similar cladding and compatible massing, and does not significantly diminish the original building’s integrity. Therefore, the Suburban Trust and Savings Bank Building is eligible under Criterion C as a representative local example of an early twentieth century Neoclassical bank building.

The property was not evaluated under Criterion D as part of this assessment.

The Suburban Trust and Savings Bank Building at 840 South Oak Park Avenue retains integrity of location, feeling, and association. Although the bank has been enlarged by additions and has replacement windows, these do not substantially detract from the building's overall integrity as the majority of the original building's historic materials remain intact. Therefore, the building retains moderate integrity of design, materials, and workmanship. Prominently located at the corner of a commercial area, the building's primary elevations face west to other commercial buildings along South Oak Park Avenue and south to the Eisenhower Expressway (I-290) and CTA Congress Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area. Although the building's relationship to other commercial buildings along South Oak Park Avenue has been retained, its south viewshed and integrity of setting has been compromised by the expressway construction. The Suburban Trust and Savings Bank Building's period of significance is 1925-1955, and encompasses the building's original construction and additions.

NRHP BOUNDARY

The NRHP boundary for the Suburban Trust and Savings Bank Building is parcel 16-18-224-027-0000, the legal parcel on which the building is located and which contains all associated historic features.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Suburban Trust and Savings Bank Building
SURVEY ID 1-8

Photo 1 - Suburban Trust and Savings Bank Building



Facing northeast to west-facing facade and south side elevation from South Oak Park Avenue and Harrison Street intersection

Photo 2 - Suburban Trust and Savings Bank Building



Facing east to west-facing facade of 1927 bank (right) and west-facing facade of ca. 1955 addition (left) from South Oak Park Avenue

Photo 3 - Suburban Trust and Savings Bank Building



Facing east to west-facing facade portico from South Oak Park Avenue

Photo 4 - Suburban Trust and Savings Bank Building



Facing northwest to east rear elevation and south side elevation from Harrison Street

RESOURCE TYPE Property — Suburban Trust and Savings Bank Building
NRHP STATUS Eligible — **SURVEY ID** 1-8

Photo 5 - Suburban Trust and Savings Bank Building



Facing southwest to north side elevation of 1927 bank and east rear elevation of ca. 1955 addition

RESOURCE TYPE	Property	Suburban Trust and Savings Bank Building	
NRHP STATUS	Eligible	**SURVEY ID**	1-8

Photo 6 - Suburban Trust and Savings Bank Building



Detail of "SVBVRBAN TRUST E SAVINGS BANK" sign outline

Figure 1 - Comparative Examples





Top Photo: Oak Park State Bank; Bottom Photo: Avenue State Bank (Cook County Assessor's Office)

RESOURCE TYPE Property
NRHP STATUS Eligible

Suburban Trust and Savings Bank Building
SURVEY ID 1-8

Map - Suburban Trust and Savings Bank Building



PREPARED BY Melinda Schmidt, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/17/2015
LAST MODIFIED 3/3/2016

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

846 South East Avenue
SURVEY ID 1-11

NAME
846 South East Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
846 South East Avenue

CITY
Oak Park

OWNERSHIP
Thomas Howe

TAX PARCEL NUMBER
16-18-228-026-0000

YEAR BUILT
1911

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Prairie Style

PROPERTY TYPE
Domestic

FOUNDATION

WALLS
Stucco

ROOF
Asphalt

DESCRIPTIVE NOTES
Constructed in 1911, the house at 846 South East Avenue is an American Foursquare with Prairie Style influenced stylistic detailing. The house is located on the northeast corner of the intersection of South East Avenue and Harrison Street, immediately north of the I-290 Eisenhower Expressway, in the village of Oak Park. The two-story building is oriented to the west towards South East Avenue. The building has a full unfinished basement. Foundation walls constructed from an unknown material are covered in concrete stucco, and the building's exterior covered walls are in concrete stucco. The house exhibits a rectangular-plan footprint and has an asphalt-shingle-clad hipped roof; a one-story porch at the facade features a shed roof with wide eaves that wrap around the porch. The house occupies a small lot with a yard, driveway, and rear garage.

The two-bay-wide facade's first story is formed by the rectangular-plan, one-story, full-width enclosed porch. Square-form piers, also covered with concrete stucco, form the porch's four corners. The porch has one north-end entrance with a replacement multi-light paneled door, likely vinyl or aluminum, which is not original to the Prairie Style house. The entrance is reached by six wood steps resting on a concrete slab and a concrete sidewalk extending from South East Avenue. Attached to the porch, simple wood balustrades and banisters flank the steps. The entrance is flanked by one window on its north side and a ribbon of six windows on its south side. Each is a wood-frame, multi-light window with three upper panes above two, larger, horizontal panes. These windows are each topped by a rectangular, three-light, wood-frame window. A wood panel is located below each of the seven windows. The facade terminates in a wood cornice. Three casement windows with the same configuration also occur on the porch's north and south side elevations. Two, recessed, wood panels are located beneath the windows. The porch's side elevations also terminate in a wood cornice. The enclosed porch is covered by an asphalt-shingle-clad shed roof with wide eaves that wrap around the porch's corners and terminate at the building's side elevations. The facade's second story features wood corner boards. Two vinyl-frame windows with six-over-one light, double-hung configurations are replacements, but feature original wood surrounds. The eaves of the building's hipped roof are wide and shelter the facade's second story on all sides. At the attic level, a flat-roofed, concrete-stucco-covered canted dormer is centered on the roof. The dormer contains a replacement, vinyl-sash window with sliding lights. A wood surround encases the window and the dormer's roof features a wood cornice and wide eaves.

The building's side south elevation, oriented towards Harrison Street, contains one six-over-one light, double-hung, vinyl-sash, replacement window at the elevation's first story. The window retains an original wood surround and sill.

A small rectangular-plan projection, located at the elevation's north end, is covered by a hipped roof with asphalt shingles. A ribbon of three recessed, stained-glass, casement windows is located in the projection. The windows have wood sashes, sills, and surrounds. The projection terminates in a wood cornice. The elevation's second story features wood stick work, which forms a horizontal band framing the second-story windows, and is divided into sections by evenly spaced vertical stickwork. Two six-over-one light, double-hung, vinyl-sash, replacement windows are located at the building's second story.

The building's side north elevation was not fully accessible during survey. Two basement-level windows with wood surrounds occur on the elevation, but the configuration of these windows is unknown. At the first story, there is one west-end entrance with a wood frame. The door in this opening was not discernable. The entrance is accessed by a concrete driveway that extends north of the building from South East Avenue. Two six-over-one light, double-hung, vinyl-sash, replacement windows are located at the first story. Like the building's other windows, these also retain original wood sills and surrounds. Horizontal and vertical stickwork also occurs on this side elevation's second story. There is one second-story window; the window in the opening was not visible during survey, but it does feature a wood sill and frame.

The house's rear elevation is oriented to the east. At the elevation's north end, a wood-frame door with a single glass pane is reached by a raised wood deck. The porch features a wood balustrade and banister and is accessed by wood steps. A wood staircase is also located on the deck and accesses the roof of the rear garage, which appears to have a deck. A six-over-one light, double-hung, vinyl-sash, replacement window with a wood surround flanks the entrance. A second larger window with the same configuration occurs south of the entrance and window. A roof likely sheltered a portion of the rear elevation's first story at one time, but has since been partially removed. The elevation's second story also features wood stickwork, identical to that on the side elevations. One six-over-one light, double-hung, vinyl-sash, replacement window with a wood surround occurs at the second story's north end.

The house's low-pitched hipped roof is covered with asphalt shingles. A brick chimney is located north of the roof's center ridgeline.

According to a building permit, the one-story garage located east of the house was built in 1924. The garage's footprint on a Sanborn Fire Insurance Map from 1947 also indicates that the building has received an addition or the original garage has been replaced. All elevations of the garage were not accessible during survey. The building exhibits a nearly rectangular-plan footprint and has a flat roof. It appears that the garage's facade abuts the house's northeast corner. The garage's exterior is covered in concrete stucco and features metal pieces that allude to stickwork, a recent addition to the garage. The facade, which is oriented to the west, contains one wood overhead garage door and opens directly onto the property's driveway. The overhead door features two multi-light windows. The garage's south side elevation has one entrance with a paneled door, likely vinyl or aluminum, and a large louvered window. A wood staircase at the house's rear deck accessed the garage's roof, which features a high parapet wall. The garage's roof has also been converted into a deck space and features a wood balustrade.

Concrete city sidewalks are located west and south of the house on the building's lot. A concrete sidewalk and a concrete driveway extend from South East Avenue. The building's front and south side yard feature grass. A bed with a rock border contains three manicured Loropetalum bushes and fronts the facade's enclosed porch. A wooden fence that abuts the building's porch at the facade, projects from the building and then turns to parallel the city sidewalk along the property's south boundary, and then follows the property's rear boundary, enclosing the backyard. South of the house, a small tree is located in the panel of grass between Harrison Street and the city sidewalk. One mature tree is located in the backyard.

HISTORY/DEVELOPMENT

The building at 846 South East Avenue was constructed in 1911 in the village of Oak Park. There are some discrepancies regarding the building's early owners. The 1920 Census indicates that Samuel M. Week, his wife Mildred, and their daughter and two sons resided at 846 South East Avenue. Week is listed as the home's owner. However, Samuel Morrett and his wife Elizabeth are also listed as a separate household that occupies 846 South East Avenue in the 1920 Census. Morrett is also listed as the building's owner.

A 1922 city directory reveals that Francis (Frank) P. Sexton, his wife Eileen, and Eileen's sister Frances Moran were living in the home by 1922. Francis and Eileen (Moran) Sexton were young and newly married at this time. Though her parents are not listed in the directory, Irish immigrants John and Mary Moran owned and also lived in the home. Francis Sexton was employed as a road superintendent for the Checker Taxi Company and the couple's first daughter Mary Sexton was likely born that year. John Moran, Jr., Eileen Sexton and Frances Moran's brother, also lived in the house at 846 South East Avenue.

In 1923, Francis Sexton, who was involved with the International Brotherhood of Teamsters as a labor slugger through his job at the taxi company, was shot and killed while attempting break up a gathering of anti-union cab drivers. Eileen gave birth to the couple's second daughter, Frances Eileen Sexton, following Francis Sexton's death. Adding to the family's turmoil, Eileen Sexton's father-in-law Patrick Sexton shot and killed the man charged with her husband's murder in 1924, after the defendant was granted nine continuations and the case progressed slowly in court. Patrick Sexton then faced manslaughter charges for the crime.

A second discrepancy in regards to the building's owner also dates to 1924. That year, a permit was filed to construct a one-story garage at 846 South East Avenue and Charles S. Moore of 833 Clarence Avenue is listed as the property's owner. Moore may have built the garage for the Moran and Sexton family, but it is not likely that he owned the house.

By 1925, the eldest John Moran had passed away. His wife, Mary Moran, was listed as widow in the city directory that year. In 1930, Mary Moran was indicated as the home's owner in the census. By that time, Eileen was working as an office clerk for the Board of Education. Her sister Frances Moran was not included in the census that year, but her name appears in the 1930 city directory. Mary Moran passed away in 1936, leaving the home to Eileen. In 1940, Eileen remained employed by the Board of Education and her sister Frances Moran was working as a ticket agent for the electric railroad. Eileen Sexton remarried before 1946. That year, she and her second husband, Frederick C. Ramp, placed an engagement announcement in the newspaper for her daughter Frances Sexton. Frederick Ramp's name appears at the home's address in two city directories dating to 1956 and 1966-67. He passed away some time before 1970. Eileen (Sexton) Ramp may have remained in the home until her death in January 1986. In August of that year, Joe and Patricia Hollingsworth purchased the home.

In May 1991, the Hollingsworths sold the property to Jaimie and Scott Sigman. The Sigmans later sold the house to Yvonne M. Reno in 1994. Thomas J. Howe purchased the home in 2011 and is the current owner. Research did not reveal any additional information about these individuals.

When the house at 846 South East Avenue was advertised as for sale in 1991 and 1994, photographs indicate that the building appeared to be excellently maintained. The building's facade retained original windows and doors in open house advertisements from both years. A 2007 photograph in the Cook County Assessor's database reveals that the building's original second-story windows were replaced with vinyl windows prior to 1997. At this time, the original door in the front porch had not been replaced, but many of the porch windows were in need of repair. The original front door was replaced prior to 2014. The garage also underwent alterations that year.

Village of Oak Park

Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the

governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, Tarzan author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

American Foursquare and the Prairie Style

In the early twentieth century, the American Foursquare became a popular house form in urban and rural areas. The American Foursquare is also sometimes classified as vernacular Prairie, cornbelt cube, or Midwest box for its prevalence in rural locations. The two-story American Foursquare typically had a low-pitched, hipped roof with attic dormers; wide, enclosed eaves; and a one-story porch spanning the width of the facade. Urban examples were frequently distinguished by Prairie or Craftsman influenced stylistic detailing, unlike their rural counterparts, which remained relatively plain; Colonial Revival, Neoclassical, and Tudor Revival influences were also sometimes incorporated. In Chicago and the surrounding suburbs, the American Foursquare often incorporated Prairie and Craftsman-style elements and shared a similar interior floor plan with the bungalow form. The American Foursquare's boxy shape provided a maximum amount of interior space while making the most of small city lots.

Developed by a group of Chicago architects known as the Prairie School, the Prairie Style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, profoundly affecting the development of the Chicago bungalow and early twentieth-century housing styles. The style's low proportions were meant to harmonize with Midwestern prairies and the surrounding landscape. Frank Lloyd Wright was the acknowledged master of the Prairie Style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie Style are located throughout Chicago and its suburbs, particularly in Oak Park and River Forest, as well as in major Midwestern cities. Pattern books and popular magazines spread vernacular examples throughout the Midwest and, to a lesser degree, other regions.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915, fading quickly from fashion after World War I. The Prairie Style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. Appearing low to the ground, the style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, beltcourses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials; the use of contrasting wall materials or trim emphasized the top half of the house's upper story. The porches often have massive, square porch supports constructed of masonry in high-style examples while vernacular examples more commonly have square wooden imitations. Though lacking in ornamentation, the Prairie Style incorporated a variety of geometric and nature-inspired Wrightian and Sullivanesque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters. Some examples also incorporated Mission Revival or Renaissance Revival details like tiled roofs or cornice brackets.

The building at 846 South East Avenue is a common example of American Foursquare dwelling. The modest house displays minor Prairie Style stylistic influences. Typical of the American Foursquare and the Prairie Style, the house features a low-pitched hipped roof with overhanging eaves. The house exhibits the boxy, two-story American Foursquare form. The building has an attic-level dormer and a one-story porch that extends the length of the facade, features that typify an American Foursquare. Prairie Style influenced details included the building's stuccoed exterior, contrasting darkly-stained wood trim, and elements that emphasize the horizontal, including the porch's casement windows and their multi-pane configurations and stickwork at the building's second story. Over time, changes have occurred to the house at 846 South East Avenue. All of the building's original Prairie Style second-story windows have been replaced with vinyl-sash windows that are not historically compatible with the building. The facade's original wood-frame multi-pane door that accessed the enclosed front porch has been replaced with a multi-light paneled door. Changes to the rear garage have also occurred, which may have included its demolition or the garage's expansion and exterior alterations.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The house at 846 South East Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the 846 South East Avenue is not eligible under Criterion A or B.

The house at 846 South East Avenue is a modest example of a 1910s American Foursquare reflecting common period details influenced by the Prairie Style. Although the building retains some original features, the building's architectural integrity has diminished due to the removal of many original windows and the original entrance door. Though the house displays typical elements of the American Foursquare and Prairie Style, the buildings is not a representative example of the house form or the architectural style. It does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the house at 846 South East Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

846 South East Avenue
SURVEY ID 1-11

Photo 1 - 846 South East Avenue



Facing east to west-facing facade from South East Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

846 South East Avenue
SURVEY ID 1-11

Photo 2 - 846 South East Avenue



Facing southeast to west-facing facade and north side elevation from South East Avenue

Photo 3 - 846 South East Avenue



Facing northwest to south side elevation and east rear elevation from Harrison Street

Historic Resources Survey

RESOURCE TYPE	Property	846 South East Avenue	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-11

Map - 846 South East Avenue



PREPARED BY	Kelsey Britt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/17/2015	
LAST MODIFIED	3/3/2016	3/3/2016 4:35:58 PM

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

538 and 540 Harrison Street
SURVEY ID 1-12

NAME
538 and 540 Harrison Street

OTHER NAME(S)
N/A

STREET ADDRESS
538 and 540 Harrison Street

CITY
Oak Park

OWNERSHIP
Bidlenick Eichinger, Madora Bond

TAX PARCEL NUMBER
16-18-228-028-0000, 16-18-228-027-0000

YEAR BUILT
1923

SOURCE
Village of Oak Park Building Permit No. 12929

DESIGNER/BUILDER
George A. Brisch

STYLE
No Discernible Style

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
The two houses at 538 and 540 Harrison Street are nearly identical mirror images of each other, and were designed by the same architect and constructed simultaneously in 1923. Both buildings have undergone alterations that diminish their historic integrity. Separated by only a few feet, they are being evaluated together as part of this determination of eligibility.

Clad in brick veneer, the houses have rectangular footprints and are each one-and-one-half stories with steeply pitched prominent side-gable roofs. Raised basements on each building originally had a cruciform-shaped brick panel on the south-facing facade; however, a glass-block window has been installed at the basement level at 540 Harrison Street, obscuring the original brickwork.

Each building features an asymmetrical facade, which faces south to Harrison Street, with a covered first-story entrance reached by a flight of wood stairs flanked by stepped brick piers with concrete caps that serve as railings. The recessed entrances feature non-original doors.

The remainder of the facade features an off-center window configuration. In both cases, the original windows have been replaced. The house at 540 Harrison Street features a replacement bow-front picture window, while the house at 538 Harrison Street contains one-over-one, double-hung, vinyl-sash replacement windows hung in triplicate. A concrete sill is located beneath each window opening. A simple wood cornice tops the facade and extends onto the side elevations. A gutter system with downspouts is present on each building.

The east and west side elevations feature wood shingles in the gable at 538 Harrison Street and replacement vinyl siding at 540 Harrison Street. Windows at both the first and attic stories are replacements that are hung singly and in pairs. The attic story windows on 540 Harrison Street are covered with metal awnings.

The north rear elevations were not accessible during survey but aerial photography shows the houses have elevated rear entrances and replacement windows.

Roofs are steeply pitched side gable forms, with the front slopes extending further than the rear slopes. The roof of 540 Harrison Street is covered with asbestos shingles, while the roof of 538 Harrison Street is covered with asphalt shingles. Tall chimneys extend from the rear slopes.

Both houses are set close to the street, which is located north and parallel to I-290 in a residential neighborhood. The houses are separated from the street by a sidewalk and narrow grass panels. The backyards consist of grass panels, and detached garages with pyramidal roofs.

HISTORY/DEVELOPMENT

The buildings at 538 and 540 Harrison Street were built by owner and architect George A. Brisch (1899-1940). Building permit applications were approved in February 1923. Brisch's father, Andreas, was a local architect and contractor who built the Andreas Brisch House No. 1 at 745 East Avenue in Oak Park; the building has been designated as a local landmark in Oak Park. He was the architect and builder of at least two other residences in Oak Park; he lived at one of them—1001 North Kenilworth Avenue—with his family. George A. Brisch was one of six children. He began his career as a carpenter, perhaps working with his father. Later, city directories list the younger Brisch as a contractor. Both Chicago and Oak Park had builders such as the Brisches who appear to be self-taught and who developed small-scale residences for sale or rental income.

Oak Park

The houses at 538 and 540 Harrison Street were constructed in Oak Park in the early twentieth century. Infrastructure improvements, subdivisions, and the Chicago Fire of 1871 led to the growth of Oak Park into the twentieth century. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. City directories for the two houses show that residents were in sales and service industries, with a few blue-collar workers at times. While the houses appear to have been primarily owner-occupied, a few occurrences of renters are noted.

Chicago Bungalow

With its origins rooted in the Arts and Crafts movement of the early twentieth century, the Chicago bungalow is a ubiquitous house type throughout Chicago and the surrounding suburban areas. Constructed between 1910 and 1940, it was an affordable and stylish home for residents moving out of the city's older downtown neighborhoods. Many were built from house plan catalogs, modified to fit the physical limitations of narrow city lot sizes and the builder's preferences. More than 80,000 bungalows were constructed throughout the city, representing nearly one-third of the single-family housing stock.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and a central dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. All had a full basement. The bungalow's facade was typically distinguished by an off-center or side entrance under a small covered porch and a row of double-hung windows that often had upper sashes of decorative colored and cut glass patterns. Many bungalows had a living room that projected out from the facade into the front yard as a square or angled bay lined with windows. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape with mature trees, landscaped lawns, and foundation plantings. Most Chicago bungalows also had a similarly designed garage located at the back of the lot, accessed by the public service alley.

The houses at 538 and 540 Harrison Street are a variation of the Chicago bungalow type as interpreted by a local architect. The houses incorporate elements of the style, including brick cladding with minimal decorative patterns, a long rectangular form, wide overhanging eaves, and a facade consisting of an off-center small

covered porch and a row of double-hung or bay windows. However, their prominent steeply pitched side-gable roofs are a departure from the typical Chicago bungalow, which had a low-pitched hipped roof with a central dormer contributing to an overall horizontal appearance. The steeply pitched side-gable roofs give the houses at 538 and 540 Harrison Street a more vertical and narrow appearance than other Chicago bungalows found in Oak Park and Chicago.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The buildings at 538 and 540 Harrison Street were evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

These houses are not associated with events that have made a significant contribution to the broad patterns of United States history and research did not indicate any associations with the lives of persons significant in the past. Therefore, these buildings are not eligible under Criterion A or B.

The houses at 538 and 540 Harrison Street are a vernacular interpretation of the Chicago bungalow that do not embody the distinctive characteristics of the house type. They have modest designs based solely on function; neither building has notable design features and they are not architecturally significant. Although they incorporate elements of the Chicago bungalow type, their steeply pitched side-gable roofs give them a vertical and narrow appearance unlike the low horizontal appearance that typifies the Chicago bungalow. Both houses have been altered by replacement windows that change the appearance of the buildings. They do not embody the distinctive characteristics of a type, period, or method of construction and do not represent the work of a master. The buildings at 538 and 540 Harrison Street are not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

Cook County Assessor's Office. "Property Search." Accessed October 8, 2015 through November 4, 2015. http://www.cookcountyassessor.com/newsearch.aspx.

Ruskin Arc. Historic Resources of Oak Park. Accessed February 22, 2016. https://www.ruskinarc.com/oakpark/oakpark/map.

Sanborn Map Company. Chicago 1905-1951. New York: Sanborn Map Company, 1948, v. 11, Sheet 76.

Village of Oak Park. "Application for Building Permit, No. 12929 for 538 Harrison Street." February 24, 1923.

Village of Oak Park. "Application for Building Permit, No. 12928 for 540 Harrison Street." February 27, 1923.

Village of Oak Park. "Oak Park City Directories 1925, 1930, and 1956."

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

538 and 540 Harrison Street
SURVEY ID 1-12

Photo 1 - 538 and 540 Harrison Street



Facing northeast to the south-facing facade and west side elevation of houses from Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

538 and 540 Harrison Street
SURVEY ID 1-12

Photo 2 - 538 and 540 Harrison Street



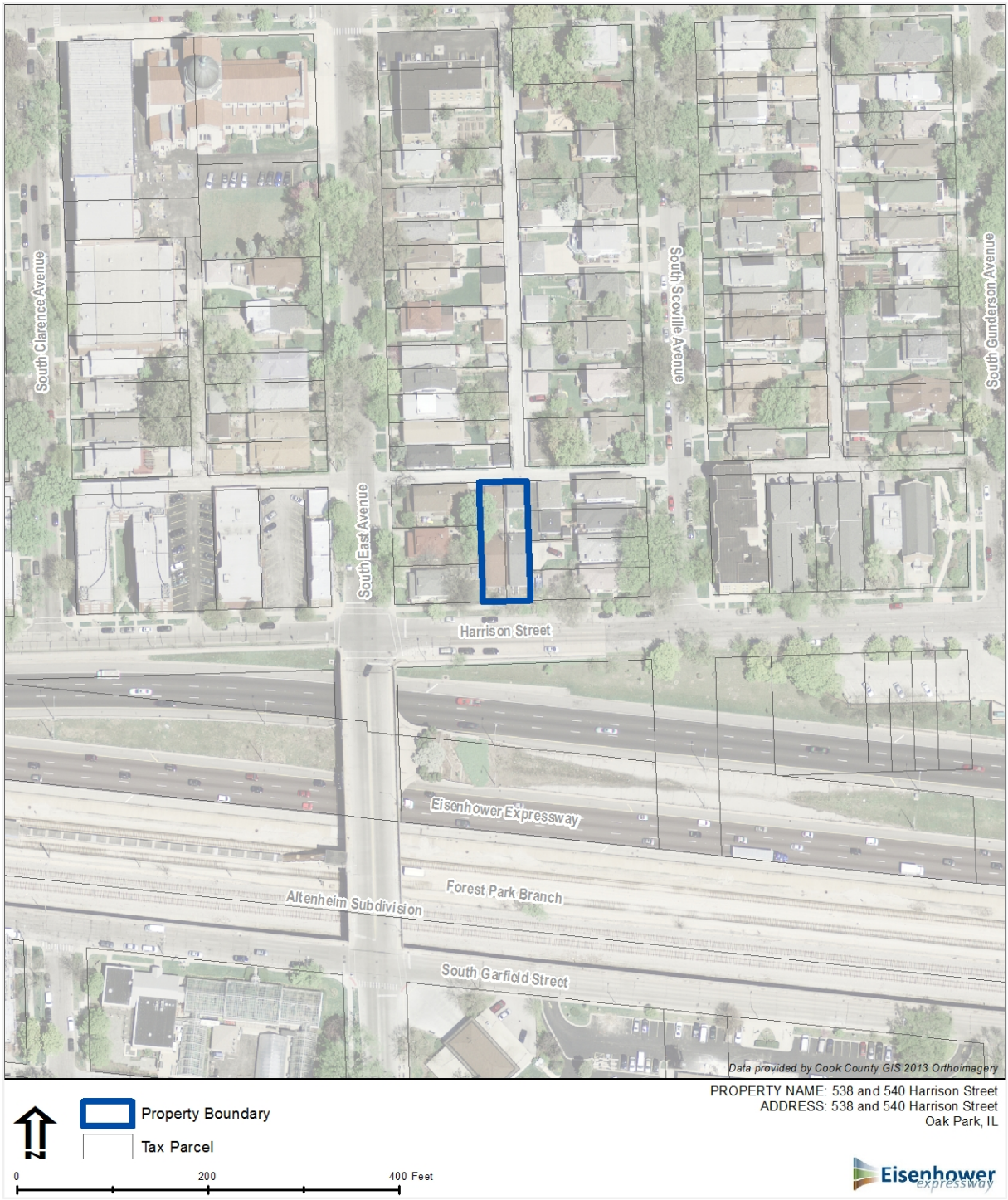
Facing northwest to the east side elevation and south-facing facade of houses from Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

538 and 540 Harrison Street
SURVEY ID 1-12

Map - 538 and 540 Harrison Street



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/17/2015
LAST MODIFIED 3/7/2016

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

845 South Scoville Avenue
SURVEY ID 1-13

NAME
845 South Scoville Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
845 South Scoville Avenue

CITY
Oak Park

OWNERSHIP
Gary Smith

TAX PARCEL NUMBER
16-18-228-032-0000

YEAR BUILT
1923

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Prairie Style

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Stucco

ROOF
Asphalt

DESCRIPTIVE NOTES
The house at 845 South Scoville Avenue is a typical and altered American Foursquare residence that displays modest elements of the Prairie Style. The building has a rectangular, somewhat elongated footprint, unlike many true American Foursquares. It is two-and-one-half stories in height and is clad in roughly applied stucco. Primary alterations include the interior division of the building into two apartments and the installation of a second entrance on the south side elevation that this change required.

Facing east to South Scoville Avenue, the asymmetrical facade has a projecting, front-gable, single-story, enclosed bay to the south with a flanking raised entrance porch to the north. The raised basement features a decorative panel incised in the stucco. The recessed entrance is reached by a small flight of wood stairs with a wood railing. The door is a wood-and-glass multi-pane configuration. The main plane of the projection contains an original series of three multi-pane, double-hung, wood-sash windows. They have been obscured by the installation of a vent in one window and an air-conditioning unit in another. The front-gable roof is accentuated by a triangular panel. The facade's second story contains an off-center ribbon window series with four multi-pane, double-hung, wood-sash windows.

The hipped roof, which has wide overhanging eaves, is covered with asphalt shingles and is punctuated on the facade by a hipped roof dormer that contains two square windows, one of which has been filled in with a vent. The other contains a single glass pane.

Facing Harrison Street, the south side elevation contains a modern entrance at the first story. The vinyl door is reached by two concrete steps. Windows on both the first and second stories are irregularly spaced and are hung singly, in pairs, and in triplicate. These windows are all replacements and have a one-over-one configuration. A basement-level window has been filled in with glass block. A tall narrow concrete chimney extends from the roof on this elevation.
The north side elevation consists of similarly irregularly placed replacement windows at both stories.

The west rear elevation has a two-story covered porch with an exterior wood staircase. Windows and doors on this elevation are modern replacements. A single-story addition with modern one-over-one, double-hung windows and a hip roof extends from the first story.

The building is set close to the street and divided only by two narrow grass panels and the sidewalk. Evergreen

foundation planting surround the building and deciduous street trees are present. An altered detached two-car garage is located on the lot to the rear of the house.

HISTORY/DEVELOPMENT

The residence at 845 South Scoville Avenue was built in 1923 as a single-family residence. However, by 1930, it had been divided into two apartments, and it retains this configuration, with one of the apartments using the address of 526 Harrison Street.

Oak Park

The house at 845 South Scoville Avenue was constructed in Oak Park in the early twentieth century. Infrastructure improvements, subdivisions, and the Chicago Fire of 1871 led to the growth of Oak Park into the twentieth century. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. A review of city directory information shows that residents of 845 South Scoville and 526 Harrison Street through the years primarily worked in the service sector, and families living in an apartment also often took in boarders, usually single men, or extended family members lived with them. Residents included both owners and tenants.

American Foursquare

American Foursquare houses were common in the early twentieth century throughout the United States. The form, which was usually relatively unornamented compared to earlier Victorian-era styles, gained popularity as the simple workmanship of the Craftsman style gained popularity. In the Midwest, Prairie Style elements popularized by Frank Lloyd Wright's designs, were sometimes applied to the form. These usually consisted of wide, planar eaves and Prairie-inspired multi-pane windows.

American Foursquares generally have a box-like form, are two-and-one-half stories in height, with a hip or pyramidal roof, usually with prominent dormers. The interior generally was planned to have four square rooms per floor, resulting in the eponymous name for the style. The houses maximized usable square footage on smaller urban or suburban lots, but the form also was popular in rural areas, with many turn-of-the-century American Foursquare farm houses present in the Midwest and East. The form was also popularized through mail order catalogs, which supplied building materials and instructions via rail to builders throughout the country. The house at 845 South Scoville Avenue is a typical and altered example of the American Foursquare type with applied Prairie-inspired elements in Oak Park.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The house at 845 South Scoville Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The house is not associated with events that have made a significant contribution to the broad patterns of United States history and research did not indicated any associations with the lives of persons significant in the past. Therefore, the house at 845 South Scoville Avenue is not eligible under Criterion A or B.

The house at 845 South Scoville Avenue is an altered and modest American Foursquare, a nearly ubiquitous form throughout Oak Park and Illinois. The house does not have notable design features and is not

architecturally significant. It does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master, and therefore, the house at 845 South Scoville Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

Cook County Assessor's Office. "Property Search." Accessed October 8, 2015 through November 4, 2015. http://www.cookcountyassessor.com/newsearch.aspx.

Village of Oak Park. "Oak Park City Directories 1925, 1930, and 1956."

Sanborn Map Company. Chicago 1905-1951. New York: Sanborn Map Company, 1948, v. 11, Sheet 76.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

845 South Scoville Avenue
SURVEY ID 1-13

Photo 1 - 845 South Scoville Avenue



Facing west to east-facing facade from South Scoville Avenue

Photo 2 - 845 South Scoville Avenue



Facing northwest to south side elevation and east-facing facade from Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

845 South Scoville Avenue
SURVEY ID 1-13

Photo 3 - 845 South Scoville Avenue



Facing northeast to south side elevation and west rear elevation of house and garage from Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

845 South Scoville Avenue
SURVEY ID 1-13

Map - 845 South Scoville Avenue



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/19/2015
LAST MODIFIED 3/1/2016

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Historic Resources Survey

RESOURCE TYPE Property — Kildare Commons
NRHP STATUS Not Eligible — **SURVEY ID** 1-14

NAME
Kildare Commons

OTHER NAME(S)
N/A

STREET ADDRESS
838-844 South Scoville Avenue

CITY
Oak Park

OWNERSHIP
Ravi and Timothy Shah, Jodi Scarbrough, Christina Bley

TAX PARCEL NUMBER
16-18-299-036-0001,16-18-299-036-0002, 16-18-299-036-0003

YEAR BUILT
1924

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Tudor Revival

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Kildare Commons is a four-story, brick-clad apartment building with Tudor Revival stylistic influences. It has a roughly rectangular plan with small rear courtyards facing the northeast parking lot. The south-facing facade and west side elevation have a stone and concrete foundation, buff brick cladding the first story, and yellow brick cladding along the second to fourth stories. The first story has a rusticated appearance due to alternating rows of evenly spaced stretcher and inset header bricks, framed by a row of soldier bricks at the top and bottom. A stone stringcourse separates the first and second stories and the third and fourth stories, and a slightly projecting brick stringcourse runs above the fourth story windows. The facade and west side elevation display minimal Tudor Revival-style elements including quoins, limestone surrounds and panels, castellated parapets, and Dutch gables. The Dutch gable has stone coping and projects above the roofline. The building has a built-up roof. Small bushes and foundation plantings are located along the west side elevation. The building is located at the northeast corner of South Scoville Avenue and Harrison Street in a residential neighborhood.

Facing south to Harrison Street, the symmetrical facade comprises five bays. Unless otherwise noted, all windows are six-over-one, double-hung, vinyl-sash replacement windows. From west to east, the first and second bays and fourth and fifth bays are nearly identical, mirror images slightly projecting from the facade. The recessed middle third bay has a center entrance consisting of a nine-light, wood door framed by a limestone door surround with quoins and a limestone entablature. A shallow pointed arch relief with an applied scroll is located on the entablature, which extends to just below the second story windows. A row of header bricks is located between the entablature and stone window sill. Modern, Classical Revival light fixtures and one-over-one windows on stone sills flank the entrance on either side. Above, the nearly identical second to fourth stories have identical paired windows centered on the facade. The second and third story windows have stone sills and vertical brick lintels. The simple parapet features a long, rectangular panel consisting of a row of vertical bricks outlined by a single row of bricks.

The facade's first bay has a brick infilled window opening on the first story and identical six-over-one, double-hung, vinyl-sash replacement tripartite windows at each floor. The windows have stone lintels and sills. A column of evenly spaced, slightly projecting stretcher bricks reminiscent of quoins flank either side of the windows, extending from the second story to the parapet. Diamond-shaped limestone panels outlined in brick are located between each story. The west bay terminates in a castellated parapet and a Dutch gable. A rectangular, geometric limestone panel is applied to the parapet. The second bay has a six-over-one, double-hung, vinyl-sash replacement window on each floor. The second to fourth story windows have a stone sill and vertical brick lintel

at each floor. The second bay terminates in a simple parapet with a small rectangular panel, consisting of a row of vertical bricks outlined by a single row of bricks. The facade's fourth and fifth bays mirror the first and second bays, except for the first story windows. The fourth bay's first story consists of a single window and the fifth bay has a pair of windows.

Along South Scoville Avenue, the west side elevation comprises ten bays with three full-height bay windows. The bay windows have thin, header brick quoins, continuous limestone sills and lintels on each story, and a castellated parapet with a center Dutch gable. From south to north, the first bay has paired windows on the first story and no window openings on the upper stories. The second bay comprises a full-height bay window with a one-over-one, double-hung, vinyl-sash replacement window on the first story. The second to fourth stories have a single eight-over-one, double-hung, vinyl-sash replacement window flanked by six-over-one, double-hung, vinyl -sash replacement windows on the north and south bay window walls. Diamond-shaped limestone panels outlined in brick are located between the stories. The parapet wall has a center large rectangular geometric stone panel flanked by decorative limestone shield panels on the north and south parapet walls.

The west side elevation's nearly identical third, fourth, and fifth bays have a single window in each bay on the first story. The third and fourth bays have eight-over-one, double-hung, vinyl-sash replacement windows while the fifth bay has an eight-over-eight, double-hung, wood-sash window. Above, the second to fourth stories have identical paired six-over-one, double-hung, vinyl-sash replacement windows in each bay. The second and third story windows have stone sills and vertical brick lintels. These bays terminate in a simple parapet featuring a rectangular panel, consisting of a row of vertical bricks outlined by a single row of bricks, in each bay.

The west side elevation's sixth and seventh bays comprise a large full-width bay window with a central first-story entrance identical to the facade entrance. Four-over-four, double-hung, wood-sash windows flank the entrance on the first story. Above each first story window, yellow and buff bricks form two small diamonds below the stringcourse. The identical second to fourth stories have tripartite six-over-one, double-hung, vinyl-sash replacement windows in the fifth and sixth bays, flanked by a single, six-over-one, double-hung, vinyl-sash replacement window on the north and south bay window walls. Diamond-shaped limestone panels outlined in brick are located between the stories. The parapet wall has a center large rectangular geometric stone panel flanked by decorative limestone shield panels on the north and south parapet walls. The parapet terminates in a Dutch gable.

The west side elevation's eighth and ninth bays are similar to the third to fifth bays. On the first story, the eighth bay has a single eight-over-eight, double-hung, wood-sash window while the ninth bay has an entrance identical to the facade entrance. Above, each bay's upper stories have identical paired six-over-one, double-hung, vinyl-sash replacement windows with stone sills and vertical brick lintels. These bays terminate in a simple parapet featuring a rectangular panel, consisting of a row of vertical bricks outlined by a single row of bricks, in each bay. The west side elevation's tenth bay comprises a full-height bay window nearly identical to the second bay's bay window, except for the first story, which has a single six-light, wood-sash window on a stone sill.

The west side elevation's buff and yellow brick cladding is continued around the west portion of the north rear elevation; the remaining east portion is clad in common brick. To the east, the elevation has a square plywood-filled window opening on the first story. At the center, the first story has a brick infilled arched window opening with a stone sill. Above, each floor has a single one-over-one, double-hung, vinyl-sash replacement window with a stone sill and arched brick lintel. A chimney is located at the northwest corner of the building.

The building's east side elevation is similarly clad in common brick. The elevation has an assortment of one-over -one, double-hung, vinyl-sash replacement windows on each story. Exterior stairwells are located toward the north and south ends of the building and a small courtyard at the north end faces the parking lot.

HISTORY/DEVELOPMENT

Kildare Commons was constructed ca. 1924 based on information obtained from the Cook County Assessor. Throughout its history, the modest apartment building housed a variety of middle-class workers. The 1925 Oak Park City Directory lists trainmaster Robert N Hiesey and his wife Esther, and salesman Albert Z Kahn and his wife Sarah at 838 South Scoville Avenue. F. W. Foote, Lester W. Houlihan and his wife Catherine, and electrician James S. Quinlan and his wife Ruth lived at 842 South Scoville Avenue. Salesman James H. Brennan

and his wife Edith, Jack Galper, and plumber William J Watts and his wife Mary lived at 844 South Scoville Avenue. Electrician Edward W. Gavin and E.A. Panigor lived at 520 Harrison Street, and engineer George Cottingham and A. A. Yundt lived at 522 Harrison Street. 1930 residents include electrical engineer Linton S. Furgusson and his wife Dixie, and bond salesman Edward J. Campbell and his wife Anna at 838 South Scoville Avenue. Importer Arthur A. Bartels, his wife Elsa, and Steven Van Pelt lived at 842 South Scoville Avenue; and jewelry salesman Robert J. Jones and his wife Nancy lived at 844 South Scoville Avenue. Salesman R. H. Emerson and dispatcher Ezra Gedultig lived at 520 Harrison Street with their families, and salesman Lee Hillard and grocer Allerton F. Reed lived at 522 Harrison Street with their families.

Today, Kildare Commons is a condominium. Research did not reveal recent tenants. Alterations include replacement double-hung vinyl-sash windows on most openings, a brick-filled opening on the first story of the north elevation, and concrete infill along the base of the foundation.

Oak Park

Constructed in Oak Park ca. 1924, Kildare Commons was built during a period of expansion due to increased industry and growth in Chicago's suburbs. Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, Tarzan author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were

encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

Tudor Revival Style

Kildare Commons is minimally influenced by the Tudor Revival style. The Tudor Revival style was the dominant style of domestic buildings in the early twentieth century, particularly in the 1920s and 1930s. Loosely based on a variety of early English building traditions, the American interpretations emphasized steeply pitched, front-facing gables as the dominant facade element; about half have ornamental false half-timbering. The earliest American examples date from the late nineteenth century, tended to be architect-designed landmarks, and closely copied late Medieval English buildings with Renaissance Revival detailing. More modest examples from 1900 to 1920 incorporated steep gables, half-timbering, or other typical detailing on otherwise symmetrical facades; most commonly, these were full front gable facades. These earlier examples were usually clad with weatherboard, shingles, or stucco while post-World War I examples more commonly used brick and stone cladding. These later examples sometimes incorporated Craftsman-style decorative detailing.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style building.

Kildare Commons is a modest example of a 1920s apartment building blending multiple styles. Architectural elements reflect Tudor Revival style influences. The building retains many of its original materials and Tudor Revival elements, including brick cladding, bay windows, elaborate doorways with arch relief, Dutch gables, castellated parapets, and brick and stone facade details, such as quoins, diamond and shield panels, and stone coping. Alterations include replacement double-hung, vinyl-sash windows in most openings, a brick-filled opening on the first story of the facade and north elevation, and concrete infill along the base of the foundation.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Kildare Commons was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

Kildare Commons is associated with the rapid construction of multi-family dwellings in Oak Park following population growth in the early twentieth century. The apartment building type is common in Oak Park neighborhoods. Furthermore, research did not reveal any significant tenants at Kildare Commons, and a variety of middle class professionals rented apartments. Although Kildare Commons is associated with the development of Oak Park in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history or any historically significant associations with the lives of persons significant in the past, and therefore, Kildare Commons is not eligible under Criterion A or B.

Kildare Commons is a largely intact example of an apartment building with Tudor Revival stylistic influences. Though it displays aspects of the Tudor Revival style, it is not considered a representative example or architecturally significant. While it retains many original features, such as brick cladding, elaborate door surrounds, Dutch gable pediments, a parapet with stone coping, and other decorative stone and brick elements, its overall form and features are typical of modest interpretations of the Tudor Revival style and do not indicate architectural or artistic significance. The apartment building does not embody the distinctive characteristics of a

type, period, or method of construction and does not represent the work of a master, and therefore, is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Kildare Commons
SURVEY ID 1-14

Photo 1 - Kildare Commons



Facing north to south-facing facade from Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Kildare Commons
SURVEY ID 1-14

Photo 2 - Kildare Commons



Facing northeast to south-facing facade and west side elevation from Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Kildare Commons
SURVEY ID 1-14

Photo 3 - Kildare Commons



Facing southeast to west side elevation and north rear elevation from South Scoville Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Kildare Commons
SURVEY ID 1-14

Photo 4 - Kildare Commons



Facing southwest to east side elevation and north rear elevation from alley

Photo 5 - Kildare Commons

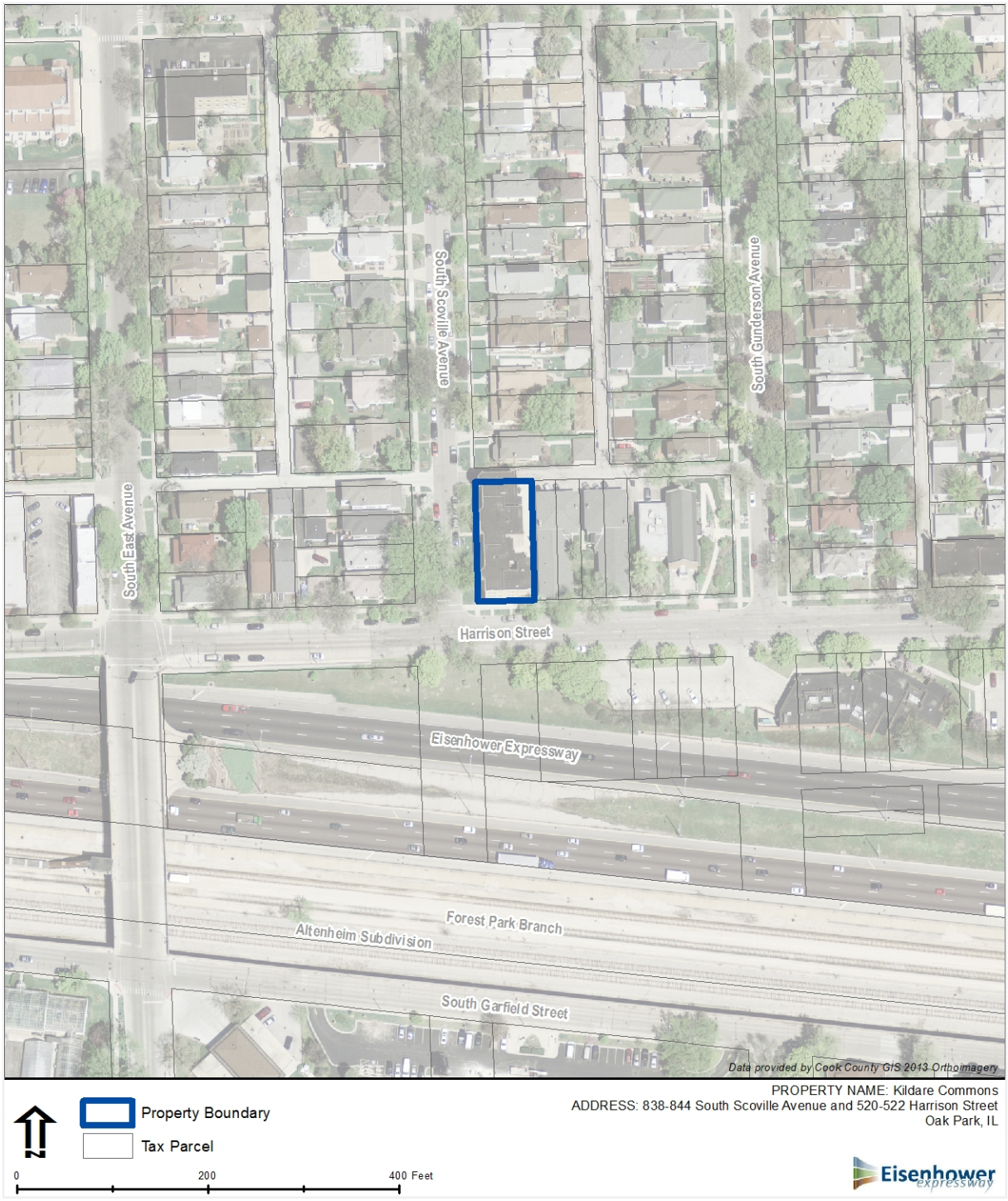


Facing east to central entrance on west side elevation from South Scoville Avenue

Historic Resources Survey

RESOURCE TYPE	Property		Kildare Commons
NRHP STATUS	Not Eligible	**SURVEY ID**	1-14

Map - Kildare Commons



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/17/2015	
LAST MODIFIED	3/1/2016	3/2/2016 4:24:33 PM

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Bonneville East and West
SURVEY ID 1-15

NAME
Bonneville East and West

OTHER NAME(S)
N/A

STREET ADDRESS
512-516 Harrison Street

CITY
Oak Park

OWNERSHIP
James Chiostri, Anthony Vyskocil

TAX PARCEL NUMBER
16-18-229-028-0000, 16-18-229-029-0000, 16-18-229-030-0000, 16-18-229-031-0000

YEAR BUILT
1958

SOURCE
Village of Oak Park Building Permit

DESIGNER/BUILDER
Unknown

STYLE
Modern-Era

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
Bonneville East and West is a mid-century apartment complex with a central courtyard located at 512 and 516 Harrison Street in a residential neighborhood. The mirrored East and West L-shaped wings feature Modern-era elements and are separated by a front courtyard and rear walkway. Each wing is comprised of two connected buildings: a rectangular, two-story south building with a shallow front gable and a square, hipped roof, two-and-a-half story north building. Bonneville East and Bonneville West are identical buildings and have mirrored features. They are not connected but separated by a large south courtyard and a north walkway. A brick knee wall separates the north and south courtyards. All buildings are of brick construction with asphalt shingle roofs and overhanging eaves. The buildings are located between a larger apartment building to the west and the Maze Branch Library to the east. An asphalt-paved alley with parking runs along the north side of the buildings.

The large south courtyard opens south to Harrison Street and consists of a grassy lawn surrounded by concrete sidewalks. Rusticated stone kneewalls project from the West and East wings to create a simple courtyard entrance. The kneewalls frame a shallow set of steps leading to a metal stairwell on both sides of the courtyard, and a metal guardrail with decorative panels runs along the kneewalls. Bushes flank either side of the entrance. A larger brick kneewall located at the north end of the south courtyard separates the north and south courtyards. An overgrown fountain and a large bush are located at the north end of the lawn, and a large evergreen is located at the northwest corner of the courtyard. A smaller evergreen is located at the southeast corner.

Located at 516 Harrison Street, Bonneville West's south gabled building faces south to Harrison Street and east to the courtyard. The south-facing front-gabled facade comprises two bays of windows separated by gray brick facing with metal lettering reading "Bonneville WEST." A rusticated stone watertable with stone coping extends along the majority of the facade. It projects east of the building into the courtyard as a knee wall framing the courtyard entrance. The west bay of windows has a three-pane, triple-hung, vinyl-sash window on the first story. The second story windows include a one-over-one, double-hung, vinyl-sash replacement window over an aluminum-sash awning window. The east bay of windows has a two-over-two vinyl awning window on the first story and a two-over-two vinyl picture window on the second story. Metal grates partially cover the first story windows. Both bays have replacement vertical vinyl siding between the first and second story windows and above the second story windows. The east and west corners of the facade feature buff-colored brick. The overhanging eaves have painted soffits and three modern light fixtures in the gable end.

The south gabled building's east-facing courtyard elevation is clad in buff-colored brick and has a full-width second story porch accessed by a metal stairwell at the elevation's south and north ends. The porch is supported by metal poles on the first story. A metal guardrail with decorative mesh metal panels runs along the stairwells and second story porch. A large overhanging eave supported by decorative metal panels covers the porch. The first and second story openings are identical. Entrances are located at the south end, north end, and in the middle of the elevation. A mid-century light fixture is located next to each door. Two narrow, two-pane sliding windows with stone lintels are located between the south and middle entrances. A large, two-over-two picture window flanks the north side of the middle entrance. An identical window flanks the south side of the north entrance. A two-pane sliding window is located at the north end of the elevation.

The south gabled building's west elevation is clad in common red brick and has a row of eight vinyl-sash windows along both stories. All windows have stone sills. Most windows are one-over-one, double-hung except for two larger, single-pane windows on the first story in the middle of the elevation.

Bonneville West's north two-and-a-half-story, hipped-roof building's south elevation is partially connected to the north elevation of the south two-story, gabled building. A brick chimney is located at the southwest corner of the roof. The majority of the south elevation facing the south courtyard is covered by the south gabled building. The uncovered portion consists of an elevated first story porch and stairwell landing. The first story comprises an entrance at the west end and a single-pane picture window east of the door. Second story windows comprise a row of three, one-over-one, double hung, vinyl-sash replacement ribbon windows that continue around the corner onto the east side elevation as five ribbon windows. The east elevation faces the narrow north courtyard and has a three-pane, triple-hung, vinyl-sash replacement window at the north end of the first story and a window at the south end of the first story not visible during survey. The narrow north courtyard was not visible during survey.

The north rear elevation of the north hipped-roof building is clad in common red brick. It has original aluminum-sash windows with stone sills. There are three single-pane basement-level windows across the elevation. Five wall anchors are located above the basement windows. First story windows include a narrow, two-pane sliding window at the east and west ends of the elevation with a larger two-pane sliding window in the middle. The second story has three two-pane sliding windows across the elevation. A smaller two-pane siding window is located between the middle and east windows. Two modern lights are located on the soffit.

The west side elevation of the north building is clad in common red brick. The elevation has two narrow, two-pane sliding aluminum sash windows on the first story and a two-over-two, vinyl-sash awning window at the south end of the elevation. Second story windows include three two-pane sliding windows of various sizes. All windows have stone sills.

Bonneville East at 512 Harrison Street mirrors Bonneville West in all features except for several windows across the elevations. The south gabled building's facade windows are the same except for an aluminum-sash picture window on the second story of the east bay. The south gabled building's east and west elevations are identical to the Bonneville West elevations. The north hipped-roof building's south and west elevations are identical to the Bonneville West's south and east elevations. The north hipped-roof building's north rear elevation has nearly identical openings, except for the replacement vinyl-sash and second story openings. From east to west, second story windows comprise two, one-over-one, double-hung windows, a small two-pane sliding window, and a larger two-pane sliding window.

HISTORY/DEVELOPMENT

Bonneville East and West were constructed ca. 1958 according to the Oak Park application for building permit. James A. Regas applied for construction on May 1, 1958. The architect listed on the application may be Ray Gaise and Associates, however the name is unclear. Research did not reveal further information about the construction, owner, architect, or tenants of Bonneville East and West.

Chicago-Area Flats

Bonneville East and West show the evolution of the "flats" apartment building type into the mid-twentieth century. In the Chicago area, "flats" refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago

in the late nineteenth century to meet the housing demands of a growing working class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, two flats were built by the dozens on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhouse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two-flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three-flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four or six flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two or three flats. The six-flat had an enclosed public stair hall on the building's street side and an open but covered service stair on the building's rear. When repeated along three sides of a courtyard, the six-flat became a module for the courtyard building type.

The stacked units typical of early twentieth century flats remained a popular building type in the Chicago area throughout the mid-twentieth century. These mid-century flats reflected changing architectural preferences and adopted a Modern-era style including clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, and the use of several modern materials.

Bonneville East and West reflect the evolution of Chicago flat architecture into the mid-twentieth century. Mid-century flats were often influenced both by historic building types, such as the courtyard apartment building, and Modern-era architectural preferences. A typical stacked unit building with Modern-era architectural elements, the courtyard design imitates the courtyard apartment building type and embraces the Modern-era emphasis on the surrounding landscape incorporated in building design.

Modern-era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects including Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape and utilized natural light. Basic characteristics of mid-century Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, the use of glass to take advantage of natural light, and aluminum and awning windows.

Oak Park has many examples of mid-century Modern-era apartment buildings and other residential buildings. 134 South East Avenue is a two-story, flat roof, two-flat constructed in 1956 and has overhanging eaves, rusticated stone, original ribbon windows, and a single-story flat roof porch (Figure 1). 339 Clinton Avenue is a four-story apartment building constructed in 1961 with a flat roof and flared projecting eave, multiple brick types, and four bays of windows on the front facade (Figure 1). Both buildings are non-contributing buildings to the Ridgeland-Oak Park Historic District. 1127 Erie Street is a three-story, flat roof apartment complex with a thick

overhanging eave, rusticated stone watertable across the majority of the facade, and two bays of windows on the front facade (Figure 1). 203 North Kenilworth Avenue is a four-story apartment building constructed in 1966 with a flat roof and modern broken pediment parapet and brick facade (Figure 1). Both buildings are non-contributing buildings of the NRHP-listed Frank Lloyd Wright-Prairie School Historic District. 916 South Maple Avenue was built in 1960. It is a two-story, flat roof, two-flat clad in tan brick with rusticated stone details, picture windows flanked by triple sash windows, and a long, sixteen-light window about the entrance. It was evaluated as a contributing feature in the I-290 Corridor Architectural Survey. 228 North Harvey Avenue, constructed in 1961, is a single-family, mid-century Modern-era split-level home with a similar massing to the individual wings of Bonneville East and West (Figure 2). The house is comprised of a single-story, shallow front-gable front (west) wing and a one-and-a-half story, shallow hipped-roof, square rear (east) wing. The front west wing features overhanging eaves, a large, multi-pane picture window, and simple tan brick. The rear east wing shares the east wall of the front wing and a chimney protrudes from the northwest corner. It is a contributing building to the locally designated and NRHP-listed Ridgeland-Oak Park Historic District.

Bonneville East and West is a typical example of mid-century Modern-era architecture in Oak Park. Modern-era elements include bays of windows; lack of ornamentation beyond structural materials and windows; multiple brick types, rectangular forms; some aluminum and awning windows; exposed modern materials such as metal poles, supports, and stairwells; Prairie inspired elements such as ribbon windows, a low-pitched gable, and overhanging eaves; and an emphasis on the surrounding landscape. Alterations to Bonneville East and West include replacement vinyl windows and replacement vinyl siding along the facade.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Bonneville East and West was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The apartment building type is common in Oak Park neighborhoods. As population increased, so did the apartment building stock. Construction of flats and modest apartment buildings continued throughout the mid-twentieth century in the Modern-era style. Furthermore, research did not reveal any significant tenants. Bonneville East and West is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, Bonneville East and West is not eligible under Criterion A or B.

Bonneville East and West is a modest example of a mid-century Modern-era apartment building in Oak Park. Though Bonneville East and West retains many of its original mid-century Modern-era features, such as brick cladding, some aluminum windows, low-pitched overhanging eaves, full second story porch, courtyard, and ribbon windows, its overall form and features are typical of modest interpretations of mid-century Modern-era architecture and do not indicate architectural or artistic significance. Bonneville East and West do not embody the distinctive characteristics of a type, period, or method of construction and do not represent the work of a master, and therefore, is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Bonneville East and West
SURVEY ID 1-15

Photo 1 - Bonneville East and West



Facing north to south-facing facades from Harrison Street

RESOURCE TYPE	Property	Bonneville East and West	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-15

Photo 2 - Bonneville East and West



Facing northwest to south-facing facade sand east side elevations from Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Bonneville East and West
SURVEY ID 1-15

Photo 3 - Bonneville East and West



Facing north to south courtyard from Harrison Street

Photo 4 - Bonneville East and West



Facing north to south courtyard from Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Bonneville East and West
SURVEY ID 1-15

Photo 5 - Bonneville East and West



Facing southeast to north rear elevations from alley

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Bonneville East and West
SURVEY ID 1-15

Photo 6 - Bonneville East and West



Facing south to the south courtyard from the north walkway

Figure 1 - Comparative Examples



Top Left Photo: 1127 Erie Street; Top Right Photo: 339 Clinton Avenue; Bottom Left Photo: 134 South East Avenue; Bottom Right Photo: 203 Kenilworth Avenue (Cook County Assessor's Office)

Figure 2 - Comparative Example

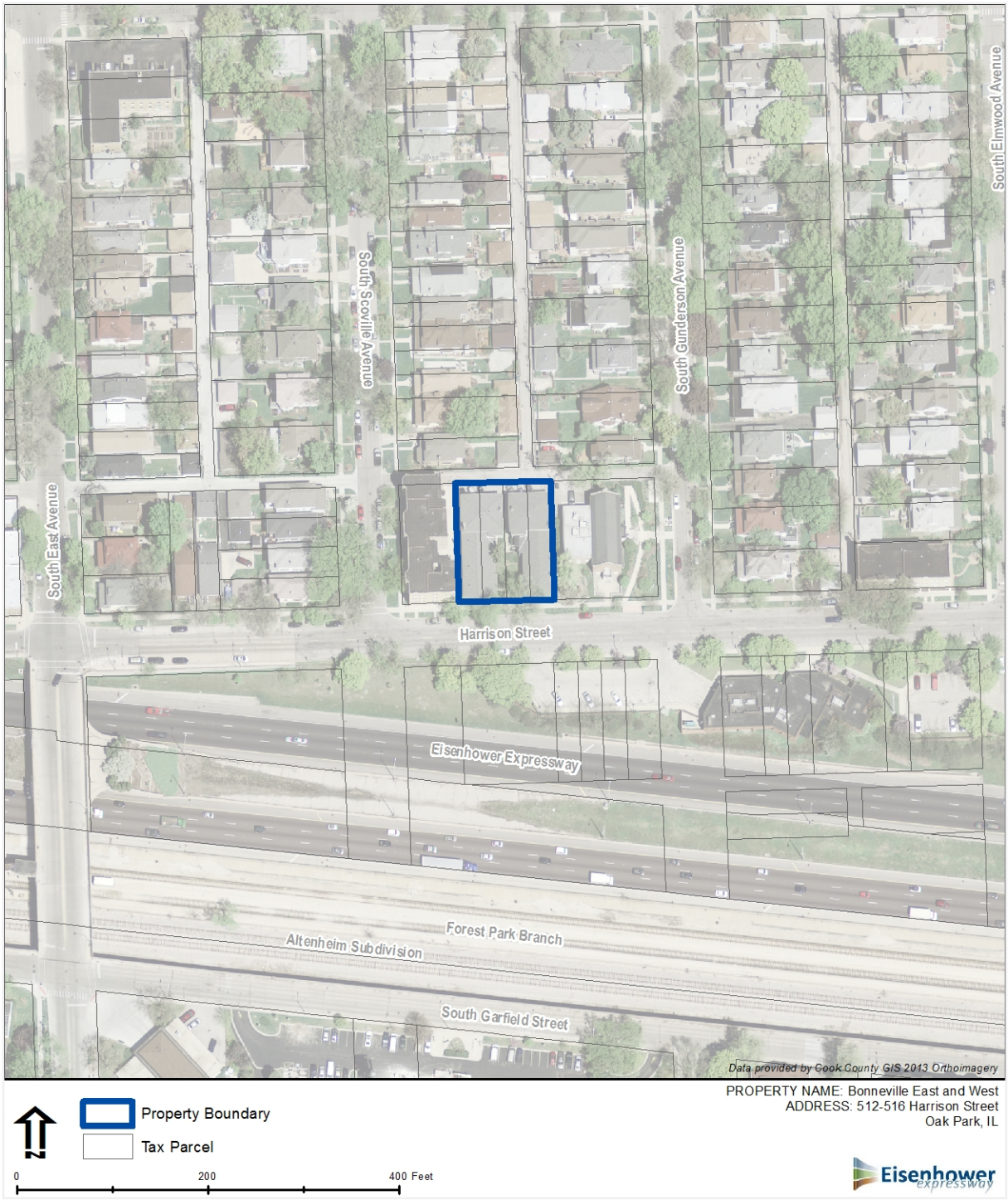


228 North Harvey Avenue (Cook County Assessor's Office)

Historic Resources Survey

RESOURCE TYPE	Property	Bonneville East and West	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-15

Map - Bonneville East and West



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/17/2015	
LAST MODIFIED	3/7/2016	3/7/2016 5:11:20 PM

Historic Resources Survey

RESOURCE TYPE Property — Maze Branch Library
NRHP STATUS Eligible — **SURVEY ID** 1-16

NAME
Maze Branch Library

OTHER NAME(S)
South Branch Library

STREET ADDRESS
845 Gunderson Avenue

CITY
Oak Park

OWNERSHIP
Oak Park Public Library

TAX PARCEL NUMBER
16-18-229-032-0000

YEAR BUILT | SOURCE
1936 | Oak Park Historic Preservation Commission, 2005

DESIGNER/BUILDER
Elmer C. Roberts/Milton W. Pillinger

STYLE
Colonial Revival

PROPERTY TYPE
Government

FOUNDATION
Concrete

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
The Maze Branch Library is located at 845 Gunderson Avenue in a residential neighborhood of Oak Park. It is a single-story, side-gable building with a raised basement that is oriented on a north-south axis, with its facade facing east to Gunderson Avenue. The building is clad in red Old Virginia brick with white stone trim. The main portion of the library has a rectangular footprint and a single-story, flat-roof addition is located on the west rear elevation. The library, which was constructed in 1936, contains elements of the Colonial Revival and Georgian Revival styles, in addition to some interesting Federal-inspired and Art Deco decorative components. The result is a skillful and harmonious design that reflects both the traditional and contemporary design tenets of the 1930s.

The east-facing facade is symmetrical and contains seven bays. The central bay features an articulated entrance with replacement double doors, each with six panes of glass. The original transom was removed and the doors were replaced in 2006 after the installation of an ADA-compliant ramp raised the vestibule height. Projecting from the facade, a prominent limestone surround encompasses the doors and features flanking pilasters topped with a triangular pediment. Directly above the doors, a frieze contains a plaque that reads: "Adele H. Maze Branch, Oak Park, Public Library." Flanking the entrance on each side are three evenly spaced windows. The windows are original wood-sash, eight-over-twelve configurations with limestone sills and surrounds. A flat arch lintel with a prominent keystone tops each window. A limestone water table extends across the facade.

A ramp entrance that is compliant with the Americans with Disabilities Act (ADA) was installed in 2006. It is located on the northern half of the facade and is skillfully and unobtrusively sited; it does not detract from the library's historic character.

The south and north side elevations each contain a prominent gable wall that extends to form a parapet above the gable roof's ridgeline. These parapets are flush with the elevations' walls and include rectangular pilasters that articulate the gables, which culminate in a flat area at the ridgeline on the south and a chimney on the north.

Facing Harrison Street, the south side elevation has a projecting central entrance vestibule is located slightly below grade at the basement level and within a patio area framed by limestone walls. It is reached by way of a short flight of concrete stairs. The entrance vestibule contains double doors each with six panes of glass; roundel windows are on the vestibule's side walls. A prominent limestone door surround with pilasters articulates the entrance and is flanked by two eight-over-twelve, double-hung, wood-sash windows that are also slightly below grade. Each window is topped with a prominent limestone lintel that connects with the water table that extends

from the facade. The entrance is surmounted with a balconet that features narrow double doors each with eight panes of glass surrounded by an iron balustrade. This set of doors is topped with a four-pane transom that is in turn surmounted by a prominent limestone lintel with an articulated keystone, identical to those on the facade windows. A centrally placed circular opening that is filled with limestone is located in the gable area.

The north side elevation is also symmetrical and features two narrow six-pane windows each topped with a limestone lintel. An exterior brick chimney is located on this elevation. The chimney projects slightly from the plane of the building.

An addition on the library's west rear elevation was constructed in 2006, replacing an original wing of the building. The addition is constructed with compatible materials and displays a context-sensitive design. The addition is slightly less than the full-width of the building and is lower in height than the side gable roof, and is therefore not visible from the facade of the original portion of the library. The addition's south elevation is also symmetrical, clad in red brick, and features a limestone water table. A single pedestrian entrance is topped with an oval window surrounded by limestone carving. Windows flank the entrance and are six-over-six configurations. They do not have ornamental surrounds like those found on the original portion of the building.

The side gable roof of the main portion of the building is covered with replacement asphalt shingles. The addition's flat roof is covered with built-up roofing.

The library grounds are landscaped with ornamental flowers, shrubs, and evergreen and deciduous trees surrounding grass panels. The facade entrance is reached by two small flights of stairs with an iron handrail and flanking concrete platforms.

The interior of the library's original portion retains an elaborate oak wood truss system that is both functional and decorative, supporting the gable roof. Other notable features include original oak shelving and furniture, a fireplace with pink Tennessee marble, and Art Deco features.

HISTORY/DEVELOPMENT

The Oak Park Library system was initially a subscription library that required membership fees. Established in 1882, the library soon benefitted from the generosity of brothers James and C.B. Scoville and William A Hutchinson, who like Enoch Pratt and Andrew Carnegie, supported the library system with significant monetary and land donations to construct a main library. Two branch libraries were also established in the early twentieth century. The original South Branch Library, part of the Oak Park Public Library system, opened in 1915 in rented store space at 429 Harrison Street. In 1936, the branch moved to its current location at the northwest corner of Gunderson Avenue and Harrison Street. A $50,000 bond use and a federal grant of $22,677 funded construction.

The library building's architect was Elmer C. Roberts, who created the design when he was affiliated with the firm of E.E. Roberts, whose principal was his father. The builder was Milton W. Pillinger. The library construction was completed rapidly during 1936, with completion occurring in less than a year. Groundbreaking occurred in January; a cornerstone was laid in May; and the building opened in October of the same year.

Elmer C. Roberts (1896-1981) was the son of local master architect Eben Ezra Roberts (1866-1943). The younger Roberts enrolled in the architecture program at the University of Illinois from 1914-1917. Apparently his studies were interrupted by World War I, when he served overseas in the U.S. Army. Upon returning to the United States, he attended the University of Michigan in 1920, but returned to the University of Illinois, where he received his architectural degree in 1921. The elder Roberts had established a well-regarded architectural practice in Oak Park in 1893, and Elmer had previously worked intermittently there as a draftsman. Upon Elmer's graduation, he joined the firm full-time, and became a partner in 1924. The firm was then identified as E.E. Roberts and Elmer C. Roberts and later Roberts & Roberts. The firm engaged in numerous notable projects, including designing schools, churches, single-family and apartment residences, and public buildings throughout Oak Park. The elder Roberts semi-retired in 1926, with Elmer taking responsibility for leading the office.

The library's builder, Milton W. Pillinger, was the son of a locally respected mason who contributed to numerous notable buildings in Oak Park, working with the Roberts family as well as Frank Lloyd Wright. Milton followed in

his father's career path, and became a notable mason in his own right. He also worked on notable residences and churches in the Oak Park area.

Originally known as the South Branch Library, the building was renamed in 1957 to honor Adele H. Maze, who served as the branch's librarian from 1918-1957. She began working as the temporary head of south side branch location in 1918 and worked in the new building from its opening in 1936 until her death. Maze embraced the diversity of the neighborhood, with its melting pot of immigrants and encouraged residents to learn and read. She established a story hour for local children and a book club for adults, and was widely loved and appreciated for her dedication to the community. After completing the library building, architect Elmer Roberts noted that Maze was essentially his client and the library's "owner," indicating that he may have collaborated closely with her on design components.

In 2005, the library was designated an Oak Park local historic landmark. That same year, the branch closed to undergo a major renovation. Asbestos was removed from the building, and the former western extension to the building was removed and replaced with the current addition. The addition included expanded shelving space and an elevator. HVAC and electrical improvements were also made, and the ADA ramp was also installed. The branch reopened in 2006, and was soon recognized with a Cavalcade of Pride award from the Community Design Commission of the Village of Oak Park. The work that was completed was executed in a context-sensitive manner and does not detract from the architectural significance of the building's original portion.

Oak Park

Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, Tarzan author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair

Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned “panic peddling,” racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

Colonial Revival Style

The Colonial Revival style was a common and popular building type between 1880 and 1955, especially for homes. The style encompassed a renewed interest in the English and Dutch houses of early America, especially the Georgian and Adam styles. An 1898 publication in “The American Architect and Building News” entitled “The Georgian Period” explored the Georgian style and provided photographs and drawings of colonial buildings, influencing the Colonial Revival style. Georgian architectural elements include a central entrance with elaborate surrounds, a side gable roof, and multi-pane symmetrical windows across the facade.
Colonial Revival buildings had symmetrical facades with multi-pane, double-hung windows, an entry porch, and classical details. The Colonial Revival style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Colonial Revival architecture often included pilasters and keystones, prominent fenestration surrounds, and parapet walls on the gable end. Post-war Colonial Revival architecture was much simpler, with simple posts and second story overhangs without additional classical motifs.

Art Deco Style

The Art Deco style flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen’s second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers or other vertical projections to give emphasis to the vertical aspect of a building.

NRHP STATUS — DATE LISTED

Eligible

NRHP CRITERIA

☑ A ☑ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Maze Branch Library was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

This property is associated with events that have made a significant contribution to the broad patterns of United States history. Nationwide, as cities expanded, branch libraries became common in neighborhoods as a way to encourage learning and reading in both adults and children. Although smaller than main or central libraries, branches were held in high esteem in their neighborhoods. During the post-Depression and New Deal era, branch libraries were particularly important to their communities and the era in which the Maze Branch Library was constructed is notable in that it represents the government’s investment in its citizens, resulting in civic pride during this time. The Maze Branch Library is an excellent example of this trend and is eligible under Criterion A.

Buildings that are named solely for honorary purposes to recognize people may not eligible for the NRHP under

Criterion B if the property is not directly associated with the productive life of the honoree. However, the Maze Branch Library is the location where Adele H. Maze worked from its opening in 1936 until 1957. She was engaged in the community and supported its residents through her work as a librarian. It is directly associated with her productive life and is eligible under Criterion B.

The Maze Branch Library is eligible under Criterion C. The library's design is a skillful blend of Colonial Revival and Georgian Revival architecture, and also features notable Federal-style design elements. Its symmetry, use of red brick, classical elements such as pilasters and keystones, prominent fenestration surrounds, and parapet walls on the gable end are all hallmarks of these styles. Several Art Deco components, including stylized pilasters and interior decorative elements are also present, blending a convergence of styles prevalent during the 1930s. This blend of styles is particularly notable during the post-Depression era, when Stripped Classicism was more widely used because it represented a cost savings due to its lack of ornamentation. Elmer C. Roberts, a notable local architect, designed the building. The Maze Branch is eligible under Criterion C as the work of a local master architect and as an excellent example of Revivalist library architecture in Oak Park.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the Maze Branch Library is locally significant and is eligible for listing in the NRHP under Criteria A, B, and C.

The Maze Branch Library retains high levels of integrity. Although the 2006 renovations altered some portions of the building, the library retains integrity of location, design, materials, workmanship, feeling, association, and setting. The period of significance for the Maze Branch Library is 1936-1965. The building retains its original historic function; its significance extends to the fifty-year age consideration from the current date.

NRHP BOUNDARY

The NRHP boundary for the Maze Branch Library is parcel 16-18-229-032-0000, the legal parcel on which the building is located and contains all associated historic features. This is the location that the library has occupied since its establishment at this site in 1936.

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Historic Resources Survey

RESOURCE TYPE Property — Maze Branch Library
NRHP STATUS Eligible — **SURVEY ID** 1-16

Photo 1 - Maze Branch Library



Facing southwest to east-facing facade and north side elevation from Gunderson Avenue

Photo 2 - Maze Branch Library



Facing west to east-facing facade from Gunderson Avenue

RESOURCE TYPE Property
NRHP STATUS Eligible

Maze Branch Library
SURVEY ID 1-16

Photo 3 - Maze Branch Library



Facing northwest to south side elevation and east-facing facade from Harrison Street

RESOURCE TYPE Property — Maze Branch Library
NRHP STATUS Eligible — **SURVEY ID** 1-16

Photo 4 - Maze Branch Library

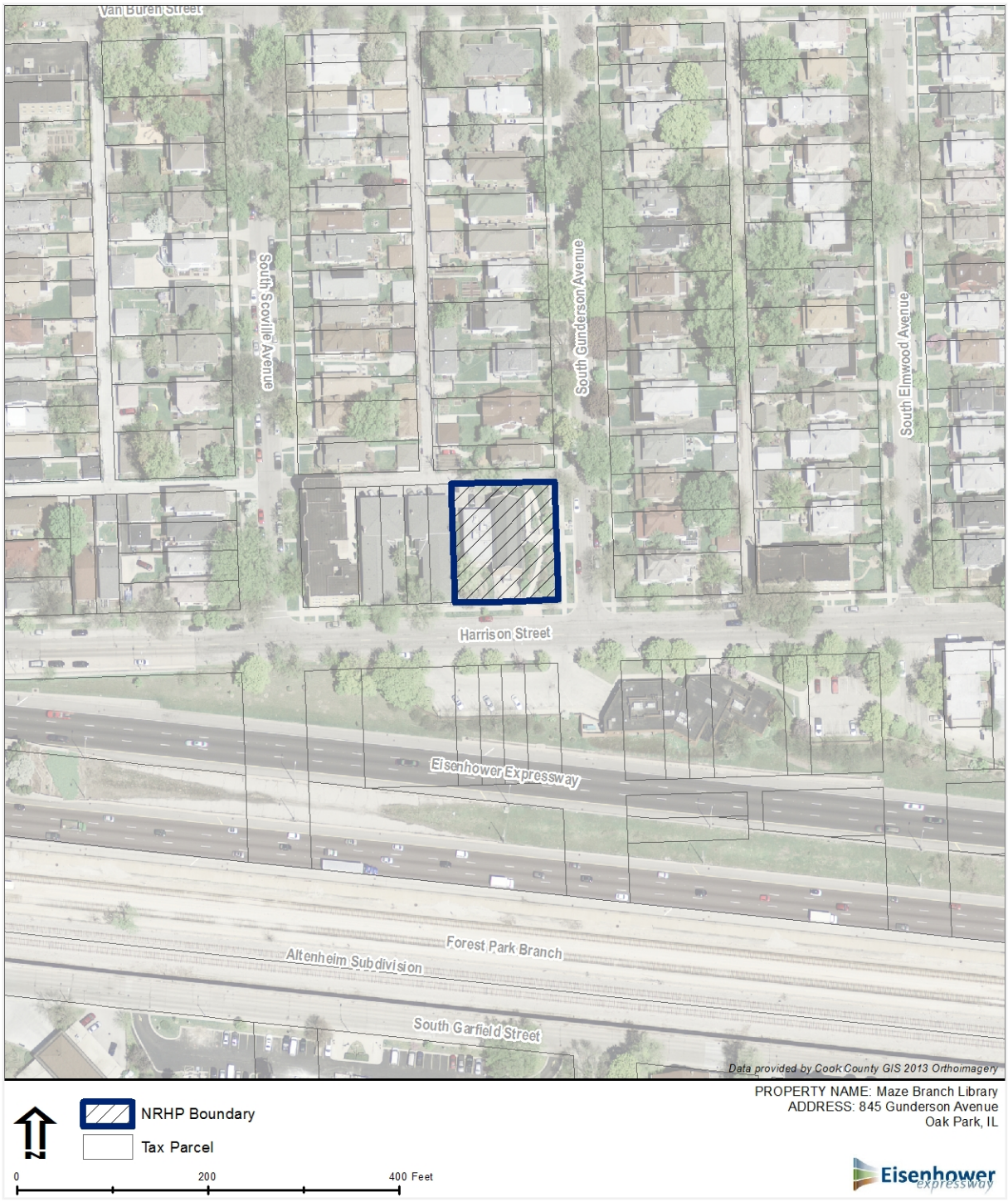


Facing north to south side elevation from Harrison Street

Historic Resources Survey

RESOURCE TYPE	Property		Maze Branch Library
NRHP STATUS	Eligible	**SURVEY ID**	1-16

Map- Maze Branch Library



PREPARED BY	Stephanie Foell, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/18/2015	
LAST MODIFIED	3/9/2016	3/9/2016 12:45:27 PM

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

814-820 South Austin Boulevard
SURVEY ID 1-18

NAME
814-820 South Austin Boulevard

OTHER NAME(S)
N/A

STREET ADDRESS
814-820 South Austin Boulevard

CITY
Oak Park

OWNERSHIP
C. Mazrucchi

TAX PARCEL NUMBER
16-17-315-016-0000

YEAR BUILT
1925

SOURCE
Village of Oak Park Building Permit No. 15547

DESIGNER/BUILDER
Alexander V. Capraro/H.C. Jensen

STYLE
Beaux Arts

PROPERTY TYPE
Domestic

FOUNDATION
Stone

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The building at 814-820 South Austin Boulevard is a four-story, brick-clad, Beaux Arts, U-shaped courtyard apartment building with Tudor Revival and Neoclassical details. The apartment building was constructed in 1925 and faces east to South Austin Boulevard in a residential neighborhood. It has a stone foundation and a built-up flat roof. The east-facing facade features Revival details such as a castellated parapet with stone coping, facade-height bay windows, fountains, decorative shield panels, and quoins. The building's U-shaped plan comprises two L-shaped wings forming a large U-shaped courtyard opening east to South Austin Boulevard. The south side elevation is adjacent to Harvard Apartments and the north side and west rear elevations face alleys.

The primary elevations along South Austin Boulevard are clad in face brick. Quoins run along the corners of the facade. The first story features five rows of projecting brick, giving the appearance of the rusticated first story often found on Beaux Arts buildings. The first story is divided from the rest of the facade by a row of projecting header brick under a stone stringcourse. A second stone stringcourse is located above the fourth story below a row of basket weave bond bricks. Stone coping runs along the cornice under the castellated parapet. A pediment interrupts the castellation above each bay window. Unless otherwise noted, all windows are three-over-one double-hung, vinyl-sash replacement windows with stone sills and soldier brick lintels.

The courtyard has a simple entrance halfway into the courtyard comprising a short decorative metal fence with rectangular stone and brick piers topped by a large decorative stone bowl on either side of a central sidewalk. The sidewalk splits twice leading to entrances on either side of the courtyard. Grassy lawn surrounds the sidewalk and ornamental bushes and flowers line the foundations of the building's courtyard elevations and the interior of the fence.

The U-shaped courtyard facade comprises a central wing parallel to South Austin Boulevard and flanking perpendicular south and north wings. Facing the courtyard and parallel to South Austin Boulevard, the central wing's facade comprises two identical bays of windows divided by a full-height column of rectangular stone panels resembling quoins. Identical columns of stone panels are located at either end of the elevation. The first story has a centered window in each bay. The second, third, and fourth stories have identical sets of three narrow windows in each bay. Stone molding outlines a large pediment shape in the flat cornice. The pediment shape is filled with a basket weave brick pattern and outlined by header brick.

The courtyard's perpendicular south and north wings are identical and feature a full-height bay window in the

middle of the elevation. The south wing's north-facing courtyard elevation and north wing's south-facing courtyard elevation are divided into five sections east to west across the elevation. The first section's first story has an arched stone fountain with a lion head spout flanked by a window on either side. The east window opening has been filled with brick. Above, a three-story rectangular brick panel, comprised of soldier and stretcher brick with square stone tiles at each corner, is centered on the elevation. A large stone panel with a shield motif is located in the middle of the rectangular panel below the fourth story. A window is located at each story at the west end of this section. A diamond-shaped stone tile is located in the middle of the castellated parapet.

The recessed second section features an entrance with a stone door surround and hood molding with a shallow pediment decorated with acanthus leaf carvings and a shield motif. The twelve-light door has five-light sidelights. A modern classical revival light fixture flanks either side of the door. On the south wing, the second and third stories have a one-over-one, double-hung, vinyl-sash replacement window and the fourth story has a four-over-one, double-hung, vinyl-sash replacement window. The north wing has a one-over-one window on the second and fourth stories and a four-over-one window on the third story.

The third section is comprised of a full-height three-sided bay window. The bay window's front wall has paired windows on each story and a single window on the flanking side walls. A stone stringcourse runs below each story on the bay window, and the hipped roof is covered in replacement asphalt shingles.

The fourth section has a flat parapet and two bays of windows. The south bay consists of paired windows on each story and the north bay is a single, smaller window on each story.

The fifth section projects several feet from the rest of the facade, has a flat parapet, and an entrance identical to the other courtyard entrances. A set of three windows is located on each story above the entrance. A narrow window is located on each story of the projecting east-facing wall.

The east-facing facades of the north and south wings face South Austin Boulevard and are identical except for a modern metal door entrance in the south wing's south bay. The facades are divided into three bays with a central five-wall, full-height bay window flanked by a single bay of windows on either side. The nearly identical side bays have paired windows on each story, except for the modern entrance in the south bay. A rectangular stone panel is located on the middle of the parapet above the side bays. A column of rectangular stone panels resembling quoins flank both sides of the central bay window along the entire height of the facade. The bay windows are identical in form and decoration to the bay windows on the courtyard elevations, except for two additional unadorned short outer walls.

The north side elevation faces an alley and has a stairwell in the middle and at the west end of the elevation. The east portion is clad in face brick with no openings. The remainder of the elevation is clad in common brick. The elevation between the two stairwells comprises five bays of windows. All windows are one-over-one, double-hung, vinyl-sash replacement windows of various sizes and single or paired configurations with stone sills and curved brick lintels.

The building's south side elevation abuts the neighboring Harvard Apartments. The west rear elevation was not accessible during survey.

HISTORY/DEVELOPMENT

The apartment building at 814-820 South Austin Boulevard was constructed in 1925 in Chicago's Austin Park neighborhood. The building permit indicates owners Drollinger, Montenegro, & Forte contracted architect Alexander V. Capraro and builder H.C. Jensen to complete the work. The team constructed the larger south neighboring Harvard Apartments, with very similar decoration, a year later.

Drollinger is a real estate broker mentioned in several Chicago Tribune articles as part of the firm George W. Drollinger & Sons. Drollinger worked with architect Capraro and builder Jensen on other Oak Park projects such as the apartment building at 1000 North Boulevard. He also worked with Capraro on the Erin-Cowen Building in Chicago. Joseph Montenegro worked with Capraro and builder Jensen on Oak Park developments such as the apartment building at 618 South Austin Boulevard. He also hired Capraro to design several Garfield Street

apartment buildings including 7, 11, and 17 Garfield Street and an apartment building at 1014 South Humphrey Avenue. Capraro and Jensen worked together on the apartment building at 1000 South Austin Boulevard, which has similar features to Harvard Apartments. Jensen also constructed other Oak Park buildings such as the E.E. Roberts-designed Hills Motor Sales Company at 260 Madison Street.

Alexander V. Capraro worked with many different developers, and designed at least a dozen apartment buildings in Oak Park, including The Oaks at 328 North Austin Boulevard, 822 South Austin Boulevard, 113 Garfield Street, and those mentioned above. He emigrated from Italy to Chicago as a boy and attended school to become an architect, passing the board exam in 1916. He was the first Italian to be licensed as an architect by the Illinois State Board. During World War I, he joined the U.S. Naval Engineers and designed buildings and bridges, including the large Navy and Munitions Buildings in Washington, DC. Capraro was a building appraiser for several years after the war, and began an architecture practice in 1921. In 1926, architect Morris L. Komar and Capraro formed the firm of Capraro & Komar, Architects in Chicago. Capraro was known for designing ornate apartment buildings, commercial buildings, hotels, public buildings, clubs, and churches, including the John Toman Branch Library and the Italian Royal Pavilion at the Century of Progress Exposition, or the second world's fair in 1933. One of Capraro & Komar's well-known works, the Casa Bonita at 7300 North Ridge Avenue in Chicago's West Ridge neighborhood, is an ornate terra cotta-clad Beaux Arts and Tudor Revival U-shaped apartment building built in 1928. Alexander V. Capraro passed away in 1956. He was a prolific architect during a time of rapid expansion in the Chicago suburbs, contributing many multi-family period Revival structures to the building stock of Oak Park and other communities.

814-820 South Austin Boulevard housed a variety of middle class tradesmen and professionals and their families. The 1930 Oak Park City Directory lists heater Louis Larson and his wife Mary at 814 South Austin Boulevard. Accountant Laurence A Gilyard; buyer Harold D. Stafford and his wife Isabel; and Anna, Carrie, and Mary Karstens lived in 816 South Austin Boulevard. Photographer Alfred G. Westelin and his wife Alice, salesman Frank W. Johnson, and clerk Otto H. Herbert and his wife Jeannette lived in 818 South Austin Boulevard; and pharmacist Hyman Ziezko and his wife Minnie, George P. Jackson, and clerk Cleo Wood lived in 820 South Austin Boulevard.

Today, Oak Park Apartments owns and manages the apartments at 814-820 South Austin Boulevard along with several other historic Oak Park apartments. Oak Park Apartments has been in business for twenty-eight years.

Oak Park

Constructed in Oak Park in 1925, the apartment building at 814-820 South Austin Boulevard was built during a period of expansion due to increased industry and growth in Chicago's suburbs. Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, Tarzan author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

Courtyard Apartment Buildings

Typically U-shaped, courtyard apartment buildings were built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's U-shaped configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Oak Park, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first-floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival, Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival. Although the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms.

Style History

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth century American architects were trained at the École des Beaux Arts in Paris, France where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

The Tudor Revival style was common and popular between 1890 and 1940. The Tudor Revival style is loosely inspired by Medieval English Tudor architecture, and common architectural elements include revival architectural motifs, patterned brick and other wall materials, prominent cross gables and chimneys, steeply pitched roofs, half timbering, leaded glass windows, and elaborate doorways. Early examples of the style include large, architect-designed buildings with detailed English Medieval and Renaissance Revival elements. More modest Tudor Revival style houses and apartment complexes were constructed after 1900, and the Tudor Revival style became the dominant domestic architectural style throughout the 1920s and 1930s.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style building.

Neoclassical architecture was a common and popular building style after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. The Neoclassical style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

Alexander V. Capraro-Designed Apartment Buildings in the Chicago Area

Capraro combined multiple revival styles to design apartment buildings, often working in the Beaux Arts, Neoclassical, and Tudor Revival styles or a mix of those styles. He designed more than ten apartment buildings in Oak Park between 1924 and 1928 ranging from four-flats to double U-shaped courtyard apartment buildings with modest (328 North Austin Boulevard, 618 South Austin Boulevard, 1014 South Humphrey Avenue, 11 Garfield Avenue, 17 Garfield Avenue, 41 Garfield Avenue, and 113 Garfield Avenue) to more elaborate (7 Garfield Avenue, 1000 North Boulevard, 1000 South Austin Boulevard, Harvard Apartments) facades. Much like 814-820 South Austin Boulevard, which displays various elements of the Beaux Arts, Tudor Revival, and Neoclassical styles, none of these apartment buildings are representative examples of one of these styles.

Most of these buildings have been evaluated during recent historic architecture surveys or are part of a National Register of Historic Places (NRHP)-listed historic district. 328 North Austin Boulevard is a contributing building to the NRHP-listed Ridgeland-Oak Park Historic District. 1000 North Boulevard was surveyed in 2005 as part of the Architectural Survey of the Downtown Oak Park and the Avenue Business District, and was deemed significant as a potential local landmark.

618 and 814-820 South Austin Boulevard, Harvard Apartments, 7 Garfield Avenue, 11 Garfield Avenue, 17 Garfield Avenue, 113 Garfield Avenue, and 1014 South Humphrey Avenue were evaluated in 2012 as part of the I-290 Corridor Architectural Study and deemed contributing features of a potential historic district. 41 Garfield Avenue was evaluated under the I-290 Corridor Architectural Study and considered individually NRHP-eligible.

Capraro also designed apartment buildings in the greater Chicago area, most notably Casa Bonita at 7300 North Ridge Avenue in the West Ridge neighborhood. Casa Bonita is an ornate terracotta-clad Beaux Arts and Tudor Revival U-shaped apartment building built in 1928.

814-820 South Austin Boulevard is a typical Capraro-designed apartment building. The elaborate double U-shaped courtyard apartment building at 1000 North Boulevard, constructed at the same time and by the same owner, architect, and builder as Harvard Apartments is a more refined and ornate example of a Beaux Arts and Tudor Style Capraro-designed apartment building in Oak Park. It features a gabled parapet, spires, and elaborate terra cotta panels and door surrounds. Furthermore, Casa Bonita in Chicago is much more ornate and representative of Capraro's work in multiple Revival styles featuring terra cotta tiles, decorative panels, finials,

slender twisted columns, and pediments.

814-820 South Austin Boulevard is a modest example of a Beaux Arts-style U-shaped courtyard apartment building designed by Alexander Capraro displaying aspects of the Tudor Revival and Neoclassical styles in Oak Park. Beaux Arts elements include rows of projecting brick along the first story, quoins, decorative fountains along the courtyard facade, and shield motifs on entrance entablatures and wall panels. Tudor Revival elements include the castellated parapet, basket weave brick pattern along the cornice, and brick and limestone facade. Neoclassical elements include the large stone pediment outline on the east facing courtyard elevation. The apartment building has not been significantly altered and retains many of its original materials. Alterations include replacement double-hung, vinyl-sash windows across the entire building, brick-filled window openings on the courtyard elevations, replacement asphalt shingles on the bay window roofs, and a new door opening on the south wing's east-facing facade.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The apartment building at 814-820 South Austin Boulevard was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The apartment building at 814-820 South Austin Boulevard is one of many extant apartment buildings designed by Capraro that was constructed during a time of rapid growth in Oak Park. As such, the apartment building type is common in Oak Park neighborhoods. Although 814-820 South Austin Boulevard is associated with the development of Oak Park in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history and therefore, 814-820 South Austin Boulevard is not eligible under Criterion A.

Research did not reveal any significant tenants at 814-820 South Austin Boulevard, and a variety of middle class professionals rented apartments. Although significant local architect Alexander V. Capraro designed the building, research did not reveal any associations directly with significant events in his career. Therefore the apartment building at 814-820 South Austin Boulevard is not eligible under Criterion B.

The apartment building at 814-820 South Austin Boulevard is a modest and typical example of a multiple Revival -style U-shaped courtyard apartment building designed by Alexander V. Capraro in Oak Park. Oak Park's rapid early twentieth century population growth gave rise to the construction of many courtyard style apartment buildings with various architectural styles; numerous examples are located throughout Oak Park, Chicago, and the surrounding suburbs. There are many other modest Capraro-designed Revival-style apartment buildings in Oak Park as well as better, more refined examples of Capraro's work skillfully blending the Revival styles. The apartment building at 814-820 South Austin Boulevard retains many of its original features, such as the U-shaped form and courtyard, brick veneer with stone details, and Revival style elements; however its overall form and appearance are typical of modest Capraro-designed multiple-Revival style apartment buildings in the early twentieth century and do not indicate architectural or artistic significance. The apartment building does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master, and therefore, is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

814-820 South Austin Boulevard
SURVEY ID 1-18

Photo 1 - 814-820 South Austin Boulevard



Facing west to east-facing facade from South Austin Boulevard

RESOURCE TYPE Property
NRHP STATUS Not Eligible

814-820 South Austin Boulevard
SURVEY ID 1-18

Photo 2 - 814-820 South Austin Boulevard



Facing southwest to east-facing facade and north side elevation from South Austin Boulevard

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

814-820 South Austin Boulevard
SURVEY ID 1-18

Photo 3 - 814-820 South Austin Boulevard



Facing west to U-shaped courtyard from South Austin Boulevard

Photo 4 - 814-820 South Austin Boulevard



Facing northwest to north wing's courtyard elevation with limestone ornamentation and fountain

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

814-820 South Austin Boulevard
SURVEY ID 1-18

Map - 814-820 South Austin Boulevard



PREPARED BY Melinda Schmidt, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/18/2015
LAST MODIFIED 3/1/2016

Historic Resources Survey

RESOURCE TYPE Property — Harvard Apartments
NRHP STATUS Not Eligible — **SURVEY ID** 1-19

NAME
Harvard Apartments

OTHER NAME(S)
N/A

STREET ADDRESS
822-836 South Austin Boulevard

CITY
Oak Park

OWNERSHIP
822 S. Austin LLC

TAX PARCEL NUMBER
16-17-315-018-0000, 16-17-315-017-0000

YEAR BUILT | SOURCE
1926 | Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Alexander V. Capraro/H.C. Jensen

STYLE
Beaux Arts

PROPERTY TYPE
Domestic

FOUNDATION
Stone

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Harvard Apartments is a four-story, brick-clad, Beaux Arts, S-shaped courtyard apartment building with Tudor Revival and Neoclassical details. Constructed in 1926 in a residential neighborhood, the apartment building faces east to South Austin Boulevard, with addresses at 822-836 South Austin Boulevard, and south to Harvard Street, with addresses at 2-8 Harvard Street. It has a stone foundation and a built-up flat roof. The primary east and south elevations feature Revival-style details, such as a castellated parapet with stone coping, full-height bay windows, fountains, decorative shield panels, and quoins. The building's S-shaped plan comprises three L-shaped wings forming a large U-shaped courtyard opening east to South Austin Boulevard, and a much narrower court opening west to an alley. The building's north side elevation abuts the apartment building at 814-820South Austin Boulevard and the west rear elevation faces an alley.

The building's primary elevations along South Austin Boulevard and Harvard Street are clad in face brick. Quoins run along the corners of the facade. The first story features five rows of projecting brick, giving the appearance of the rusticated first story often found on Beaux Arts buildings. The first story is divided from the rest of the facade by a row of projecting header brick under a stone stringcourse. A second stone stringcourse is located above the fourth story below a row of basket weave bond bricks. Stone coping runs along the cornice under the castellated parapet. A pediment interrupts the castellation above each bay window. Unless otherwise noted, all windows are three-over-one, double-hung, vinyl-sash replacement windows with stone sills and soldier brick lintels. Bushes and flowers line the east-facing facade.

The larger courtyard facing South Austin Boulevard has a simple entrance comprising a short decorative metal fence halfway into the courtyard with rectangular stone and brick piers topped by a large decorative stone bowl on either side of a central sidewalk. The sidewalk splits twice, leading to entrances on either side of the courtyard. Grassy lawn surrounds the sidewalk and overgrown ornamental bushes, small trees, and flowers line the foundations of the building's courtyard elevations and the fence.

The U-shaped courtyard facade comprises a central wing parallel to South Austin Boulevard and flanking perpendicular south and north wings. Facing the courtyard and parallel to South Austin Boulevard, the central wing's east-facing facade comprises a large projecting middle section with quoins along the corners and two identical bays of windows divided by a full-height column of rectangular stone panels resembling quoins. The first story has a centered replacement glass block window on each bay. The second, third, and fourth stories have identical sets of three narrow windows on each bay. Stone molding outlines a large pediment shape in the flat

cornice. The pediment shape is filled with a basket weave brick pattern and outlined by header brick.

The courtyard's perpendicular south and north wings are identical and feature a full-height bay window at the west end of the courtyard elevations. The south wing's north-facing courtyard elevation and north wing's south-facing courtyard elevation are divided into six sections east to west across the elevation. The first section's first story has an arched stone fountain with a lion head spout in the middle of the fade. Above, a three-story rectangular brick panel, comprised of soldier and stretcher brick and stone tiles at each corner, is centered on the elevation. A large stone panel with a shield motif is located in the middle of the rectangular panel below the fourth story. A full-height row of rectangular stone panels resembling the quoins runs along the west end of the wall. A diamond-shaped stone tile is located in the middle of the castellated parapet.

The slightly-projecting second section has a set of three windows on each story except for a replacement glass block window on the first story. Two square stone tiles flank a larger decorative stone tile on the flat parapet. The third section features an entrance with a stone door surround and hood molding with a shallow pediment decorated with acanthus leaf carvings and a shield motif. A four-over-one window is located on the second, third, and fourth stories. The recessed fourth section has a window on the second, third, and fourth story. The first story was not visible during survey.

The fifth section comprises a full-height bay window. First story windows are replacement glass block. On the remaining stories, the bay window's front wall has paired windows on each story and a single window on the flanking side walls. A stone stringcourse runs below each story and the hipped roof is covered in terra cotta tile. The sixth section has an entrance and was not visible during survey.

The north wing's east-facing facade faces South Austin Boulevard and comprises three bays, including two identical full-height five-wall bay windows on either side of a central entrance. The bay windows' first stories have glass block replacement windows on the center and flanking bay walls. A four-over-one window is located on the remaining stories of the center wall and a single window is located on the flanking side walls. The short outer walls are unadorned. The bay windows have a stone stringcourse below each story and the hipped roof is covered in terra cotta shingles. The center bay comprises a one-story, three-sided, parapeted portico. Portico wall treatments are identical to the rest of the first story. The wooden door has a large glass window and diagonal metal handles across the glass. The door surround is identical to those on the courtyard elevations. A narrow, single-plane replacement vinyl-sash window with a stone sill and lintel is located on both sidewalls. The stone lintels have a shallow pediment relief. The castellated parapet has a rectangular stone panel with a shield relief above the entrance. Triangular limestone pilasters flank either side of the panel. Above the portico, a four-over-one window is located between the second and third stories and between the third and fourth stories. The second story window has simple brackets under the sill. Basket weave brick fills the space between the second and third story windows. A column of rectangular stone panels resembling quoins is located along both sides of the bay. A small stone panel with a shield relief is located above the third story window. A vertical stone panel is located in the middle of the castellated parapet.

The south wing's east-facing facade faces South Austin Boulevard and is nearly identical to the north wing's east facade except for the north bay's first story windows and an additional bay at the south end. The north bay's first story windows are identical those on the second, third, and fourth stories. The additional bay at the south end of the facade comprises a modern metal door entrance and a four-over-one window on the remaining stories. A full-height row of rectangular stone panels resembling quoins is located along both sides of the bay. A vertical stone panel is located in the middle of the castellated parapet.

The third L-shaped wing's east facade facing South Austin Boulevard is identical to the south wing's east facade except for several windows across the elevation. The first story windows on the north bay window are replacement glass block. Paired three-over-one windows are located above the entrance portico. The first story windows on the south bay window are identical to those on the second, third, and fourth stories. The first story window on the southernmost bay is identical to those on the remaining stories.

Facing south to Harvard Street, the third L-shaped wing's south elevation comprises seven sections from east to west. The first section projects slightly from the facade and has a window opening at either end of the first story. The eastern opening has been filled with brick. Above, a three-story rectangular brick panel, comprised of soldier

and stretcher brick with stone tiles at each corner, is centered on the elevation. A large stone panel with a shield motif is located in the middle of the panel below the fourth story. A window is located on each story at the west end of the section. The second story window is two-over-one while the third and fourth story windows are three-over-one. A diamond shaped stone tile is located in the middle of the castellated parapet.

The second section has a set of three windows on each story and a flat parapet. The third section is a full-height bay window identical to those on the courtyard-facing facade. The fourth and sixth sections have a four-over-one window on the first story, between the second and third stories, and between the third and fourth stories. Basket weave brick fills the space between the second and third story windows. A small stone panel with a shield relief is located above the third story window. There is a vertical stone panel in the middle of the castellated parapet.

The fifth section is comprised of a full-height bay window with a two-bay center wall, two entrances with identical surrounds to the east facade entrances, and castellated parapet. The front wall has two sets of three windows on the second, third, and fourth story. A window is located on each floor of the side walls. The seventh section is a full-height bay window identical to those on the north wing's east-facing facade.

The west rear elevation faces an alley and was not accessible during survey. The north side elevation abuts the apartments at 814-820 South Austin Boulevard.

HISTORY/DEVELOPMENT

Harvard Apartments was built in 1926 in Chicago's Austin Park neighborhood. The building encompasses 822-836 South Austin Boulevard and 2-8 Harvard Street. The 2012 I-290 Corridor Architectural Study asserts owners Drollinger, Montenegro, & Forte contracted architect Alexander V. Capraro and builder H.C. Jensen to complete the work. The team constructed the neighboring, similarly styled north apartment building at 814-820 South Austin Boulevard a year prior.

Drollinger is a real estate broker mentioned in several Chicago Tribune articles as part of the firm George W. Drollinger & Sons. Drollinger worked with architect Capraro and builder Jensen on other Oak Park projects such as the apartment building at 1000 North Boulevard. He also worked with Capraro on the Erin-Cowen Building in Chicago. Joseph Montenegro worked with Capraro and builder H.C. Jensen on Oak Park developments such as the apartment building at 618 South Austin Boulevard. He also hired Capraro to design several Garfield Street apartment buildings including 7, 11, and 17 Garfield Street and an apartment building at 1014 South Humphrey Avenue. Capraro and Jensen worked together on the apartment building at 1000 South Austin Boulevard, which has similar features to Harvard Apartments. Jensen also constructed other Oak Park buildings such as the E.E. Roberts-designed Hills Motor Sales Company at 260 Madison Street.

Alexander V. Capraro worked with many different developers, and designed at least a dozen apartment buildings in Oak Park including The Oaks at 328 North Austin Boulevard, 822 South Austin Boulevard, 113 Garfield Street, and those mentioned above. He emigrated from Italy to Chicago as a boy and attended school to become an architect, passing the board exam in 1916. He was the first Italian to be licensed as an architect by the Illinois State Board. During World War I, he joined the U.S. Naval Engineers and designed buildings and bridges, including the large Navy and Munitions Buildings in Washington, DC. Capraro was a building appraiser for several years after the war, and began an architecture practice in 1921. In 1926, architect Morris L. Komar and Capraro formed the firm of Capraro & Komar, Architects in Chicago. Capraro was known for designing ornate apartment buildings, commercial buildings, hotels, public buildings, clubs, and churches including the John Toman Branch Library and the Italian Royal Pavilion at the Century of Progress Exposition, or the second world's fair in 1933. One of Capraro & Komar's well-known works, the Casa Bonita at 7300 N. Ridge Avenue in Chicago's West Ridge neighborhood, is an ornate terra-cotta clad Beaux Arts and Tudor Revival U-shaped apartment building built in 1928. Alexander V. Capraro passed away in 1956. He was a prolific architect during a time of rapid expansion in the Chicago suburbs, contributing many multi-family period Revival structures to the building stock of Oak Park and other communities.

Harvard Apartments housed a variety of middle class tradesmen and professionals and their families. The 1930 Oak Park City Directory lists salesman Frank E. Calkins and his wife Ona, clerk Edward Sorensen, and Victor E. Grant at 822 South Austin Boulevard; clerk Lillian Tardy, clerk Elmo E. Fross, and sealer Hartley H. Miller at 824 South Austin Boulevard; operator Elizabeth Valentine, cook Curtis H. Miller and his wife Beatrice, and Max Sinay

at 826 South Austin Boulevard; commercial artist Phillip J. Impens and his wife Caroline, W.B. Ashton, and Thomas Hanley at 828 South Austin Boulevard; William G. Barnes, clerk Joseph J. Kambe and his wife Ann, and Harry H. Rudolph at 830; janitor Joseph P Zeumer and his wife Grace, teacher William Wiebe, and salesman J.J. McCann and his wife Dorothy at 832 South Austin Boulevard; mechanic Arthur H. Tracy and his wife Elizabeth, Earl G. Larsen and his wife Bernice, and Frank J. Quan at 834 South Austin Boulevard; Harry T. Thersen, clerk William Santen and his wife Ann, and cashier Evelyn Warner at 836 South Austin Boulevard. Harvard Street residents include superintendent Bert Mulvane and Charles E. Seigel at 2 Harvard Street; manager Ralph E. Anderson and Julia Cory at 3 Harvard Street; clerk Lee V. Schucker and teacher Amelia Hirschi at 6 Harvard Street; and clerk Paul R. Corley at 8 Harvard Street.

Oak Park

Constructed in Oak Park in 1926, Harvard Apartments was built during a period of expansion due to increased industry and growth in Chicago's suburbs. Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestringses constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestringses sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, Tarzan author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

Courtyard Apartment Buildings

Courtyard apartment buildings were typically U-shaped and built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Although the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's courtyard configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Oak Park, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival, Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival.

The S-shaped building was the most common subtype of the courtyard apartment. The shape utilized as much of the lot as possible, and typically had smaller street-facing courtyards than U-shaped apartment buildings. A second, very narrow courtyard was constructed between the second and third wings and open to the rear of the apartment building in the opposite direction of the larger courtyard.

Style History

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth century American architects were trained at the École des Beaux Arts in Paris, France where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

The Tudor Revival style was common and popular between 1890 and 1940. The Tudor Revival style is loosely inspired by Medieval English Tudor architecture, and common architectural elements include revival architectural motifs, patterned brick and other wall materials, prominent cross gables and chimneys, steeply pitched roofs, half timbering, leaded glass windows, and elaborate doorways. Early examples of the style include large, architect-designed buildings with detailed English Medieval and Renaissance Revival elements. More modest Tudor Revival style houses and apartment complexes were constructed after 1900, and the Tudor Revival style became the dominant domestic architectural style throughout the 1920s and 1930s. The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style building.

Neoclassical architecture was a common and popular building style after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. The Neoclassical style

persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

Alexander V. Capraro-Designed Apartment Buildings in the Chicago Area

Capraro combined multiple revival styles to design apartment buildings, often working in the Beaux Arts, Neoclassical, and Tudor Revival styles or a mix of these styles. He designed more than ten apartment buildings in Oak Park between 1924 and 1928 ranging from four-flats to double U-shaped courtyard apartment buildings with modest (328 North Austin Boulevard, 618 South Austin Boulevard, 1014 South Humphrey Avenue, 11 Garfield Avenue, 17 Garfield Avenue, 41 Garfield Avenue, and 113 Garfield Avenue) to more elaborate (7 Garfield Avenue, 1000 North Boulevard, 814-820 and 1000 South Austin Boulevard) facades. Much like Harvard Apartments, which displays various elements of the Beaux Arts, Tudor Revival, and Neoclassical styles, none of these apartment buildings are representative examples of one of these styles.

Most of these buildings have been evaluated during recent historic architecture surveys or are part of a National Register of Historic Places (NRHP)-listed historic district. 328 North Austin Boulevard is a contributing building to the NRHP-listed Ridgeland-Oak Park Historic District. 1000 North Boulevard was surveyed in 2005 as part of the Architectural Survey of the Downtown Oak Park and the Avenue Business District, and was deemed significant as a potential local landmark.

Harvard Apartments, 618 and 814-820 South Austin Boulevard, 7 Garfield Avenue, 11 Garfield Avenue, 17 Garfield Avenue, and 113 Garfield Avenue, and 1014 South Humphrey Avenue were evaluated in 2012 as part of the I-290 Corridor Architectural Study and deemed contributing features of a potential historic district. 41 Garfield Avenue was evaluated under the I-290 Corridor Architectural Study and considered individually NRHP-eligible.

Capraro also designed apartment buildings in the greater Chicago area, most notably Casa Bonita at 7300 North Ridge Avenue in the West Ridge neighborhood. Casa Bonita is an ornate terra-cotta-clad Beaux Arts and Tudor Revival U-shaped apartment building built in 1928.

Harvard Apartments is a typical Capraro-designed apartment building. The elaborate double U-shaped courtyard apartment building at 1000 North Boulevard, constructed a year prior and by the same owner, architect, and builder as Harvard Apartments is a more refined and ornate example of a Beaux Arts and Tudor Style Capraro-designed apartment building in Oak Park. It features a gabled parapet, spires, and elaborate terra cotta panels and door surrounds. Furthermore, Casa Bonita in Chicago is much more ornate and representative of Capraro's work in multiple Revival styles featuring terra cotta tiles, decorative panels, finials, slender twisted columns, and pediments.

Harvard Apartments is a modest example of a Beaux Arts-style S-shaped courtyard apartment building designed by Alexander Capraro displaying aspects of the Tudor Revival and Neoclassical styles in Oak Park. Beaux Arts elements include rows of projecting brick along the first story, quoins, decorative fountains along the courtyard facade, and shield motifs on entrance entablatures and wall panels. Tudor Revival elements include the castellated parapet, basket weave brick pattern, and brick and limestone facade. Neoclassical elements include the large stone pediment outline on the east facing courtyard elevation. The apartment building has not been significantly altered and retains many of its original materials. Alterations include replacement double-hung, vinyl-sash windows across the entire building, some replacement glass block windows, new door openings on the east facade, and a brick filled window on the south facade, and an overgrown landscape.

NRHP STATUS
Not Eligible

DATE LISTED

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

Historic Resources Survey

RESOURCE TYPE Property — Harvard Apartments
NRHP STATUS Not Eligible — **SURVEY ID** 1-19

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Harvard Apartments was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Harvard Apartments is one of many extant apartment buildings designed by Capraro that was constructed during a time of rapid growth in Oak Park. As such, the apartment building type is common in Oak Park neighborhoods. Although Harvard Apartments is associated with the development of Oak Park in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history and therefore, Harvard Apartments is not eligible under Criterion A.

Research did not reveal any significant tenants at Harvard Apartments, and a variety of middle class professionals rented apartments. Although significant local architect Alexander V. Capraro designed the building, research did not reveal any associations directly with significant events in his career. Therefore the apartment building at Harvard Apartments is not eligible under Criterion B.

Harvard Apartments is a modest and typical example of a multiple Revival-style U-shaped courtyard apartment building designed by Alexander V. Capraro in Oak Park. Oak Park's rapid early twentieth century population growth gave rise to the construction of many courtyard style apartment buildings with various architectural styles; numerous examples are located throughout Oak Park, Chicago, and the surrounding suburbs. There are many other modest Capraro-designed Revival-style apartment buildings in Oak Park as well as better, more refined examples of Capraro's work skillfully blending the Revival styles. Harvard Apartments retains many of its original features, such as the S-shaped form and courtyard, brick veneer with stone details, and Revival style elements; however its overall form and appearance are typical of modest Capraro-designed multiple-Revival style apartment buildings in the early twentieth century and do not indicate architectural or artistic significance. The apartment building does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master, and therefore, is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE	Property	Harvard Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-19

Photo 1 - Harvard Apartments



Facing west to east-facing facade from South Austin Boulevard

Photo 2 - Harvard Apartments



Facing west to U-shaped courtyard from South Austin Boulevard

Historic Resources Survey

RESOURCE TYPE	Property	Harvard Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-19

Photo 3 - Harvard Apartments



Facing northwest to south side elevation from Harvard Street

Photo 4 - Harvard Apartments



Facing west to an entrance on the east-facing facade from South Austin Boulevard

Historic Resources Survey

RESOURCE TYPE	Property	Harvard Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-19

Map - Harvard Apartments



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/18/2015	
LAST MODIFIED	3/3/2016	3/3/2016 5:22:03 PM

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Historic Resources Survey

RESOURCE TYPE Property — Assumption Greek Orthodox Church
NRHP STATUS Eligible — **SURVEY ID** 1-21

NAME
Assumption Greek Orthodox Church

OTHER NAME(S)
N/A

STREET ADDRESS
601 South Central Avenue

CITY
Chicago

OWNERSHIP
Unknown

TAX PARCEL NUMBER
16-16-300-001-0000

YEAR BUILT
1938

SOURCE
Chicago Tribune

DESIGNER/BUILDER
Peter E. Camburas/Constantine Vlamis

STYLE
Byzantine

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Stone

WALLS
Stone

ROOF
Vitrified Clay Tile

DESCRIPTIVE NOTES
The Byzantine-style Assumption Greek Orthodox Church was constructed ca. 1937-1938. The three-story masonry structure has a cruciform footprint with its facade facing west toward South Central Avenue and its north side elevation facing toward West Harrison Street. The entire structure is supported by a smooth stone base and finished with a rusticated stone veneer on the west-facing facade, and north and south side elevations. The east side elevation is brick. A portico with an arcade and red clay-tiled roof covers the structure's west-facing facade entrance. Two octagonal towers flank the facade entrance. Both towers have tall vertical vents with ornamental grills, as well as red clay tile roofs with copper crosses on the top. The north and south side elevations each have a one-story buttress with roofs clad in red clay tiles. The roof features a gable on each elevation that is covered with red clay tile. A centralized octagonal dome rests atop the structure between the gables. The structure's rooflines and octagonal dome have denticulated cornices. Each side of the octagonal dome has paired window openings above a thin molded beltcourse. The window openings hold one-over-one metal sashes with stained glass windows. The windows have rounded stone hood molding. The dome is covered with copper plating and topped by a stone cross at its central point facing west toward South Central Avenue.

Facing west to South Central Avenue, the facade is seven bays in width on the first story and five bays in width on the second story with a centrally-placed one-story portico over three entrances. The portico is supported by two columns with Byzantine capitals that divide the portico's arcade into three arches. Stone steps leading to the three centrally-placed entrances are flanked by planters and have two metal rails. Each entrance has paired paneled wood doors flanked by molded pilasters. Single-pane glass transoms with wood sashes rest above each pair of doors. The transoms have denticulated lintels and are covered with decorative metal screens. Molded pilasters with Byzantine capitals separate the center entrance from the northern and southern central entrances. Greek lettering is engraved above the center entrance transom. Stone medallions depicting religious images are inset within the arches above each entrance. Metal light fixtures hang from the center of each arch to hover above the three entrances. Additional Greek lettering is engraved above the portico's arcade, and a denticulated cornice runs below the portico's metal gutters. The portico is covered by a red clay tile roof. The portico is flanked by a slender window opening on each side on the first story. Both window openings hold one-over-one metal sashes with stained glass windows. Each window has a sloped stone sill and a stone arch lintel. The outer (north and south) bays have one-story buttresses with denticulated cornice lines and red clay tile roofs. An octagonal tower begins on the second story of each outer bay. Both towers have tall vertical vents with ornamental grills, sloped stone sills with decorative motifs, and stone arch lintels. A denticulated cornice line runs below the metal gutters of each tower. The roof of each tower is covered with red clay tile and has a copper

cross at its central point facing west toward South Central Avenue. The central bays of the second story are slightly inset and are void of ornamentation except for a large recessed circular window opening in the center bay with a decorative stone surround. The window opening holds a nine-pane stained glass window with stone muntins. A molded frieze with arched ornamentation runs below the denticulated cornice of the front gable. A stone cross rests atop the gable and faces west toward South Central Avenue.

The north side elevation is nine bays in width and faces to West Harrison Street across a small lawn with substantial foliage. The elevation is faced in stone with a smooth stone base and a denticulated cornice line, consistent with the facade. With the exception of the westernmost and two easternmost bays, every other bay has windows with glass block at its base. The westernmost bay has a non-historic concrete ramp with non-historic metal railings leading to a pair of paneled wood doors. A stone floral motif with stone dentils rests atop the door. Two octagonal metal lights flank the doorway. Above the doorway, a window opening holds a one-over-one metal sash with a stained glass window. A floral spandrel panel is located below the window's sloped stone sill. The window has a stone arch lintel. The second story is recessed above a red clay tile roof before the structure's northwest tower begins. The tower has a tall vertical vent with an ornamental grill, a sloped stone sill with decorative motifs, and a stone arch lintel.

A small one-story buttress east of the westernmost bay has a paired window opening that holds two one-over-one metal sashes with stained glass windows. The windows have sloped stone sills and stone arch lintels. The buttress is topped with a red clay tile roof. An additional one-and-a-half-story buttress that is four bays in width runs between the westernmost bay and a gabled bay to the east. The first story of each bay has a paired window opening that holds two one-over-one metal sashes with stained glass windows. A stone pilaster mullion separates each window pair. The windows have sloped stone sills and stone arch lintels. An arched stone spandrel is located between each window opening and the buttress's cornice line. These four bays hold smaller paired window openings on the second story as well. The paired window openings hold two one-over-one metal sashes with stained glass windows. The windows have sloped stone sills and stone arch lintels. The easternmost bay of the buttress has a basement staircase with a metal railing that runs from west to east down into the basement of the gabled bay to the east.

The north elevation's gabled bay extends outward to the north. The first story has three centrally-placed rectangular window openings. The center window opening holds a three-over-three metal sash with a stained glass window. The two flanking windows are slightly smaller and hold one-over-one metal sashes and stained glass windows. The windows are covered by protective screens. A stone lintel is shared by the three windows. Rectangular spandrel panels and a denticulated beltcourse separate the first story and second story window openings. Three centrally-placed window openings on the second floor are separated by two stone pilaster mullions. The center window opening is slightly larger than the two flanking window openings. The windows are partially obscured by protective screens, but they appear to hold metal sashes and stained glass windows. All three windows have a stone arch lintel. An inlaid stone cross medallion is centered above the second story windows. A molded frieze with arched ornamentation runs below the denticulated cornice of the gable.

The two easternmost bays of the north side elevation have a staircase fronted by stepped planters. The staircase leads to a paneled wood door set in the inner of the two bays. The door has a denticulated lintel above. Three window openings in the easternmost bay hold single-pane metal sashes with stained glass windows. The windows share a sloped stone sill and each has a stone arch lintel. A mounted light sits between the doorway and window openings. The top of the first story is capped with a curved stone parapet and a flat roof. The second story is recessed and has a simple stone veneer across its exterior before reaching the denticulated cornice line.

The south side elevation was partially obscured at the time of on-site survey. With the exception of not having a concrete ramp addition at its westernmost bay, the south side elevation appears to have an identical facade to the north side elevation. The east rear elevation is common brick and its first story is punctuated with irregularly placed window openings. The second story has no visible fenestration. The rest of the east rear elevation was obscured at the time of on-site survey.

HISTORY/DEVELOPMENT

The Assumption Greek Orthodox Church was commissioned by the Greek-American Assumption parish in 1937 and completed in 1938. Designed by architect Peter E. Camburas and constructed by Constantine Vlamis, the

church was erected at a cost of $200,000 and the adjacent school at a cost of $175,000. The church received significant attention in the Greek community when construction began, and Archbishop Athinagoras laid the cornerstone of the church in October 1937. The decorations within the church were not completed until 1945, while the stained glass windows featuring the Repose of Mary and the saints of the Eastern Church were not created until 1959-1960 by the F.X. Zettler Studio of Munich. Another interior improvement was made in the 1970s with the addition of authentic Byzantine iconography. Today, the Assumption Greek Orthodox Church continues to function as a church. The church is bordered by Loretto Hospital to the south, Columbus Park across South Central Avenue to the west, West Harrison Street to the north, and the Plato Learning Academy to the east.

Chicago Greeks

Greek immigration to Chicago began as early as the 1840s, but large amounts of Greek immigrants did not come to the city until after the Great Chicago Fire of 1871. Many of the newly-settled Greeks were employed to reconstruct the city, and others worked as street vendors to peddle produce. By the end of the nineteenth century, a large Greek community nicknamed the “Greek Delta” had been established between Halsted, Harrison, and Blue Island Streets in the Near West Side Neighborhood. This community as well as others continued to grow, and by 1930, the Chicago area had become home to approximately 30,000 first and second generation Greek Americans. The “Greek Delta” community continued to operate until the 1960s, when the University of Illinois at Chicago displaced most of the residents. Greeks that had been displaced by the university moved to other areas that had been influenced by Greek immigration, including the Austin community area where the Assumption Greek Orthodox Church is located.

Austin

The Austin community area was established in 1865 by Henry Austin, who had purchased 470 acres of land for a temperance settlement he named “Austinville.” The area experienced steady growth from the 1870s to 1890s, largely due to steadily improving suburban railroad service. Many of these early residents were Germans and Scandinavians, while Irish and Italian families would begin coming to the area sometime later. By the 1890s, the settlement was home to 4,000 residents. In 1899, however, Austin was voted out of Cicero Township and incorporated into Chicago. After its incorporation into Chicago and the continued steady growth of the city and transportation lines, Austin became one of Chicago’s best-served and fastest growing areas. By 1930, over 130,000 residents lived in Austin, including many Greek migrants. These Greek residents established the Greek-American Assumption parish within the Austin community on November 28, 1924, and held religious services in a frame building at the terminus of the Harrison streetcar line until the construction of the Assumption Greek Orthodox Church in 1937-1938. Austin remained a prominent neighborhood until the 1960s, when urban renewal and the construction of the Congress Expressway (now Eisenhower Expressway) resulted in the gradual economic decline of the area. Many of the Greek residents of Austin moved further out into the suburbs at this time, although the Assumption Greek Orthodox Church remained active. Housing disinvestment, vacancy, and demolition were rampant in Austin by the 1980s. Today, organizations such as the Organization for a Better Austin and nonprofit housing developers work to stabilize the community.

Architect Peter E. Camburas

The Assumption Greek Orthodox Church was designed by Chicago architect Peter E. Camburas (1893-1985). Camburas was born on the Isle of Mytelili, Greece, off the coast of Turkey. In 1901, Camburas immigrated to Chicago with his family. He served in the Army Corps of Engineers in World War I, and was allowed to stay in France for a year after the war so he could attend the Ecole De Beaux Art in Paris. After returning to Chicago, Camburas continued his architectural studies at the Armour Institute in Chicago. He was hired by the Hall, Lawrence, & Ratcliffe, Inc. architectural firm in 1924, and worked as the chief architect on the Chicago Stadium in 1928-1929. He also helped design the Chicago Criminal Courts Building. In 1937, Camburas established his own architectural firm at 105 West Madison Street. Assumption Greek Orthodox Church was an early design by the new firm. He would go on to design 26 Greek Orthodox churches in Chicago, Illinois, the Midwest region, and beyond, as well as over 200 Jewel and Osco stores. Camburas’ career spanned almost 60 years, during which time he became well known for his strong grasp on the Byzantine style of architecture. He died in Chicago on September 26, 1985.

Other Camburas-designed Greek Orthodox churches in the Chicago area include St. Andrew Greek Orthodox Church (1955-1956) at 5649 North Sheridan Road in Chicago, and St. Nicholas Greek Orthodox Church (1970s) in Oak Lawn, IL (Figure 1). Both churches have a similar cruciform footprint to the Assumption Greek Orthodox Church, with varying architectural details. St. Andrew Greek Orthodox Church was constructed in 1955-1956. It does not have a dome and has a single tower at the front of the church. The smooth stone facade also differs, though somemany architectural details and the roof materials are very similar to Assumption Greek Orthodox Church. The architectural details, however, are not as articulate, ornate, or detailed as the earlier Assumption Greek Orthodox Church. St. Nicholas Greek Orthodox Church was constructed in the 1970s, and reflects some design preferences of the late-twentieth century, including a modern barrel roof and aluminum roofing, simplified arched windows, and simplified architectural details. Its floorplan, including a rear dome, resembles Assumption Greek Orthodox Church. Though all three churches reflect Camburas' mastery of the Byzantine style, Assumption Greek Orthodox Church is one of his firm's earliest and more ornate designs in the Chicago area.

Byzantine and Romanesque Styles

The Assumption Greek Orthodox Church is an example of the Byzantine style that dominates Greek Orthodox Church architecture, but also displays elements of the Romanesque style. The Byzantine style originated in the sixth century in Constantinople (modern-day Istanbul) during the reign of Eastern Roman Emperor Justinian. The most striking characteristic of the style is a hemispherical dome supported on pendentive vaults over a square base, with the most famous example being the Hagia Sophia, a great church constructed in Constantinople between 532 and 537 A.D. The style also features masonry exterior walls, groupings of arched windows, the use of columns, and a symmetrical square or octagonal plan. The exterior walls are usually left relatively plain, but are occasionally seen with alternating rows of stone and brick. Window groupings are a common feature in the style, with small windows often ringing the base of the structure's dome and larger windows occupying any gabled sides of the structure. Door and window openings usually display roman, segmented, or horse-shoe arches. Various column capitals are used in the style, with the columns often supporting secondary features of the structure while massive piers are used to support the dome's superstructure. The Byzantine style often relies upon multiple domes as the only external covering for the roof, and uses various materials to cover the roof.

The Romanesque style originated in the eleventh century in northern Italy, and is characterized by the round arch. The cruciform plan is the dominant floor plan of the style. The style also features masonry exterior walls, arched window and door openings, arcades supported by columns, vaulted roofs, and towers. The exterior walls are usually very thick in order to eliminate the need for buttresses. Round arches resting on Corinthian capitals are found in the style. The style's ceilings are barrel or tunnel-vaulted. The style's towers are usually constructed of masonry and vary in shape from square to circular or octagonal.

The Assumption Greek Orthodox Church embodies the Byzantine style in various ways, and displays certain elements of the Romanesque style. The relatively unadorned masonry facade and elevations of the structure are characteristic of the Byzantine style, as well as the copper-capped dome. Slender pairs of arched windows on the north and south elevations are also characteristic of the style, as well as the small windows wrapping around the base of the dome. The interior of the church depicts Byzantine iconography. The cruciform floor plan is representative of the structure's Romanesque-style elements. The west facade is also characteristic of the Romanesque style, with an arcade at the center of the facade and octagonal towers at the northern and southern ends. With the exception of a non-historic ramp and metal rails at the westernmost end of the north side elevation, the church's exterior retains all of its original features and materials.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☑ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Assumption Greek Orthodox Church at 601 South Central Avenue was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C and Criteria Consideration A using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Assumption Greek Orthodox Church is associated with the Greek community in the Austin area. The church was built by the community ca. 1937-1938 to accommodate the growing number of Orthodox Greeks, and it has served the Austin Greek community and greater Greek community since its construction. However, the property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the Assumption Greek Orthodox is not eligible under Criterion A or B.

The Assumption Greek Orthodox Church is eligible under Criterion C and Criteria Consideration A. The structure embodies the Byzantine style in various ways, with Romanesque-style elements. The relatively unadorned masonry facade and elevations, paired windows with stone arch lintels, and interior Byzantine iconography are all representative of the style. However, the octagonal dome with paired arched windows and a copper-plated roof is the greatest Byzantine-style characteristic the church maintains. The portico on the facade, two octagonal towers, and cruciform footprint are all elements of the Romanesque style, as well as the red clay tile roof. The church was designed by notable local architect Peter E. Camburas. Though there are several other Camburas-designed Greek Orthodox churches in Chicago, Assumption Greek Orthodox Church is an early, and ornate representative example of his mastery of the Byzantine style of architecture. For these reasons, the Assumption Greek Orthodox Church is eligible under Criterion C and Criteria Consideration A as a representative work of a local master architect and as an example of the Byzantine architectural style in the Chicago area.

The property was not evaluated under Criterion D as part of this assessment.

The Assumption Greek Orthodox Church retains high levels of integrity, despite a minor non-historic alteration. It retains integrity of location, design, materials, workmanship, feeling, and association. Although the church still borders Loretto Hospital to the south and the Plato Learning Academy to the east, the appearance of a surface lot on the north side of West Harrison Street and alterations to Columbus Park west of the church have diminished the integrity of the building's setting. The construction of the Eisenhower Expressway south of the church also contributes to diminished integirty of setting. Since the structure is only eligible under Criterion C, its period of significance is the years it was constructed ca. 1937-1938 as well as the installation of the stained glass windows in 1959-1960.

NRHP BOUNDARY

The NRHP boundary for the Assumption Greek Orthodox Church is the western portion of parcel 16-16-300-001, not including the eastern portion of the parcel that includes the Plato Learning Academy. The parcel borders West Harrison Street to the north, South Central Avenue to the west, Loretto Hospital (parcel 16-16-300-018) to the south, and a parking lot to the east. This is the location that the structure has occupied since it was constructed ca. 1937-1938.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Assumption Greek Orthodox Church
SURVEY ID 1-21

Photo 1 - Assumption Greek Orthodox Church



Facing east to west-facing facade from South Central Avenue

Photo 2 - Assumption Greek Orthodox Church



Facing northeast to west-facing facade and south side elevation from South Central Avenue

RESOURCE TYPE	Property	Assumption Greek Orthodox Church	
NRHP STATUS	Eligible	**SURVEY ID**	1-21

Photo 3 - Assumption Greek Orthodox Church



Facing southeast to west-facing facade and north side elevation from South Central Avenue and West Harrison Street intersection

RESOURCE TYPE Property
NRHP STATUS Eligible

Assumption Greek Orthodox Church
SURVEY ID 1-21

Photo 4 - Assumption Greek Orthodox Church



Facing southeast to north side elevation and west-facing facade from South Central Avenue and West Harrison Street intersection

RESOURCE TYPE Property
NRHP STATUS Eligible

Assumption Greek Orthodox Church
SURVEY ID 1-21

Photo 5 - Assumption Greek Orthodox Church



Facing southwest to north side elevation from West Harrison Street

RESOURCE TYPE Property
NRHP STATUS Eligible

Assumption Greek Orthodox Church
SURVEY ID 1-21

Photo 6 - Assumption Greek Orthodox Church



Close-up view of north side elevation details and dome

Figure 1 - Comparative Examples



Top Photo: St. Andrew Greek Orthodox Church (Google Maps August 2015); Bottom Photo: St. Nicholas Greek Orthodox Church (http://www.stnicholasil.org)

RESOURCE TYPE Property
NRHP STATUS Eligible

Assumption Greek Orthodox Church
SURVEY ID 1-21

Map - Assumption Greek Orthodox Church



PREPARED BY Alexander Wise, AECOM
SURVEY PREPARED 11/18/2015
LAST MODIFIED 3/7/2016

Historic Resources Survey

RESOURCE TYPE Property — Loretto Hospital
NRHP STATUS Not Eligible — **SURVEY ID** 1-22

NAME
Loretto Hospital

OTHER NAME(S)
Austin Hospital, Frances E. Willard Hospital, Willard Hospital

STREET ADDRESS
645 South Central Avenue

CITY
Chicago

OWNERSHIP
Renaissance Management Company

TAX PARCEL NUMBER
16-16-300-018-0000, 16-16-300-019-0000, 16-16-300-020-0000, 16-16-300-021-0000, 16-16-300-022-0000, 16-16-300-023-0000, 16-16-300-024-0000, 16-16-300-040-0000

YEAR BUILT
1923

SOURCE
Loretto Hospital Website, "The History of Loretto Hospital" (2015)

DESIGNER/BUILDER
John Edmund Oldaker Pridmore

STYLE
Beaux Arts

PROPERTY TYPE
Health Care

FOUNDATION
Stone/Limestone

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The Loretto Hospital at 645 South Central Avenue and 5536 West Flournoy Street is located at the northeast corner of South Central Avenue and West Flournoy Street. The hospital fronts South Central Avenue and West Flournoy Street and the alleyway that bisects the block the hospital occupies on an east-west axis. The hospital is comprised of an original building that exhibits an X-plan footprint, which dates to 1923-24, and multiple additions built between the mid-twentieth century and the present day. Two parking lots, one located east of the hospital building and a second located northeast of the hospital building at West Harrison Street and South Lotus Avenue, are associated with the hospital. A vacant lot, located on the south side of West Flournoy Street abutting the I-290 Eisenhower Expressway, is also owned by Loretto Hospital. Today, the Renaissance Management Company (RMC) manages the hospital.

The X-plan Loretto Hospital building, which is oriented west toward South Central Avenue, is a seven-story, Beaux Arts-style building. The building's overall design and fenestration patterns are symmetrical and uniform. Ornament is repetitious. The building is constructed of a reinforced concrete frame. The building is clad in limestone and brick. The X-plan building sits on a basement, the seventh story is set back from the building's sixth story, and the built-up roof is flat.

The building's facade is comprised of northwest and southwest-oriented wings, which create the building's V-shaped facade. These west wings are five bays wide and five bays deep. The building's facade is set back from South Central Avenue and fronted by a V-plan driveway and concrete sidewalk. At the facade's basement level and first story, there is a limestone base course and the exterior is clad with rusticated limestone tiles. The facade's upper stories are clad in red and buff-colored brick.

The building's V-shaped facade has a tri-partite configuration, formed by a center one-bay section that is oriented to the west. This section is flanked by the five-bay northwest wing's southwest elevation and the five-bay southwest wing's northwest elevation. Installed in 1970, a porte cochere supported by metal posts is attached to the building's tri-part facade and shelters the driveway and sidewalk that abut the facade. Between the facade's outer bays the porte cochere projects westward in a half-circle form. The porte cochere's fluted

cornice is likely metal. Upright letters attached to the porte-cochere's flat roof read "LORETTO HOSPITAL."

At the center section of the building's facade, a tri-partite, two-story, projecting, limestone bay houses the building's main entrance. The outer bays within this projecting tri-partite entrance bay encompass one bay from both of the facade's flanking sections and are oriented to the northwest and the southwest, respectively. The entrance, which is located at the ground level, along with the building's basement window, is comprised of paired, metal-frame glass doors. The entrance is reached by the sidewalk abutting the building's facade. A replacement three-light, metal-sash, sliding-light window is located above the entrance at the same level as the building's first-story windows. Fluted pilasters flank the entrance and this window and terminate in Corinthian capitals. A metal-frame, vertical-light window flanks each side of the center window in the projecting tri-partite entrance bay's outer sections. The tri-partite entrance bay terminates in a limestone entablature. The entablature's frieze contains raised panels and roundels and terminates in a dentiled cornice. A prominent, dentiled, swan's neck pediment, urn, and a stepped parapet wall top the entablature.

Flanking the center tri-partite projecting entrance bay, both wings contain four, square-form, basement-level windows at the ground level of the building's facade. All of the basement windows are infilled with brick; several contain small, single-light, horizontal windows within the brick infill. Each wing also contains four windows at the building's first story. Each window is comprised of a replacement, one-over-one, double-hung, metal-sash window with a limestone sill. The openings are topped by gauged limestone lintels and scoured volute keystones. At both wings, the facade's first story terminates in a limestone entablature with a molded cornice.

Though the facade's upper stories are clad with brick, the facade's center section and one bay immediately flanking this section on both wings are clad in limestone tiles. These tiles terminate in limestone quoins. Between the building's second and sixth stories, the fenestration pattern is symmetrical. One window is located at each story within the facade's center section and each wing houses five windows between the second and sixth stories. All are one-over-one, double-hung, metal-sash windows. The second-story windows feature a limestone sill course and each is topped by a limestone lintel with a fret motif and center roundel. Within the center limestone-clad portion of the facade, ornamented spandrel panels are located beneath the three third-story windows and feature festoon swags and shields. Between the third and fifth stories of the facade, all of these center windows feature limestone sills. At both wings, the facade's windows located between the building's third and fifth stories have limestone sills and limestone lintels with paneled keystones. The facade's sixth story windows feature a limestone sill course. At the wings, raised brick panels containing a raised diamond motif flank each window.

The building's sixth story terminates in a prominent, molded, limestone cornice featuring a leaf-and-dart motif, large dentils, and a lion's head motif. The cornice is capped by a brick parapet wall with limestone coping. Here, the center limestone-clad portion of the facade houses a cartouche surrounded by festoon swags. The building's seventh story is set back from the sixth story; only a three-bay-wide portion of the seventh story is visible at the building's facade. This brick-clad portion of the seventh story is divided into three bays by limestone pilasters. The central bay continues the design from the lower stories with its limestone facing framed on either side by brick walls. The central bay contains a ten-pane window while the other bays display large glass-block windows, which are likely replacements. The three windows are capped by an entablature. The center bay features a limestone frieze with a center roundel and limestone panels; the frieze topping the outer bays contains brick. The entablature terminates in a molded limestone cornice, capped by a brick and limestone parapet wall. The parapet wall's center bay is clad in limestone and peaks in a slight arch. The outer bays feature brick and limestone quoins. The parapet wall of this three-bay-wide section of the seventh story terminates in a simple limestone cornice.

The northwest wing's northwest elevation, which is oriented towards the intersection of South Central Avenue and the north alleyway, and the southwest wing's southwest elevation, which is oriented towards the intersection of South Central Avenue and West Flournoy Street, have both been significantly altered. Both elevations' center three bays are now obscured by the ca. 1970 addition of projecting brick-clad sections, which begin at the ground level and terminate at the building's sixth story. The side elevations of both brick projecting sections contain a vertical band of metal-frame, fixed-light windows that vary in size and are flanked by brick pilasters. The building's original portions of both side elevations, which are still visible and intact, comprise the outermost bay and one window, which flank each side of both projecting brick sections. Here, the wings' side elevations are

identical to the outer sections of the building's facade, most notably featuring the same application of limestone at the ground level and first story, brick at the upper stories, limestone quoins, replacement one-over-one metal-sash windows, sill and lintel styles, limestone entablature, and brick and limestone parapet walls.

The X-plan building's south side elevation of the original building also exhibits a V-plan formation and is formed by the southwest wing's five-bay, northeast-facing elevation, a one-bay center section oriented south to West Flournoy Street, and the rear southeast wing's two-bay, southwest-facing elevation. This side of the building is identical to the facade, featuring the same exact application of materials and ornament and the same fenestration pattern at each story. The only exception being that this side of the building lacks the center, two-story, projecting bay entrance. Basement-level and first-story windows are present instead of an entrance. Additionally, the southeast wing contains two windows at each story instead of five windows and some window openings are now infilled with brick, instead of the replacement one-over-one windows.

The north side of the building also features a V-plan formation, formed by the northwest wing's five-bay, northeast-facing elevation, a center one-bay section that is oriented to the north, and the rear northeast wing's two-bay northwest-facing elevation. This elevation is not treated with the same level of detail as the facade and south side elevation and is clad in brick. Additionally, the elevation was not accessible during survey, but aerial images indicate that there is a central first-story entrance and the fenestration pattern is similar to that of the building's south side elevation. The northwest wing contains five windows, the center section houses one window, and the northeast wing contains two windows at each story. The building's seventh story is present at this side of the building and features an irregular fenestration pattern consisting of a single window on the east side of the northwest wing, no windows on the center section, and two windows on the northeast wing.

The X-plan building's rear, east half is comprised of two truncated wings, oriented to the northeast and the southeast. The east wings are two bays deep and five bays wide. The northeast wing's northeast elevation and the V-form rear elevation, formed by the northeast and southeast wings, are clad in brick. The lower stories of these elevations are obscured by several rear additions to the original X-plan building, including what was originally built as a one-story section attached to the northeast wing, but is now three stories high. The fenestration pattern at these elevations is also irregular and the building's seventh story is present, but it is clad in brick. The southeast wing's southeast elevation is completely obscured by an eight-story addition completed in 1970.

The building's roof, present at the sixth and seventh stories of the X-plan building, is built-up and flat. The roof contains numerous components of the building's HVAC system and a one-story section that houses an entrance to access the roof.

Originally built along with the X-plan building in 1923-24, a rear section with a V-plan footprint is attached to the northeast wing's northeast elevation. Constructed of a reinforced concrete frame, this section was originally one-story high, but today a portion of the section is three stories in height. At the three-story portion of the section, the northwest and north elevations are oriented towards the alleyway that is located in the center of the block. Both the one and three story portions of the section of the building have flat roofs. The three-story portion of the building contains a prominent brick smokestack. Built between 1950 and 1951, a three-story, brick-clad addition with a flat roof is attached to the east elevation of the 1923-24 V-plan section of the building.

A Modern-era, brick-clad addition consisting of an eight-story wing attached to the original X-plan building's southeast wing and a five-story wing attached to the eight-story wing's east elevation was completed in 1970. The eight-story wing exhibits a rectangular-plan footprint, fronts West Flournoy Street, and has a flat roof. A stucco-covered structural framework divides the West Flournoy Street south elevation into seven bays. The bays at each story of the building contain tri-partite, multi-pane, metal-frame vertical and horizontal lights. This framework and fenestration pattern is also present at the addition's north elevation. Together, the two wings form an L-shaped footprint. The five-story wing fronts West Flournoy Street and a rear parking lot located east of the hospital. The wing's first story was altered in 2009, with the addition of a new emergency center, attached to the five-story wing's east elevation. The wing's south and east elevations contain glass curtain walls at the first story. The east elevation contains an entrance, comprised of automatic sliding doors, reached by a raised concrete patio covered with metal railings. At each elevation of the building, the wing's fourth story is comprised of a band of metal-frame, multi-light windows divided by concrete bands and piers. The wing's fifth story is

setback. The fifth story's walls are angled curtain walls, likely creating an atrium-like space within the building. The wing's roof is flat. A two-story, rectangular-plan, brick-clad section tops both the eight-story and five-story wings. The letters "LORETTO HOSPITAL" are attached to the section's east elevation. This section has a flat roof. The 2009 emergency center addition, which abuts the five-story wing's east elevation, is constructed of brick and fronts the hospital's rear parking lot. A porte cochere with a flat roof is attached at the north end of the emergency center's east elevation. The porte cochere is attached to an awning, which wraps around the emergency center's southeast corner and shelters the entrance to the 1970 five-story wing. The 2009 addition features a flat roof, which contains HVAC equipment.

Three flower beds are located at the building's facade at South Central Avenue. These beds contain low shrubs and flowers. Foundation plantings also abut the facade. Concrete sidewalks parallel South Central Avenue and West Flournoy Street. Panels of grass parallel the building and sidewalk along West Flournoy Street. The paved surface-level parking lot located east of the building is enclosed by an iron fence and is accessed from West Flournoy Street, South Lotus Avenue, and the alleyway located immediately north of the hospital. A second parking lot, located northeast of the hospital, is accessed from West Harrison Street at South Lotus Avenue. Median strips within the parking lot features panels of grass, shrubs, and trees. A grass, vacant lot, owned by the hospital and located on the south side of West Flournoy Street, contains deciduous trees.

HISTORY/DEVELOPMENT

Located on Chicago's west side, Loretto Hospital is situated in the South Austin area of the Austin neighborhood, the city's Community Area 25. Originally built as Austin Hospital, between 1923 and 1924, the building has undergone several renovations and received multiple additions that date from the mid-twentieth century to the early twenty-first century. The original hospital building occupies parcel 16-16-300-018-0000. In its entirety, the Loretto Hospital complex, which includes the original hospital, multiple additions, two parking lots, and a vacant lot, now encompasses a much larger area and a number of parcels. The hospital complex is roughly bound by South Central Avenue to the west, West Flournoy Street to the south, West Harrison Street to the north, and South Lotus Avenue to the east.

Several west side doctors led the effort to build Austin Hospital, a proprietary, for-profit institution. Public and for-profit hospitals became increasingly more common after the turn of the century, as trends in healthcare shifted away from privately-owned and operated hospitals with religious affiliations. Construction on the seven-story, Beaux Arts-style building began in early March 1923 at the northeast corner of the intersection of South Central Avenue and West Flournoy Street, directly across from Columbus Park. British-American architect John Edmund Oldaker Pridmore, commonly referred to as J. E. O. Pridmore, designed the X-shaped Austin Hospital building. Early renderings indicate that the building's extant southwest and southeast-oriented wings were originally designed with extensions that projected on a north-south axis from each angled wing. It is not known why Pridmore's original plans were not followed. However, the X-shaped footprint was still executed, with longer northwest and southwest wings and truncated northeast and southeast wings. The X-shaped footprint was selected to ensure that each patient room would have a window, natural light, and ventilation.

The hospital's northwest and southwest wings were completed by December 1923. In June 1924, the remaining work was projected to be finished in the early spring of 1925. At this point in mid-June, estimates of the project's total cost reached $1 million, a dramatic increase from an original $387,000 budget. Research did not reveal if the Austin Hospital project carried over into 1925; several sources only identify 1923-24 as the construction timeframe. Once completed, the hospital was equipped with short and long-term patient facilities, allowing Austin Hospital to operate as both a hospital and a sanitarium. Every floor had a solarium for patients to gather and mingle and each patient room included a private bathroom, telephone, and a fumigating wardrobe and had a radio connection. Austin Hospital was also equipped with hydrotherapy, X-ray, dental, and obstetrics departments and 210 patient beds. A one-story, V-plan section, which housed the kitchen and laundry facilities, was constructed abutting the hospital's rear, northwest wing. A board, the Austin Hospital Association, managed and operated the facility.

In 1928, the Frances E. Willard National Temperance Hospital, a long-established institution in Chicago, purchased Austin Hospital. Founded in 1886 as the National Temperance Hospital, the Frances E. Willard National Temperance Hospital was originally located on South Cottage Avenue. In 1903, the hospital relocated for the fourth time to the city's Old Medical District, an area on the west side roughly bound by Congress,

Ashland, Polk, and Lincoln Streets, where it remained for twenty-five years. In 1910, the hospital was renamed as a dedication to social reformer and suffragist Frances E. Willard. When it was announced that Austin Hospital had begun facing financial difficulties and the building would be sold by a court order, the Frances E. Willard National Temperance Hospital purchased the building. Austin Hospital also took on the Frances E. Willard name and a formal opening was held in May 1928.

The hospital operated under the Frances E. Willard name until 1936-37, when the hospital underwent its second reorganization because of more financial issues. A group of citizens stepped in to save and manage the hospital, which they renamed Willard Hospital. A Catholic order, the Sisters of St. Casimir purchased Willard Hospital on December 10, 1938, the Feast of Our Lady of Loreto. Though the hospital's name is derived from this holiday, Loretto Hospital is spelled differently than Loreto, Italy.

The Sisters were already in charge of operating another hospital in Chicago. Hospitals established and managed by Catholic orders was a common practice throughout the United States, but these religiously-affiliated hospitals were becoming less common during the first half of the twentieth century, due to the rise of public and for-profit hospitals. Throughout its affiliation with the Sisters, an auxiliary was relied on to raise money for Loretto Hospital. The building underwent one month of renovations and repairs before it reopened on January 16, 1939 as Loretto Hospital, named in honor of the Catholic holiday that coincided with the building's purchase. The Sisters made further improvements and in late 1941, Loretto Hospital held an open house showcasing newly refurbished patient rooms and the new tile and scrub sinks installed in the maternity and surgery departments.

In 1946, the Sisters of St. Casimir unveiled plans for a new $25,000 psychiatric unit on the building's third floor, which would allow the hospital to care for short and long-term patients. The new unit opened in April 1947, reportedly the first of its kind in a Catholic general hospital in Chicago. In May 1949, Loretto Hospital became affiliated with Loyola University's school of medicine. In response, the Sisters outfitted the hospital with new obstetrician facilities, additional rooms for neurosurgery, and improved nursing facilities. At this time, Loretto Hospital had a capacity of 125 beds and eighty physicians.

Between 1950 and 1951, a two-story, rectangular-plan addition was built onto the rear, one-story, V-plan section at the rear of the hospital. This addition likely housed additional facilities, including a laundry area. When the Congress Expressway, now the I-290 Eisenhower Expressway, was built in the early 1950s, the hospital lost a parking lot located on the south side of West Flournoy Street; today, a vacant lot. In December 1955, Loretto Hospital received a $77,000 Ford Foundation grant to improve and expand the hospital's services to the public. The grant was likely used to fund a portion of the twenty-room addition to the psychiatric unit, designed by the Chicago architectural firm J. W. Bagnuolo & Associates. The addition included a roof-top garden, a personal laundry room and kitchenette for patients, and recovery and occupational therapy rooms for a total cost of $200,000. Though it was completed in 1958, the exact location of this addition is unknown. Located in the path of the psychiatric unit addition, an existing main-floor chapel was also remodeled that year. Loretto Hospital chaplain Reverend W. Calek selected mahogany paneling and an oak alter and pews for the space. Plans to expand the hospital even further were also underway by the late 1950s.

In 1963, Loretto Hospital medical staff purchased the two parcels of land at 5538 and 5540 West Flournoy Street and presented the deeds to the Sisters of St. Casimir. This was the final component of a plan to purchase six parcels of land, begun earlier in 1957. The additional parcels would allow the Sisters to expand the hospital along West Flournoy Street. In 1965, the Sisters announced plans to build a four-story addition and to renovate the existing hospital. One year later, they received a $1.1 million Hill-Harris federal grant, which would fund a portion of the project. In preparation for the addition, four West Flournoy Street buildings were demolished in August 1967, and work began in 1968. By this time, the original plans were abandoned for two additional units, comprised of an eight-story wing and a four-story wing, connected to each other and to the hospital building, along with its renovation. When the project reached its half-way point in 1969, the second unit was increased from four to five stories.

The project was completed in 1970 at a cost of approximately $6 million. Fronting West Flournoy Street, the eight -story unit housed semi-private rooms for eighty-eight patients, an intensive medical care unit, a physical therapy section, dietary department, and a cafeteria. The five-story unit, which also faced West Flournoy Street, housed the hospital's new emergency room, an outpatient Family Health Center, designed to provide Austin residents

with access to primary care physicians, along with X-ray and laboratory departments. The original hospital building also underwent exterior and interior renovations. The ca. 1923-24 hospital building received a new entrance at South Central Avenue and original fire escapes were enclosed by brick projections. Interior renovations and upgrades included air conditioning upgrades, sound proofing, new operating rooms, larger recovery rooms, and the addition of semi-private and private rooms for patients. The Sisters of St. Casimir continued to expand the hospital's services during the 1970s. An outpatient mental health center, formerly located in a nearby house on West Flournoy Street, moved into the hospital (1971), an alcoholic treatment and education program was established (1973), a pediatrics unit opened (1976), and a medical surgical unit opened (1977).

In 1990, Loretto Hospital nearly lost federal Medicare and Medicaid funding when unsanitary surgical suites and outdated medications were found during an inspection. By this time, Loretto Hospital was the only surviving hospital in the Austin community and without this federal funding, the hospital would close. The Sisters of St. Casimir took action quickly, developing a plan, and the necessary changes were made. Still, the Sisters resigned in 1991 and a board of directors and a management company, Renaissance Management Company (RMC), acquired Loretto Hospital. Under the RMC, the Loretto Hospital faced nearly two decades of financial setbacks, making it difficult for the company to expand the hospital's services or implement new programs. The Loretto Hospital Foundation (LHF) was established in 2000 to fundraise for the hospital. In 2009, the hospital opened the Kimberly A. Lightford Emergency Department, funded by $8.2 million in capital improvement funds and named for Illinois State Senator Kimberly A. Lightford. Following additional funding, a new pharmacy for patients and Austin residents opened after 2013. Today, as a non-for-profit hospital, Loretto Hospital is the Austin community's largest employer, serving approximately 33,000 individuals each year.

Austin

Loretto Hospital is located in Austin, Chicago's Community Area 25, which encompasses Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, 7 miles west of the Loop, the city's Central Business District, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in south Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In north Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while south Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

Beaux Arts Style

Loretto Hospital is an example of a 1920s Beaux Arts-style building that has been significantly altered over time, diminishing the building's integrity and original appearance.

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth century American architects were trained at the École des Beaux Arts in Paris, France where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

Though the original brick and limestone Loretto Hospital building, dating to 1923-24, was constructed in the Beaux Arts style and retains many original exterior features, the building's original appearance has been greatly diminished due to several significant alterations to the building. The hospital's main entrance, which features fluted Corinthian pilasters and a prominent swan's neck pediment, is now obscured by a large porte cochere, completed in 1970. Though the building retains its highly-repetitive fenestration pattern, a tenant of the style, the building's original, multi-light, double-hung windows have been removed and replaced with metal-frame windows. Additionally, the original appearance of the east wings' northeast and southeast elevations is obscured by six-story, brick projections built in 1970, which completely obscure the original appearance of these elevations. Other elevations are obscured by rear additions to the building, including the Modern-era eight-story addition that is attached to the original building's southeast wing. This addition, along with the five-story Modern-era addition and the 2009 emergency center addition, has altered the original appearance and feeling of the 1920s hospital building.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Loretto Hospital was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Loretto Hospital, originally Austin Hospital, was established as a for-profit hospital in the early 1920s at a time when proprietary hospitals were becoming more common throughout the United States. However, the hospital was taken over by a Catholic order, the Sisters of St. Casimir, as hospitals operated by religious organizations were becoming less common due to the cost of operating healthcare institutions. Many of the hospital's community outreach-centric programs, addiction services, and emergency services were established during the second half of the twentieth century, particularly after 1970. Research did not reveal the property to be associated with any events that have made a significant contribution to the broad patterns of United States history and therefore, Loretto Hospital is not eligible under Criterion A.

Research did not reveal any significant associations with the lives of persons significant in the past and therefore, Loretto Hospital is not eligible under Criterion B.

Though the original portion of Loretto Hospital is a Beaux Arts-style building constructed between 1923 and 1924, the original appearance of the building has greatly been changed due to alterations, additions, and the replacement of original materials, most notably windows and doors. Therefore, the hospital no longer retains a significant amount of integrity to convey its architectural importance or original appearance. Additionally, the building's X-plan footprint, selected by architect J. E. O. Pridmore to increase natural light and ventilation within the building, is hindered by additions that have resulted in the loss of windows on several elevations of the building. Therefore, Loretto Hospital is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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RESOURCE TYPE	Property		Loretto Hospital
NRHP STATUS	Not Eligible	**SURVEY ID**	1-22

Photo 1 - Loretto Hospital



Facing east to west-facing facade from South Central Avenue

Photo 2 - Loretto Hospital



Facing northeast to west-facing facade from across South Central Avenue

RESOURCE TYPE Property — Loretto Hospital
NRHP STATUS Not Eligible — **SURVEY ID** 1-22

Photo 3 - Loretto Hospital



Facing north to south side elevations of 1923-1924 building (left) and ca. 1970 addition (right) from West Flournoy Street

Photo 4 - Loretto Hospital



Facing northeast south side elevations of 1923-1924 building (left) and ca. 1970 addition (right) from West Flournoy Street

Photo 5 - Loretto Hospital



Facing north to south side elevation of ca. 1970 addition from parking lot

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Loretto Hospital
SURVEY ID 1-22

Photo 6 - Loretto Hospital

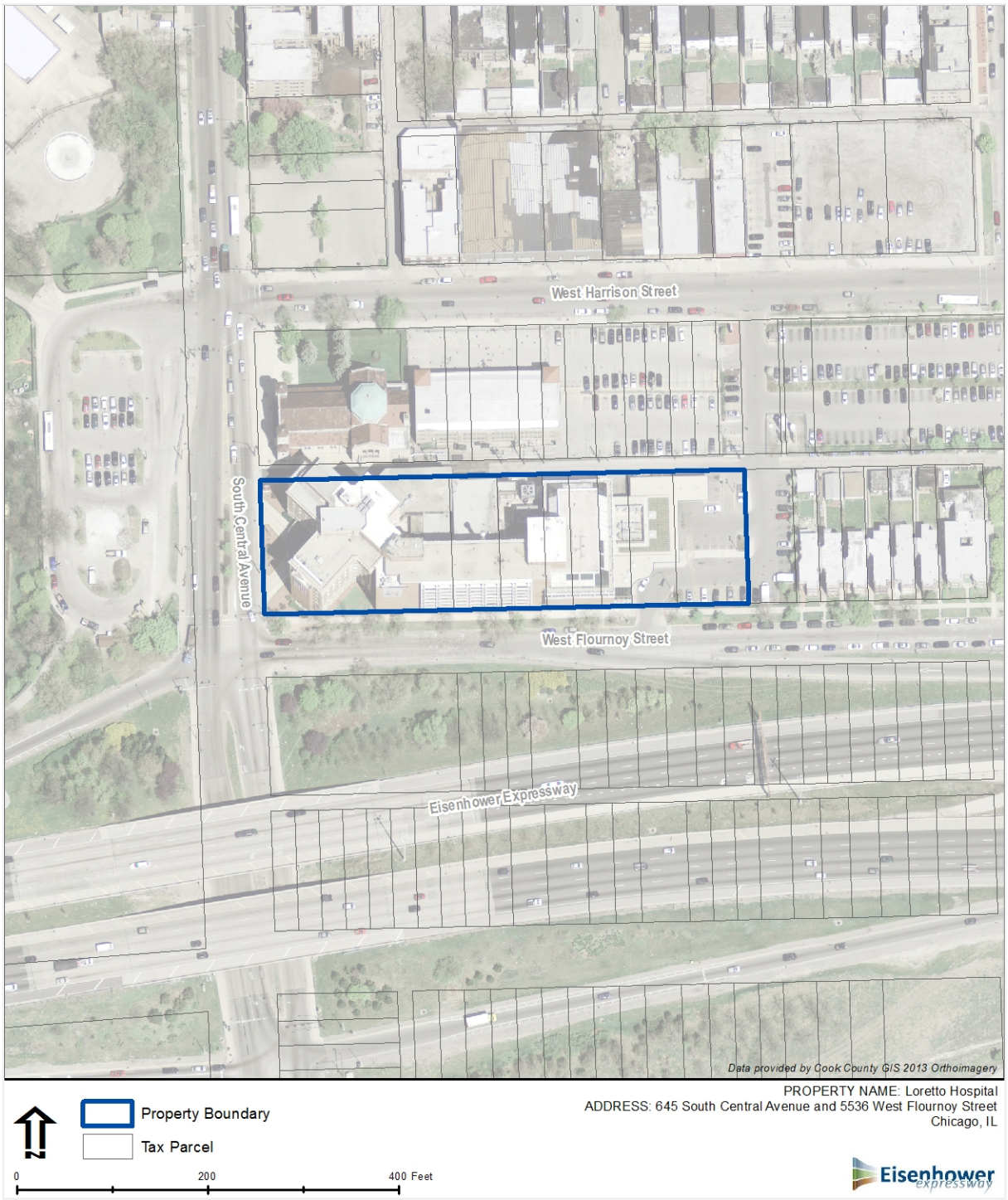


Facing southwest to north side elevation and east rear elevation of ca. 1970 addition from parking lot near West Harrison Street

Historic Resources Survey

RESOURCE TYPE	Property		Loretto Hospital
NRHP STATUS	Not Eligible	**SURVEY ID**	1-22

Map - Loretto Hospital



PREPARED BY	Kelsey Britt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/18/2015	
LAST MODIFIED	3/2/2016	3/2/2016 5:03:26 PM

Historic Resources Survey

RESOURCE TYPE Property — New Precious Grove Missionary Baptist Church
NRHP STATUS Not Eligible — **SURVEY ID** 1-23

NAME
New Precious Grove Missionary Baptist Church

OTHER NAME(S)
Ideal Theatre

STREET ADDRESS
514 South Cicero Avenue

CITY
Chicago

OWNERSHIP
Unknown

TAX PARCEL NUMBER
16-16-221-077-0000

YEAR BUILT
1912

SOURCE
Cinematic Treasures Website, "The Ideal Theatre" (2015)

DESIGNER/BUILDER
Unknown

STYLE
No Discernible Style

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
New Precious Grove Missionary Baptist Church is a one-story, flat-roof, brick commercial building with a concrete foundation. The building was constructed in 1912 at 514 South Cicero Avenue in Chicago's South Austin neighborhood, and faces east to South Cicero Avenue. The east-facing facade has some Sullivanesque details, a brick-filled window wall, and a simple triangular parapet. The north and south side elevations are comprised of common brick and have no openings. A brick chimney is located at the west end of the roof.

The east-facing facade originally comprised a five-bay enframed window wall. The enframed window wall is now infilled with painted brick and comprises three bays with a central entrance flanked by rectangular replacement glass block windows on either side. All openings have simple brick surrounds. The entrance is covered by a metal gate and has an inset triangular pediment outlined with stone and filled with brick. Both windows have a stone sill and an inset infilled triangular transom window. The remaining facade is also painted brick. Simple geometric brick patterns decorate the facade on all three sides of the brick-infilled former window wall. Header brick frames the north and south sides of the former window wall and north and south corners of the facade. A vertical row of projecting red header brick ending in a cross motif flanks both sides of the former window wall. A pair of projecting header bricks are located just below the cross on either side. Above the former window wall, two rows of slightly projecting red brick is flanked by a row of header brick on either side. A stylistic floral panel is located in the middle of the facade above the entrance. Pairs of header bricks project just below a row of projecting soldier brick suggesting dentils under the cornice. The cornice consists of two rows of slightly projecting brick. A rectangular sign anchored to the parapet by a metal pole reads "NEW/ PRECIOUS GROVE/ MISSIONARY BAPTIST/ CHURCH/ 'Christ is the Answer"/ Pastor, Rev. Lee Allen Jr." The sign is also anchored by two metal chains attached to a metal pole projecting above the parapet. The triangular parapet is outlined by a row of header brick and has stone coping.

The north and south side elevations have a common bond and tile coping. The north elevation faces a grassy alley and has a brick-filled window or doorway. The south elevation has a concrete watertable and faces a parking lot. The west rear elevation was not accessible during survey.

HISTORY/DEVELOPMENT
New Precious Grove Missionary Baptist Church was constructed in 1912 as the Ideal Theatre. At that time, the address was 518 South 48th Avenue. South 48th Avenue changed to South Cicero Avenue in 1913, and the address was changed to 514 sometime in the last several decades. The original owner, Peter Schuchmann hired Chicago architect Solon B. Prindle to design the theater. Prindle, originally of Villa Ridge, Illinois, designed

homes, commercial buildings, and municipal buildings, including the Pulaski County Jail and Courthouse. Open until 1923, the Ideal Theatre's original facade featured an enframed window wall with Sullivanesque details, including a stylistic floral panel, lion head panels, geometric designs, and a simple pediment. The original facade also appears to have been painted white with the vertical cross motifs and projecting brick courses below the cornice left bare. This building type was common of small early twentieth century commercial buildings. After closing, the building became a store, as indicated on the 1950 Chicago Sanborn Map.

As Austin and South Austin experienced population change during the Great Migration, new African American populations moved to Chicago from the south to work in World War II-related industry. Available storefronts presented an affordable location for new residents to form small, tight-knit congregations. New Precious Grove Missionary Baptist Church was one of these congregations, though it is unclear when the church moved into the building. A 1964 article on Chicago storefront churches lists "Precious Grove M.B. Church" among the congregations of Chicago, but does not include an address. The church is mentioned again in obituaries from the mid-1990s. Including "New" in the title likely indicates the congregation broke off from an established southern congregation as members migrated north to Chicago. The original southern congregation may be Precious Grove Missionary Baptist Church in Crumrod, Alabama. New Precious Grove Missionary Baptist Church likely enclosed the original enframed window wall with brick and new window and door openings as the triangular pediments over the current facade openings suggest a religious congregation. Other facade alterations include brick painted in various colors to delineate the remaining details and sections of the facade, and the removal of the original lion head panels, two of the three original stylized floral panels, and the original exterior light fixtures.

The commercial building stock around New Precious Grove Missionary Baptist Church changed dramatically between the early 1970s and late 1980s, experiencing widespread demolition and neglect that continue to characterize the block today. New Precious Grove Missionary Baptist Church stands between a parking lot and an abandoned storefront.

Austin

Located on Chicago's western border, 7 miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in south Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street.

By the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In north Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while south Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south 9 acres as well as other neighborhood buildings in its pathway. The demographics of Austin changed as African Americans moved into the area after World War II. In the following decades, commerce

moved to the suburbs and north side, causing vacancy, demolition, job loss, and poor housing conditions in the area. Today, neighborhood organizations such as Organization for a Better Austin have formed to improve life in Austin.

Early Theaters

In 1894, Andrew M. Holland's phonograph parlor in New York showed the first moving picture using Edison's Kinetoscope. The Kinetoscope showed a moving scene viewed through a small hole by an individual viewer. Several years later, the first Vitascope projected the motion picture on a screen so an entire audience could view the picture together. Soon vaudeville theaters began showing motion pictures along with other forms of entertainment. Communities without a vaudeville theater invited itinerate film exhibitors to set up shop in an empty storefront. After Tally's Electric Theatre opened in Los Angeles in 1902 devoted entirely to motion pictures, other movie theaters popped up all over the country. Small theaters, such as the Ideal Theatre, entirely replaced the empty storefront model by 1912. These small theaters were simple buildings with a screen and seating, sometimes including an orchestra pit.

Chicago has many historic theaters throughout the city. Mid-sized theaters still in use include the Beaux Arts-style Music Box Theater at 3733 North Southport Avenue; the Beaux Arts and Art Deco-style Morse Theater at 1328 West Morse Avenue; and the turn-of-the-century California Theatre at 1002 North California Avenue, which is now a lounge featuring musical acts.

Storefront Churches

Storefront churches such as New Precious Grove Missionary Baptist Church are common in urban African American communities across the United States. As Southern African Americans migrated north to take jobs in large industrial cities, established African American Congregations provided social services and welcomed the new population. However, as more southerners came north to work in World War II-related industry during the Great Migration, the huge influx created a large population of Southern African Americans with their own religious culture different from the established congregations. This population often came from small, rural churches and did not always feel welcome at the established congregations due to cultural and socio-economic differences. They formed home churches and rented storefronts to house small congregations similar in size and culture to those in their home town. These churches were located in the heart of new African American neighborhoods; and as commerce moved out, new churches moved in, becoming an anchor of society and providing social services, education and financial resources, community events, and religious leadership. Storefront churches in urban areas continue to play a big part in communities today, often having unique names such as New Precious Grove Missionary Baptist Church. Today's storefront churches not only service the African American community, but Latino and Asian populations as well.

In Chicago, storefront churches were often established by migrants from the same area in the south. Sometimes, so much of a southern congregation would migrate to Chicago that their pastor would join them. Groups of migrants with similar backgrounds would start community prayer meetings. As these prayer meetings grew, eventually the group would begin a storefront church. If a church included a congregation from a specific southern church, they often identified with the historic congregation by calling the church by the same name, and including the word "New" in the title.

Storefront church architecture is simple, making few changes to the existing building. Sometimes congregations altered the storefront for safety, and sometimes added religious motifs. Some churches have brick-filled former enframed window walls like New Precious Grove, such as Livestone M.B. Church at 2101 South Millard Avenue. Simple crosses adorn the first story, and the second story remains painted but unaltered. Others, such as Greater New Foundation Church of God at 9522 South Colfax Avenue, have put metal bars over the storefront windows and doors. Others, such as New Birth Holy Temple at 5416 West North Avenue, still have the original window wall with no recent changes to the storefront. These churches are only a few of the dozens of storefront churches in Chicago.

Sullivanesque Style

Created by prominent architect Louis Sullivan, the Sullivanesque style was developed in response to the emergence of tall, steel-frame skyscrapers in the 1890s. Like Chicago School buildings, Sullivan divided the new building type into three distinct parts, but through the use of design and ornamentation. The base featured a prominent entry level, the middle section had bands of windows and vertical piers, and the top was capped by a highly decorative cornice, often featuring round porthole windows. Sullivanesque-style buildings are characterized by Art Nouveau influences, using geometric forms, curving lines, stylistic foliage, and Celtic-inspired entwined patterns as ornamentation. The urban Sullivanesque style is primarily seen in large cities or regional centers. In Chicago, Sullivanesque-style buildings are found in the Loop, Lincoln Square, and North Lawndale.

New Precious Grove Missionary Baptist Church displays some Sullivanesque influences, including geometric brick patterns and the stylistic floral panel. Alternations include the brick-filled enframed window wall, removal of decorative lion head panels and original exterior lights, and the addition of the modern church sign. The additions have significantly altered the building's architectural integrity and original appearance, but reflect the significant change from commercial space to storefront church.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

New Precious Grove Missionary Baptist Church was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

New Precious Grove Missionary Baptist Church was originally constructed as the Ideal Theatre, and functioned as such for approximately eleven years. However, it is no longer a theater and background research did not indicate significant contributions to Chicago history. There are other mid-size intact theaters still in a compatible use, including the Music Box Theater, Morse Theater, and the California Theatre. New Precious Grove Missionary Baptist Church is also associated with mid-to-late twentieth century population trends in Austin and the Chicago area as one of many storefront churches founded by the growing southern African American migrant population. Other Chicago storefront churches include Livestone M.B. Church, Greater New Foundation Church of God, and New Birth Holy Temple. Although New Precious Grove Missionary Baptist Church is associated with this historic trend, background research did not indicate any significant contributions to the broad patterns of United States history, or any historically significant associations with the lives of persons significant in the past, and therefore, New Precious Grove Missionary Baptist Church is not eligible under Criterion A or B.

New Precious Grove Missionary Baptist Church is an extensively altered example of an early twentieth century theater with Sullivanesque influences. However, though it still retains some of its Sullivanesque ornamentation, it has been largely altered by the enclosure of the original five-bay enframed window wall, which, among other alterations, has compromised the building's architectural integrity. It is not considered a representative example or architecturally significant. New Precious Grove Missionary Baptist Church does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master, and therefore, is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

New Precious Grove Missionary Baptist Church
SURVEY ID 1-23

Photo 1 - New Precious Grove Missionary Baptist Church



Facing southwest to east-facing facade and north side elevation from South Cicero Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

New Precious Grove Missionary Baptist Church
SURVEY ID 1-23

Photo 2 - New Precious Grove Missionary Baptist Church



Facing northwest to east-facing facade and south side elevation from South Cicero Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

New Precious Grove Missionary Baptist Church
SURVEY ID 1-23

Photo 3 - New Precious Grove Missionary Baptist Church



Facing west to east-facing facade from South Cicero Avenue

Figure 1 - New Precious Grove Missionary Baptist Church



Historic advertisment for the Ideal Theatre, date unknown

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

New Precious Grove Missionary Baptist Church
SURVEY ID 1-23

Map - New Precious Grove Missionary Baptist Church



PREPARED BY Melinda Schmidt, WSP|Parsons Brinckerhoff
SURVEY PREPARED 11/18/2015
LAST MODIFIED 3/3/2016

Historic Resources Survey

RESOURCE TYPE Property — Commonwealth Edison Kolmar Substation
NRHP STATUS Eligible — **SURVEY ID** 1-24

NAME
Commonwealth Edison Kolmar Substation

OTHER NAME(S)
Metropolitan West Side Elevated Railroad Converter Station

STREET ADDRESS
616-632 South Kolmar Avenue

CITY
Chicago

OWNERSHIP
AMCORE Investment Group, N.A.

TAX PARCEL NUMBER
16-15-304-011-0000, 16-15-304-012-0000

YEAR BUILT
1908

SOURCE
Sanborn Fire Insurance Map, 1909

DESIGNER/BUILDER
Metropolitan West Side Elevated Railraod

STYLE
No Discernible Style

PROPERTY TYPE
Transportation

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The Commonwealth Edison Kolmar Substation is a utilitarian brick complex consisting of the original ca. 1908 side-gable converter substation flanked by multiple additions that were built ca. 1918, ca. 1950, and ca. 1980. The original ca. 1908 converter substation is a two-and-a-half-story, rectangular, side-gable building that is oriented perpendicularly to South Kolmar Avenue. There are two additions extending from the original substation. Along a portion of its north elevation, there is a ca. 1980 two-story, rectangular, flat-roof Chicago Transit Authority (CTA) substation and along its east and south elevations, there is a ca. 1918 two-story, rectangular, flat -roof addition facing east to South Kolmar Avenue. A ca. 1950 two-story, rectangular, flat-roof addition faces the north side of the I-290 expressway and is located along the ca. 1918 addition's south elevation. The ca. 1950 addition's appearance and massing are similar to the ca. 1918 addition. Along the west elevations of the ca. 1918 and ca. 1950 additions, there is a ca. 1950 two-story, rectangular, flat-roof switch house.

The two-and-a-half-story ca. 1908 converter station is clad in common brick. The side-gable roof has original clay tiles and an ornate brick slope chimney at the roof's southwest corner. The north elevation has three two-story openings with large arched brick lintels. The ca. 1980 CTA substation obscures the two westernmost openings. The easternmost opening contains a metal overhead door and three metal mesh panels covering the arch. The north elevation has a slightly projecting brick cornice. The east elevation facing South Kolmar Avenue and the south elevation are covered by the ca. 1918 addition. The east elevation's half-story brick gable-end projects above the ca. 1918 facade. The west rear elevation was not accessible during survey.

The ca. 1918 addition is a large, two-story, rectangular block. Its north elevation abuts the ca. 1908 converter station's south elevation and its east elevation covers the ca. 1908 converter station's east elevation. Facing South Kolmar Avenue, the addition's east elevation is clad in red brick, sits on a concrete foundation, and has a modest concrete watertable. Raised courses of header brick outline eight original openings across the east elevation and a small square brick modillion is located between each opening. A brick-header stringcourse extends across the entire east elevation above the modillions. A diamond-shaped tile modillion or stone eave spout with diamond-shaped brick surrounds is located on the cornice between each opening. Stone coping projects above the decorated cornice. Modern floodlights project over the cornice across the northern two-thirds of the east elevation. Metal clamps are anchored to the cornice at the south end of the east elevation.

The ca. 1918 addition's east elevation contains either a window, door, and overhung garage door in each of its eight openings. The northernmost opening has a set of three, fifteen-light factory wood-sash ribbon windows with

a stone sill and vertical brick lintel on the second story. A decorative brick square panel is located in the middle of the elevation below the window, and has a brick frame with stone tiles in each corner. From north to south, the fourth, fifth, and seventh openings are identical to the northernmost opening. The second northernmost opening and the southernmost opening have a brick-filled window opening and a new garage door opening cut into the original header brick surround and opening. The third northernmost opening has a replacement overhung garage door topped by a three original six-light, wood-sash factory ribbon windows with a stone sill and vertical brick lintel on the second story. The sixth opening, from the north end, is nearly identical to the third northernmost bay, except it contains an original first-story entrance opening with a replacement door. The entrance now consists of a metal replacement door with a fifteen-light transom and a brick door surround with a stone entablature and brick side panels outlined with header brick. A cross-shaped stone modillion flanks either side of the transom. The entablature has a vertical brick architrave, a modern floodlight on the frieze, and a stone cornice.

The ca. 1918 addition's south elevation abuts the north elevation of the ca. 1950 addition while its west elevation is partially covered by the ca. 1950 switch house; the west elevation was not accessible during survey. The ca. 1950 addition is a two-story, square block that is nearly indistinguishable from the ca. 1918 addition in appearance. Indications of the transition between the two buildings on their east elevations include slightly lighter brick and mortar on the ca. 1950 facade, a slightly different brick pattern on the ninth bay, and a visible crack in the foundation between the two additions. The ca. 1950 addition's east elevation has two openings. The north opening has a centered overhung garage door opening under a brick-filled window opening with header brick surrounds, similar to the ca. 1918 addition's southernmost opening on the east elevation. The ca. 1950 addition's south opening is nearly identical to the ca. 1918 addition's northernmost bay, except it has a first story door with a metal grate screen and slightly projecting brick surrounds. Its second story window has been infilled with metal siding and a metal grate vent has been installed underneath the opening. The ca. 1950 addition's south elevation faces I-290 and has no openings. Its west elevation abuts the east elevation of the ca. 1950 switch house.

The ca. 1950 switch house is two stories and has a flat roof with an irregular roofline. The east half of the roof is several feet taller than the west half. The east elevation abuts the ca. 1950 addition and a portion of the ca. 1918 addition. Its south elevation, which has no openings, faces I-290. The ca. 1950 switch house's west elevation was not accessible during survey.

The ca. 1980 CTA substation is located at the complex's north end; its south elevation abuts the ca. 1908 converter station's north elevation. It is a modern, two-story, rectangular, flat-roof, brick-clad building. The bottom portion of the building is painted cream while the upper portion is red brick. Metal flashing runs along the roofline. Facing South Kolmar Avenue, the east elevation has a metal entrance door at the elevation's north end. A brick-filled window opening is above the door. There is a square utility light at both ends of the elevation. Off-centered metal letters spelling "cta" are affixed to the east elevation. The north elevation has overhung garage doors at the east end and in the middle of the elevation. Square utility lights are located next to each entrance and at the elevation's west end. A portion of the south elevation abuts the north elevation of the ca. 1908 converter station. The west elevation was not accessible during survey.

An asphalt-paved lot surrounds the complex and several cell phone towers are located at the property's north end. The surrounding neighborhood is largely industrial and includes industrial and warehouse buildings along with a few houses and some apartment buildings.

HISTORY/DEVELOPMENT

According to the 1909 Chicago Sanborn Map, the oldest building in the Commonwealth Edison Kolmar Substation complex was constructed ca. 1908 as part of the Metropolitan West Side Elevated Railroad Converter Station in southwest West Garfield Park. The Metropolitan West Side Elevated Railroad constructed the converter station directly south of the Garfield Park branch of the Metropolitan West Side "L." This L-shaped complex included a gabled wing converter house that contained two converters and six transformers. A large non-extant storage building was located perpendicular to the converter house's west elevation. A small square building was located within the interior corner of the L-shape. In 1915, the substation was equipped for DC conversion. By 1918, Commonwealth Edison owned the Commonwealth Edison Kolmar Avenue Substation. Around the same time, the small square building was demolished and a large addition was constructed along the south elevation of the converter house and east elevation of the warehouse. The facade of the new addition extended to cover the east elevation of the converter house. At this time, the station continued to power the

elevated Garfield Park branch of the Metropolitan West Side "L." The substation converted raw alternating current (AC) to 600 volts direct current (DC) utilizing 25 hertz rotary. The original ca. 1908 building housed the rotary converters.

By 1950, two additions were added to the south elevation of the ca. 1918 building, including a square building adjacent to the ca. 1918 building and a switch house. During the Eisenhower Expressway construction in the mid -1950s, the Garfield Park "L" branch directly north of the substation was discontinued, dismantled, and replaced by the new CTA Congress Line located south of the substation along the Eisenhower Expressway. The CTA began using the substation to power the new CTA Congress Line. Commonwealth Edison modernized the station in the early 1970s by installing 60 hertz rectifiers.

Ten years later, the CTA built a new substation along the north elevation of the original ca. 1908 converter building. By this time, the original ca. 1908 warehouse wing had been demolished. The CTA discontinued use of the older buildings and today uses only the 1980 substation to power the CTA Blue Line (previously Congress Line).

Metropolitan West Side Elevated Railroad and the Garfield Park Branch

The West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway serviced the area beginning in 1848. It was a rural area characterized by scattered farms. Urbanization began after the West Side Park Board established three major West Side parks in 1870. The Chicago Fire of 1871 prompted land speculators and residents to move further west to rebuild and avoid the crowded conditions of the city. Around the same time, the Chicago & Northwestern Railway established train shops in 1873 north of Kinzie Street, which contributed to the growth of West Garfield Park. The employees of the Chicago & Northwestern Railroad formed the first major wave of settlement in West Garfield Park; the group comprised mainly Scandinavian and Irish immigrants. The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park "L" on Harrison Street soon after. The "L" lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure . At the turn of the twentieth century, another surge of settlement brought a group of police officers and factory workers employed at the new Sears plant in North Lawndale.

The Metropolitan West Side Elevated Railroad was the third elevated railroad company in Chicago. The company incorporated in 1892 to service the growing western suburban population, and was the first to use electric traction technology from the start. The four-track main line ran from downtown Chicago to Marshfield Avenue with branches to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. The Garfield Park Line continued westward from Marshfield Avenue, parallel to Van Buren Street and Harrison Avenue, to the city limits at Cicero Avenue. The Garfield Park Branch officially entered service on June 19, 1895, and was eventually extended west to the Forest Park, Maywood, and Bellwood suburbs. In 1902, the line was extended to Laramie Avenue with a connecting interurban service on the Aurora Elgin & Chicago Railway between Laramie Avenue and Aurora. The line was extended again in 1905 to Des Plaines Avenue in Forest Park, providing local service over the Aurora Elgin & Chicago Railway ground-level trackage. In 1926, the Garfield Park Line was extended to Roosevelt Road in Westchester on a new branch extending south from the Chicago Aurora & Elgin Railroad (formerly the Aurora Elgin & Chicago Railway) at Bellwood.

In 1913, the Metropolitan West Side Elevated Railroad Company, along with three other elevated railroad companies, formed the Chicago Elevated Railways Collateral Trust to establish cross-town services in Chicago for the first time. This partnership, and consolidation of "L" companies, was formalized in 1924 with the incorporation of the Chicago Rapid Transit Company (CRT), a privately owned firm. In 1947, the newly formed Chicago Transit Authority (CTA), an independent governmental agency, took over the CRT "L" and CSL streetcar system operations. The CTA purchased the assets of the Chicago Motor Coach Company in 1952, unifying the public transportation system in Chicago and its surrounding suburbs. The CTA soon began making changes to the city's public transportation system. Under the CTA's purview, new "L" lines were constructed, existing lines were extended or renovated, and others were closed.

In 1949, plans were underway to begin construction of the Congress Expressway, which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line was demolished to

accommodate the expressway; in its place, a new rapid transit line was constructed in the expressway median. During construction, the Garfield Park Line was rerouted to a temporary ground-level operation next to Van Buren Street between Sacramento and Aberdeen Streets. Stops between Halsted and Kedzie Streets on the temporary line were closed. The Chicago Aurora & Elgin Railroad interurban had difficulties accessing the temporary line, cutting their service back to Des Plaines Avenue and eventually ending passenger service in 1957.

On June 22, 1958, the CTA opened its first newly designed rapid transit line, the Congress Line, from Forest Park on the west end to the Dearborn Street Subway at LaSalle/Congress station, to Logan Square on the east end. Initially called the West Side Subway, the Congress Line replaced the elevated Garfield Park Line, which was more than fifty years old. At a route length of 8.7 miles, the Congress Line had fourteen stations, three of which have since been abandoned, and was linked with the CTA Douglas branch. In 1994, the CTA changed its route names to color designations and the Congress Line became the Forest Park branch of the longer 26.93 - mile-long Blue Line.

Commonwealth Edison

The “L” system is powered by substations that convert electricity from the local power utility to usable direct current volts. The Commonwealth Edison Kolmar Substation is one of these substations, owned and operated by the Commonwealth Edison (ComEd) power company. The company was founded as the Western Edison Light Company in 1882 after Thomas Edison invented a practical lightbulb. The company became the Chicago Edison Company in 1887. Samuel L. Insull, president of the company in 1892, founded a second utility company, the Commonwealth Electric Light and Power Company, in 1897. He merged the two companies in 1907 and created the Commonwealth Edison Company. The new Commonwealth Edison Company had a monopoly on the electric utilities of the growing city of Chicago. This included servicing the growing “L” industry with substations scattered along the routes. The company survived the Great Depression, though Insull went bankrupt. Chicago granted Commonwealth Edison a 42-year contract with the city after World War II, and over the following decades, the company grew to become a nationwide nuclear power plant operator. Commonwealth Edison merged with Unicom in 1994, and Unicom merged with PECO Energy Company in 1999 to from Exelon. Today, ComEd continues to serve the Chicago area under the Exelon corporate name .

Chicago Substations

Commonwealth Edison substations in Chicago served an important role in the development of transportation in Chicago. The “L” system was the impetus for growth in neighborhoods such as Garfield Park, allowing residents of the community to commute into downtown Chicago for work. Much like the Commonwealth Edison Kolmar Substation, early and mid-twentieth century substations were largely replaced in the late twentieth century by the CTA, and many have been demolished.

Other extant substations in the Chicago area include in-service and out-of-service branches. The Franklin substation, located at 321 South Franklin Avenue, features Neoclassical architectural details and continues to service the Elevated Loop. The tall Art Moderne substation designed by Holabird & Root at 115 North Dearborn Street (1931) still houses electrical equipment. The Clifton substation, located at 4401 North Clifton Avenue, remains a Commonwealth Edison substation but was replaced by a separate CTA substation in the mid-1970s. It has a similar footprint to the ca. 1918 Commonwealth Edison Kolmar Substation , and retains much of its original fenestration pattern and Art Deco and Prairie Style details. The School Street substation, located at 6405 West School Street, also remains a Commonwealth Edison substation but was decommissioned as a CTA substation. The station is also similar in footprint to the ca. 1918 Commonwealth Edison Kolmar Substation, and its Beaux Arts and Tudor-Revival architectural details and original fenestration pattern remain largely intact.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☑ A ☐ B ☐ C ☐ D ☐ Not Applicable

Historic Resources Survey

RESOURCE TYPE Property — Commonwealth Edison Kolmar Substation
NRHP STATUS Eligible — **SURVEY ID** 1-24

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Commonwealth Edison Kolmar Substation was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Commonwealth Edison Kolmar Substation is associated with the Metropolitan West Side Elevated Railroad, which constructed the substation in ca. 1908 to power the Garfield Park branch that serviced the growing West Garfield Park neighborhood in the early twentieth century. This early substation greatly contributed to the growth of the area through the arrival of the "L," which provided residents with an efficient and affordable means to travel to employment in Chicago while enjoying the benefits of suburban life. By 1918, Commonwealth Edison owned the substation. The substation conveys the significance of transportation development in Chicago, and specifically the elevated rail system, over several decades. Therefore, the Commonwealth Edison Kolmar Substation is eligible for the NRHP under Criterion A.

The substation is not known to be associated with the lives of persons significant in the past. Therefore, Commonwealth Edison Kolmar Substation is not eligible under Criterion B.

The Commonwealth Edison Kolmar Substation is an example of growing and changing infrastructure supporting the "L" and other electric transit operations. A substation is a unique building type in Chicago representing the development of the transportation system in Chicago. Although the ca. 1908 station is one of the oldest extant, over the years, it has experienced extensive alterations that diminish its integrity and alter its historic appearance, including multiple large additions as recently as the 1980s and the demolition of a significant portion of the original building. The ca. 1908 converter station is almost completely obscured by additions. The ca. 1918 addition also features a ca. 1950 addition. Though it retains modest vernacular architectural detail, the Commonwealth Edison Kolmar Substation is utilitarian in design and has been substantially altered by openings and additions. There are better examples of intact substations in Chicago that have kept their original form and have greater architectural detail. The Commonwealth Edison Kolmar Substation does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the Commonwealth Edison Kolmar Substation is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The Commonwealth Edison Kolmar Substation retains integrity of location, feeling, and association. Although the building has alterations, they do not detract from the overall association and feeling of the substation with early transportation developments. Except for the 1980 substation constructed adjacent to the north elevation, the other additions, openings and materials are not original but are part of the evolution of the substation as it served the Garfield Park Line during its period of significance, and therefore do not detract from the buildings' integrity. Therefore, the building retains moderate integrity of design, materials, and workmanship. The building's primary elevations face east and north to other industrial buildings along South Kolmar Avenue and West Harrison Street. The rear elevation faces south to the Eisenhower Expressway (I-290) and CTA Congress Line. Although the building's relationship to other industrial buildings along West Harrison Street and South Kolmar Avenue has been retained, its south viewshed and integrity of setting have been compromised by the expressway construction.

The Commonwealth Edison Kolmar Substation's period of significance is 1908-1958, encompassing the building's use as a Metropolitan West Side Elevated Railroad and Commonwealth Edison substation for the Garfield Park Line.

NRHP BOUNDARY

The NRHP boundary for Commonwealth Edison Kolmar Substation includes parcels 16153040110000 and 16153040120000, the legal parcel on which the building is located and which contains all associated historic features. It does not include the 1980 CTA station constructed directly north of the Commonwealth Edison Kolmar Substation.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 1 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade of ca. 1980 CTA substation (at right), north side elevation of ca. 1908 converter station (at center), and east-facing facade of ca. 1918 addition from South Kol

Photo 2 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade and north side elevation of ca. 1980 CTA substation from South Kolmar Avenue

Photo 3 - Commonwealth Edison Kolmar Substation



Facing southwest to north side elevation of ca. 1908 converter station (at center) and east-facing facade of ca. 1918 addition (at center, left) from South Kolmar Avenue

Photo 4 - Commonwealth Edison Kolmar Substation



Facing west to east-facing facade of ca. 1918 addition (at right, center) and ca. 1950 addition (at left)

Photo 5- Commonwealth Edison Kolmar Substation



Facing west to the central entrance on east-facing facade of ca. 1918 addition

Photo 6- Commonwealth Edison Kolmar Substation



Facing west to east-facing facade of the ca. 1950 addition

Photo 7- Commonwealth Edison Kolmar Substation



Facing northeast to west side elevation and south rear elevation

Figure 1 - Comparative Examples

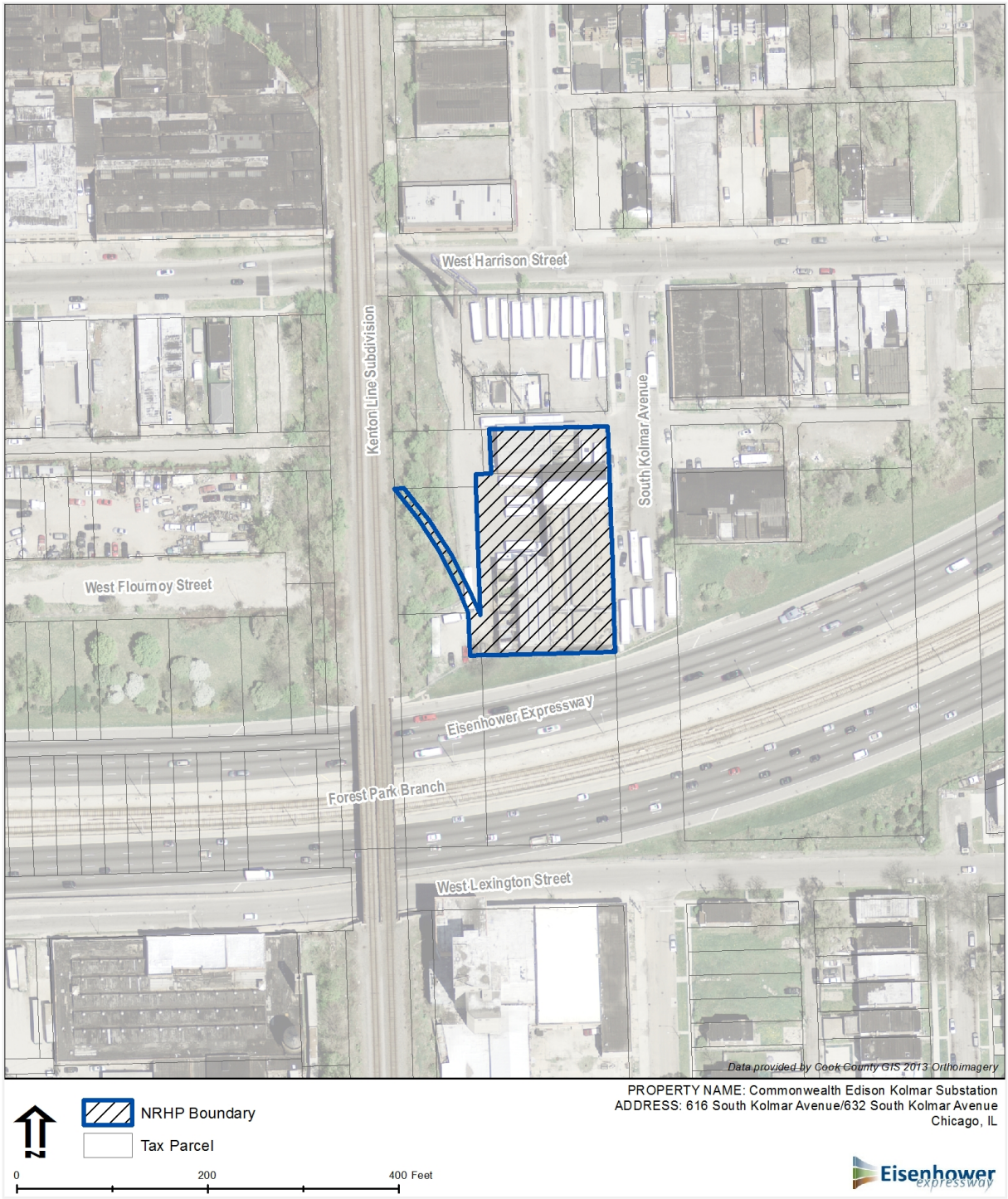


Top Left Photo: 4401 North Clifton Avenue (Cook County Assesor's Office); Top Right Photo: 321 South Franklin Avenue (Google Maps November 2015); Bottom Left Photo: 6405 West School Street; Bottom Right Photo: 115 North Dearborn Street

Historic Resources Survey

RESOURCE TYPE	Property	Commonwealth Edison Kolmar Substation	
NRHP STATUS	Eligible	**SURVEY ID**	1-24

Map - Commonwealth Edison Kolmar Substation



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/18/2015	
LAST MODIFIED	3/14/2016	

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

4346 West Flournoy Street
SURVEY ID 1-25

NAME
4346 West Flournoy Street

OTHER NAME(S)
N/A

STREET ADDRESS
4346 West Flournoy Street

CITY
Chicago

OWNERSHIP
Grappler Properties LLC

TAX PARCEL NUMBER
16-15-400-020-0000

YEAR BUILT
1903

SOURCE
Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Other: See description

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The two-story, three-bay, four-flat apartment building at 4346 West Flournoy Street is masonry construction with a rectangular footprint. The building was constructed ca. 1903 and faces south to West Flournoy Street. The south-facing facade is finished with face brick laid in a stretcher bond. The first and second story facade fenestration is outlined by brick corbelling. A flat roof with a parapet caps the building. The parapet has metal coping at the facade and a segmented arch at the central bay. Six brackets support the cornice. The bottom of the parapet overhang has a paneled frieze board between each bracket. Rectangular brick corbelling is set between each bracket on the facade. A molding with circular ornamentation runs below the cornice line. A wrought iron fence with fleur de lis finials stands in front of the building's south facade, wrapping around the small patch of grass in front of the building.

The facade's basement-level has four window openings with glass blocks evenly spaced in the outer bays on each side of the entrance. The centrally placed entrance to the building is set within a corbelled brick surround and holds a replacement paneled door. Thin granite molding is set around the entrance to create a shadow entry porch and pediment. The entrance and molding are flanked by canted bay windows slightly inset into the facade's first story in the outer bays. Each bay window consists of three window openings with concrete sills which extend to the edge of the facade. The central windows in each bay window are larger than the flanking windows. All sashes on the first story are one-over-one, double-hung, vinyl replacements. A plain panel composed of brick and outlined by brick corbelling rests above the first story canted bay window and serves as a spandrel panel to the second story windows. The eastern and western bays on the second story have identical canted bay windows. Both of the outer bay windows have concrete sills. The second story central bay holds a single window that extends lower on the facade than the other second story windows that flank it. The window has a granite sill. The window sashes are one-over-one vinyl replacements. A single-light transom rests above the window and sits atop a concrete sill.

The building's east side elevation is obscured by the adjacent building and vegetation. The west side elevation is only partially visible due to the adjacent building and vegetation. The elevation is common brick laid in a six-course common bond. The north rear elevation was not accessible at the time of on-site survey. The building is flanked by an apartment building to the east and a single family dwelling to the west. Numerous other apartment buildings sit across the street from the building on the south side of West Flournoy Street. The street is largely characterized by two story apartment buildings and a number of gambrel-roofed, single family dwellings.

HISTORY/DEVELOPMENT

The apartment building at 4346 West Flournoy Street was constructed ca. 1903 based upon information obtained from the Cook County Assessor. While the early years of the building are unknown, by 1928, Norwegian immigrants Thomas and Martha Hartveit owned the building and rented rooms to Reinald and Mary Gonzalez and Albert and Cora Roszek. The Hartveit's owned the building until at least 1940, and through that time had many other renters stay with them, including Percy W. and Violet M. Keeley (1930), Fredricka Shulze and her sons (1930), James D. and Bernice Martin (1935-1940), Clora Manning and her daughter Marion (1935-1940), Ingolf and Dorothy Hartveit (1935-1940), and Emil and Lora Olson (1935-1940). Telephone directories from 1978 to the present have few of the residents of 4346 West Flournoy Street listed. Lourdes Emile resided in the building in 2005, and Margie Anderson lived in the building in 2015.

West Garfield Park

The apartment building at 4346 West Flournoy Street is located in the West Garfield Park neighborhood of Chicago. First settled in the 1840s, the area was originally characterized by scattered farms. The West Side Park Board's establishment of Central Park in 1870, the Chicago Fire of 1871, and the establishment of the Chicago & Northwestern Railway's train shops north of Kinzie Street in 1873 all contributed to West Garfield Park's urbanization. Thousands of the railroad's employees, mostly Scandinavians and Irish, settled around Central Park south of Kinzie Street. Central Park, which became Garfield Park in 1881 following the assassination of President Garfield, primarily consisted of single family homes and two-flat buildings, as well as some large apartment buildings and commercial buildings. Garfield Park provided many recreational opportunities for its new residents, including picnic groves, exhibit houses, and a bicycle track. The Garfield Park Race Track was also established in the late nineteenth century, and served as a gambling institution for the neighborhood until 1906, when a series of shootings and one near riot culminated in the closing of the track.

West Garfield Park experienced further growth following the construction of the elevated railroad on Lake Street in 1893, and again after the construction of the Garfield Park "L" on Harrison Street. The Sears plant in North Lawndale brought further growth to the neighborhood, and department stores, movie theaters and hotels were built in Garfield Park's commercial district from 1914 into the 1920s. The Great Depression put a stop to the growth of West Garfield Park, but the neighborhood remained stable until the 1950s, when urban renewal and racial tensions began dividing the neighborhood physically and socially. Groups, such as the United Property Group, were organized to prevent sales to African Americans, who had begun moving into the neighborhood. Counter groups were then organized to welcome African American homebuyers. These tensions continued until riots in 1965 and 1968 prompted most remaining white residents to leave the neighborhood. The open-housing laws in the 1970s further weakened the West Garfield Park neighborhood by providing middle class African American residents with the opportunity to leave the neighborhood.

Multifamily residences, such as the four-flat apartment building at 4346 West Flournoy Street in West Garfield Park, were constructed at a rapid pace in Chicago during the early twentieth century. A growing population, strict limitations on city lot sizes, and the passage of Chicago's Tenement House Ordinance in 1902 all spurred the development of compact multifamily residences in the area. The Tenement House Ordinance established multifamily building height, size, and material standards as well as permissible courtyard types and dimensions, fireproof construction requirements, and interior fixtures. These multifamily buildings could not occupy more than 65% of a standard lot, or no more than 80% of a corner lot. Buildings between three and five stories would have to be of slow-burning construction, with a fireproof cellar or basement, perimeter walls constructed of solid fireproof masonry, and interior construction of combustible dimensional lumber. Every unit in a multifamily building was also required to have at least one operable window opening as well as garbage-burning furnaces and toilets. Due to the requirements imposed by the Tenement House Ordinance, the majority of courtyard apartment buildings were no more than three-and-a-half-stories above grade. The existing two-, three-, and six-flat buildings accommodated the ordinance's requirements, and many were built in the North Lawndale Neighborhood just south of 4346 West Flournoy Street.

Revival Style

The building at 4346 West Flournoy Street is a modest example of a four-flat apartment building with characteristics of the revival styles. An enclosed public stair hall and identical apartment units on each floor of the building characterize it as a four-flat. The parapet overhang has brackets and dentil molding that is

representative of the revival styles. The remainder of the facade is largely utilitarian, save for the decorative brick patterns that add character and depth. This decorative brick patterning is reminiscent of the Chicago bungalow type, which relied heavily on brick patterns to accentuate the facade. Aside from the brick patterning, the building at 4346 West Flournoy Street does not embody other characteristics of the Chicago bungalow type. The replacement windows and door have diminished the character of the building.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The building at 4346 West Flournoy Street was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the building at 4346 West Flournoy Street is not eligible under Criterion A or B.

The building at 4346 West Flournoy Street is a modest example of a four-flat apartment building with some characteristics of the revival styles. The building’s windows have been altered with the installation of replacement vinyl sashes, and the original door has been replaced with a modern paneled door. The building is not architecturally significant, does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. Therefore, the building at 4346 West Flournoy Street is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

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Ancestry.com. U.S. City Directories, 1822-1989 [database on-line]. Provo, UT: Ancestry.com Operations, Inc., 2011. Originally published in Polk’s Chicago Street and Avenue Guide and Directory of Householders 1928-1929. (R.L. Polk & Co., 1928).

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

4346 West Flournoy Street
SURVEY ID 1-25

Photo 1 - 4346 West Flournoy Street



Facing northwest to south-facing facade and east side elevation from West Flournoy Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

4346 West Flournoy Street
SURVEY ID 1-25

Photo 2 - 4346 West Flournoy Street



Facing northeast to south-facing and west side elevation from West Flournoy Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

4346 West Flournoy Street
SURVEY ID 1-25

Map - 4346 West Flournoy Street



PREPARED BY Alexander Wise, AECOM
SURVEY PREPARED 11/18/2015
LAST MODIFIED 3/7/2016

3/7/2016 1:17:01 PM

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

NAME
2833 West Congress Parkway

OTHER NAME(S)
N/A

STREET ADDRESS
2833 West Congress Parkway

CITY
Chicago

OWNERSHIP
2833 W Congress Pkwy Chicago Espo Group LLC

TAX PARCEL NUMBER
16-13-132-043-0000, 16-13-132-044-0000

YEAR BUILT SOURCE
1888 Cook County Assessor's Office, 2015

DESIGNER/BUILDER
Unknown

STYLE
Colonial Revival

PROPERTY TYPE
Domestic

FOUNDATION
Stone

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
The two-story, four-bay multi-family dwelling at 2833 West Congress Parkway was constructed ca. 1888, and displays elements of the Colonial Revival style. The building is masonry construction and has a rectangular footprint. Dual entrances in each inner bay are flanked by one-story canted bays. A flat roof with a parapet covers the building. The cornice has a paneled frieze board with rectangular and fan detailing and brackets marking the span of each bay. Pediments are located at the top of each easternmost and westernmost bays of the cornice. A metal entry porch with metal railings leads to the two entrances. A wrought iron fence with fleur de lis finials surrounds the north facade of the building. The building faces north to West Congress Parkway, and is flanked by an empty lot to the west and a Chicago two-flat to the east. The Eisenhower Expressway runs directly north of the building across from West Congress Parkway.

The north-facing symmetrical facade is finished with face brick laid in a stretcher bond. The base of the facade has a stone foundation and brick knee wall. The base of each canted bay has three windows with soldier lintels. The basement-level of the easternmost bay has window openings with glass blocks, while the westernmost bay window openings have been filled in with brick. The facade has symmetrical fenestration on each unit. The two entrance doors are centrally-placed on the first story. Both doors retain the original fanlights and sidelights. The sidelights on both entrances have been covered over with wood or painted. The western door is secured with plywood and the eastern door holds a paneled replacement door covered with a metal screen door. A shadow is visible above the entrances indicating that a porch was installed and removed. A panel of basket weave brick is located above the entrances. The basket weave alternates squares of red and white brick. The entrances are flanked by one-story canted bays. Each bay has three windows with arched soldier lintels and concrete sills. The spandrel panels for each window are composed of alternating white and red brick. The window openings on the westernmost bay have been modified to hold smaller window sashes. All window sashes on the first story are one-over-one vinyl replacements. The canted bays have replacement asphalt shingle-clad roofs. The second story has six windows, two above each canted bay and one within each central bay. The window openings have arched soldier lintels and concrete sills. The window openings in the easternmost and westernmost bays are further ornamented with a lintel course composed of alternating white soldier bricks. The windows of the western dwelling have been modified with brick infill to hold smaller window sashes. All of the window openings on the second story hold one-over-one vinyl replacement sashes.

The east side elevation is obscured by the adjacent building and mature vegetation. The west side elevation is visible due to the demolition of the building adjacent to it. The elevation is parged common brick with no

fenestration. The south rear elevation was not accessible at the time of on-site survey.

HISTORY/DEVELOPMENT

The multi-family dwelling at 2833 West Congress Parkway was constructed ca. 1888 based upon information obtained from the Cook County Assessor. The early residents of the building included James MacSorley and Anthony Grayway, who were both bricklayers. James MacSorley lived in part of the building with John and William MacSorley in 1889, while Anthony Grayway resided in part of the building in 1890. Other early residents included Jacob Lewis, who worked for the Empire Clothing Company and lived in the building from at least 1896 to 1897. While some of the early years of the building remain unknown, by 1920, two firemen and their families were living on either side of the building. John O'Donald lived with his wife, Cora, and their two sons and three daughters, while James Doyle lived in the building with his wife, Capitola, their four sons, two daughters, and niece. James and Capitola Doyle resided in the building until at least 1928. By 1942, Anthony Mola and his wife were living in the building. Mola worked as a taxi drive for the Checker Taxi Company, and would continue living in the building with his wife until at least 1947. Telephone directories from 2006 and 2015 do not list any residents at 2833 West Congress Parkway. The building appears to currently be vacant.

East Garfield Park

The building at 2833 West Congress Parkway is located in East Garfield Park, Community Area 27 of Chicago. East Garfield Park was annexed to Chicago in 1869, but the neighborhood did not begin to truly develop until the construction of the elevated "L" lines on Lake and Harrison Streets in the early 1890s. The "L" allowed for greater access to the neighborhood, and many two flats and small apartment buildings were constructed to accommodate the growing working-class population that was employed at manufacturing plants in the surrounding neighborhoods. During this period, many of the residents of East Garfield Park were Irish and German, with Italians and Russian Jews migrating to the neighborhood soon after.

By the end of World War I, East Garfield Park began to experience a period of prosperity. This prosperity was due in part to the Graemere Hotel and Madison Street shopping district, which both operated within and around the neighborhood during the 1920s. A vocational school for girls was also opened in the area in 1927. This prosperity, however, ended with the Great Depression, and the neighborhood continued to decline throughout the 1930s and 1940s. The post-war era brought urban renewal and the Congress Expressway (later the Eisenhower Expressway) to the neighborhood, further displacing residents and harming the community. In 1960, Harrison Courts, Maplewood Courts, and Rockwell Gardens were constructed by the Chicago Housing Authority (CHA) at the east end of East Garfield Park. These various projects propelled the dilapidation of the neighborhood, and poor living conditions and vacant lots became increasingly common. Civil rights activism attempted to prevent further deterioration of the neighborhood after the riots in 1965, but another riot in 1968 prompted many of the remaining businesses and residents to leave the neighborhood. All of these factors culminated in the endemic poverty, unemployment, and associated criminal activity that characterized East Garfield Park in the 1970s and 1980s.

Colonial Revival Style

The building at 2833 West Congress Parkway is characteristic of the small multi-family buildings constructed to house East Garfield Park residents during the area's population boom in the late nineteenth century. The building displays elements of the Colonial Revival style, which was popular during the late nineteenth century and first half of the twentieth century. The Colonial Revival style was popularized in part by the Philadelphia Centennial of 1876, and soon after by the Columbian Exposition of 1893 in Chicago. The style is characterized by a symmetrical facade, an accentuated front door with fanlights, sidelights, and a pedimented entry porch, and paired windows with double-hung sashes. Wood shutters, decorative pendants, and cornice lines with dentils or modillions are also characteristic of the Colonial Revival style. The building at 2833 West Congress Parkway displays certain elements of the style. Its symmetrical facade, front entrance fanlights and sidelights, paired windows, and simplified classical detailing of the building are characteristic of the Colonial Revival style. The building has lost much of its integrity, however, due to non-historic window replacements, brick infilling of windows, and the overall dilapidation of the entire building.

NRHP STATUS DATE LISTED

Not Eligible

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The building at 2833 West Congress Parkway was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the building at 2833 West Congress Parkway is not eligible under Criterion A or B.

The building at 2833 West Congress Parkway displays elements of a Colonial Revival-style multi-family building. The building's windows have been altered with the installation of one-over-one vinyl replacement sashes. All windows on the west side of the facade have also been partially or completely infilled with brick. The sidelights at both entrances have been covered or painted and many of the windows on the building's facade have been covered over with plywood. The integrity of the building is compromised by the deterioration of the facade. The building is not architecturally significant, does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. Therefore, the building at 2833 West Congress Parkway is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

SOURCES

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RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

Photo 1 - 2833 West Congress Parkway



Facing southwest to north-facing facade from West Congress Parkway

RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

Photo 2 - 2833 West Congress Parkway



Facing south to north-facing facade from West Congress Parkway

RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

Photo 3 - 2833 West Congress Parkway



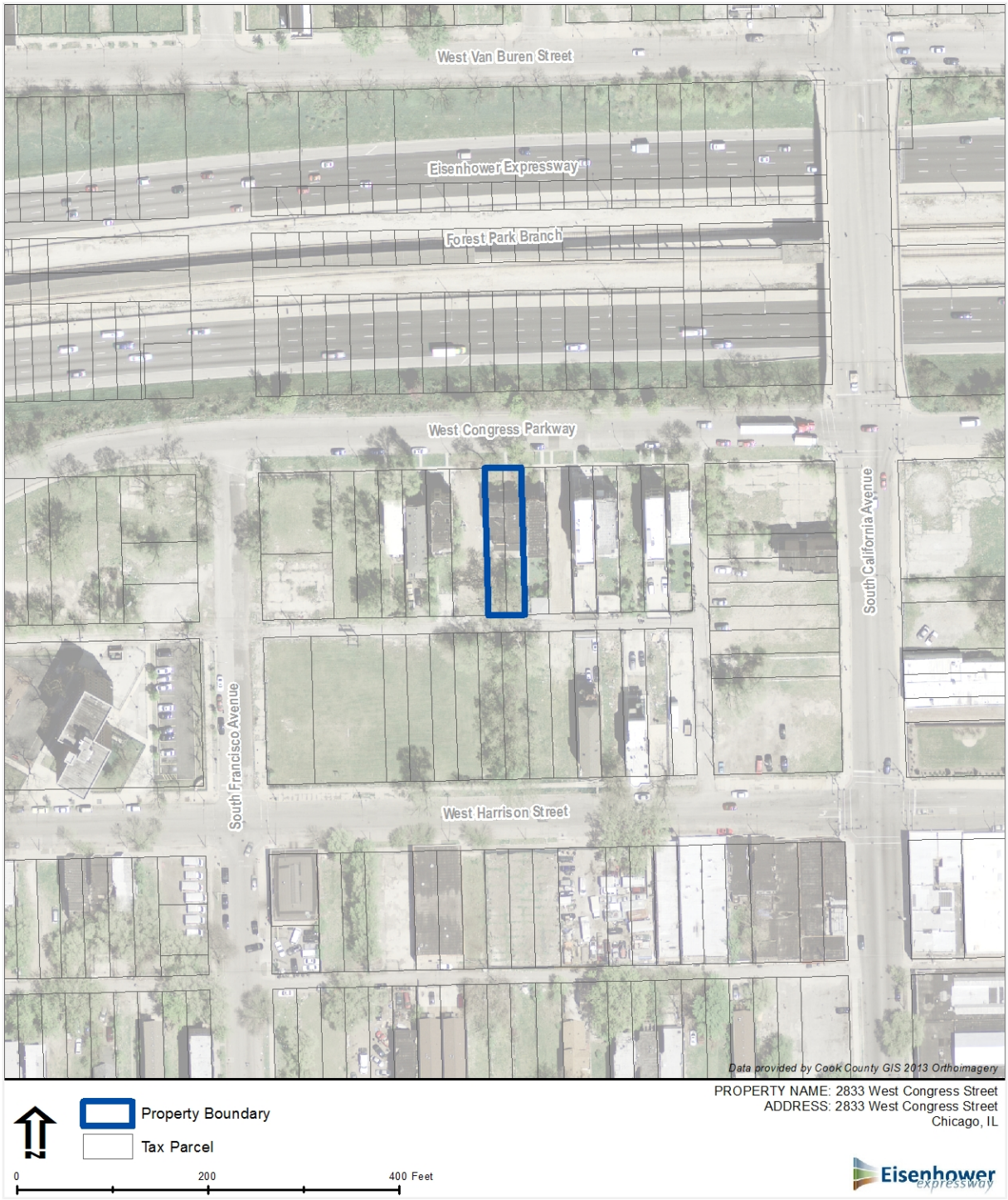
Facing southeast to north-facing facade and west side elevation from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

2833 West Congress Parkway
SURVEY ID 1-28

Map - 2833 West Congress Parkway



PREPARED BY Alexander Wise, AECOM
SURVEY PREPARED 11/18/2015
LAST MODIFIED 3/7/2016

Historic Resources Survey

RESOURCE TYPE Property — Altgeld Park Fieldhouse
NRHP STATUS Eligible — **SURVEY ID** 1-29

NAME
Altgeld Park Fieldhouse

OTHER NAME(S)
N/A

STREET ADDRESS
515 South Washtenaw Avenue

CITY
Chicago

OWNERSHIP
Chicago Park District

TAX PARCEL NUMBER
16-13-236-001-0000

YEAR BUILT | SOURCE
1929 | Chicago Daily Tribune, "New Center in Altgeld Park is Dedicated" (April 29, 1929)

DESIGNER/BUILDER
Unknown

STYLE
Classical Revival

PROPERTY TYPE
Recreation and Culture

FOUNDATION
Stone/Limestone

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Located within the approximately five-acre Altgeld Park, the Altgeld Park Fieldhouse is a multi-use recreational building at 515 South Washtenaw Avenue. The oldest, one-acre section of the park dates to 1873, four additional acres were added to the park in 1915, and the fieldhouse was constructed in 1929. Located immediately south of the I-290 Eisenhower Expressway, the neighborhood park occupies one city block in the densely-developed East Garfield Park section of Chicago. The block is bounded by South Washtenaw Avenue to the west, West Congress Street to the north, West Harrison Street to the south, and elevated railroad tracks to the east. The Classical Revival-style building is oriented to the west towards South Washtenaw Avenue, set back from the street. The Altgeld Park Fieldhouse is a one-story building, exhibits a rectangular footprint and form, and has a flat roof. The building sits on a raised basement and has a foundation that is either concrete or limestone. The building's exterior features a brick soldier base course, is clad in Flemish-bond brick, and features Indiana limestone ornament and trim and decorative brickwork.
A high-level of ornament distinguishes the building's facade as the principal elevation. However, the building's overall design is symmetrical and uniform; many elements are executed identically at each elevation. Among these elements are the building's distinctive, prominent windows, which occur on all four elevations. These windows have wood-frame sashes. Each window is comprised of a center six-over-nine light, double-hung sash window, flanked by multi-pane, double-hung sash side lights and topped by a multi-pane transom. All openings have limestone sills, are connected by brick soldier sill courses, and are topped by a brick soldier lintel course. Metal security screens cover the windows. One window at the facade, several basement-level windows, and three, rear, round-arch windows do not have the same configuration and are noted in this documentation.

A portion of the roof's parapet wall at the building's facade and east rear elevation is distinctive; elsewhere, the roof's parapet wall is identical at every elevation. The brick parapet wall contains evenly-spaced panels housing basketweave brick, framed in molded limestone, and terminates in a cast-molded limestone cornice.

The Altgeld Park Fieldhouse's west-facing facade has a tri-part configuration. The center section projects forward and contains a three-bay-wide, round-arch, limestone arcade and a recessed porch. At the basement level of the central projecting section, wood-frame, one-over-one light, double-hung sash windows flank the arcade. The porch beneath the arcade is reached by two levels of concrete steps, separated by a wide concrete landing. The steps that abut the facade are flanked by low limestone-block walls. Multiple freestanding non-historic metal pipe railings are attached to both sets of steps.

The limestone arcade's round-arch archways have ornamented imposts, molded surrounds, and volute keystones. The piers feature pilasters formed by limestone panels, with refined square bases and ornamented capitals that included scrolls, acanthus leaf, and shield motifs. Located at the same height as the pilaster's capitals, limestone medallions, encased by brick headers, flank the limestone arcade within the facade's center projecting section. The arcade and capitals terminate in a cast-molded limestone cornice that is topped by a limestone-panel frieze, capped by a cast-molded, projecting, limestone cornice. Above the center archway, the cornice forms a broken segmental pediment.

Within the porch, two main entrances are located at facade's wall plane behind the arcade. Both entrances contain metal security doors and have one glass pane; the doorways feature limestone architraves and entablatures. Above both doors, the numbers "515" are attached to the entablature's frieze. The doors flank a center, projecting, tri-part, bay window. The window contains wood-frame, multi-pane windows and features a standing-seam metal roof that appears to be copper.

The roof's parapet wall, which is taller and more elaborate above the arcade than at the rest of the building's facade, is highly ornamented and divided into three panels, following the arcade's three-bay-wide configuration. Limestone recessed-paneled pilasters divide these three panels. Limestone tile clads the center panel, which contains a decorative, raised, limestone cartouche. The raised letter "A" is centered within the cartouche, which features gadrooning, scrolls, and acanthus leaf motifs and is encased by dramatic festoon. The two outer panels that flank the center panel are comprised of brick, surrounded by brick headers, framed in limestone. The roof's parapet wall terminates in a molded cast limestone cornice that is topped by four prominent limestone urns, also ornamented with festoons.

The sections of the facade that flank the center projecting portion both contain three of the high, prominent, identical windows. These sections also terminate in the roof's brick parapet wall, found at each elevation.

The fieldhouse's north and south side elevations are identical. A small, center, metal door is located at the basement level. Five of the prominent windows are evenly spaced at both elevations. The side elevations terminate the roof's brick parapet wall.

The building's rear east-facing elevation features a tri-part configuration, similar to the building's facade, but sans elaborate limestone ornament. The elevation's center projecting section contains two wood-frame basement-level windows and three, wood-frame, multi-pane windows occupying round-arch openings at the first story. These windows feature limestone surrounds and keystones. Above the windows, the center projecting section terminates in a prominent, cast-molded limestone cornice. There, the roof's parapet wall contains three limestone panels. The flanking sections of this elevation each contain three windows and terminate in the roof's brick parapet wall, identical to the building's facade.

Concealed from view by the parapet wall, the building's flat roof is a built-up roof. A small, rectangular, flat-roof projection, likely housing HVAC equipment, is set back from the facade's prominent parapet wall. A square-form brick chimney with limestone detailing is located at the roof's west side.

The Altgeld Park Fieldhouse is located on a grass lot, lined by concrete curbs, within Altgeld Park. A concrete sidewalk parallels the street along South Washtenaw Avenue. West of the building's facade, poured concrete covers the ground between the sidewalk at the street and the westernmost steps that access the building's main entrance. Within the park that surrounds the building, a playground is located north of the fieldhouse and a public pool and associated outbuildings are located south of the fieldhouse. Basketball courts, outdoor volleyball courts, and a turf field are also located within the park.

HISTORY/DEVELOPMENT

In 1873, real estate developers Frank W. and James L. Campbell donated one acre to the City of Chicago for Congress Park, Altgeld Park's predecessor. The one-acre park was then transferred to the city's West Park Commission in June 1915. The commission also acquired an additional four acres for the park at that time. In 1916, Congress Park was renamed in honor John P. Altgeld (1847-1902). The West Park Commission's annual report of 1916 noted, "We do this, 'to keep alive the inspiring memory of John P. Altgeld, volunteer soldier, jurist, statesman, publicist and humanitarian, and to inculcate the principles of free government to which he heroically

dedicated his life.'" A lawyer and judge, Altgeld served as Illinois governor between 1893 and 1897. A strong supporter of labor rights, Altgeld famously pardoned Haymarket Square Riot prisoners in 1893 and was a proponent of enlarging Chicago's park system throughout his term. The park commission soon provided the newly acquired parkland with a shelter, pool, and other playground facilities.

Though Chicago's park commissions were credited with building the nation's first fieldhouses and a wave of fieldhouse construction occurred in the city's parks between 1912 and 1916, a fieldhouse was not built in Altgeld Park until 1929, during a period of massive rehabilitation in the parks. The Altgeld Park Fieldhouse, also referred to as the park's recreation building, was constructed at a cost of $127,397.60. Architects Christian S. Michaelsen (1888 -1960) and Sigurd Anton Rognstad (1892-1937), who formed the partnership Michaelsen & Rognstad in 1920, designed the fieldhouse, along with a number of other fieldhouses for the West Park Commission. The red -brick Classical Revival-style building contained a foyer, community hall, two gymnasiums with spectators' balconies, a skaters' room, women's dressing room, men's locker room, storage space, and space for a physical director. The W. E. O'Neil Construction Company built the fieldhouse. The West Park Commission dedicated the building on April 28, 1929, holding a ceremony with numerous presentations and speeches.

After the city's park districts were consolidated, the Chicago Park District replaced the West Park Commission in 1934. The Chicago Park District aimed to offer year-round recreational and leisure opportunities designed to appeal to a wide range of residents, which were not solely focused on outdoor -centric recreation and athletic programs. Pioneering this shifting trend in programming offered by a park service, the city's park district focused on implementing creative activities, hobby classes, and hosting social events and gatherings. Altgeld Park Fieldhouse and other local fieldhouses began offering arts and crafts classes, game rooms with card games, billiard, and checkers and chess, drama classes, motion picture viewings, and hobby classes, in addition to organized sports and outdoor games. By 1936, the Altgeld Park Fieldhouse offered a reading room, associated with the Chicago Public Library. These services were likely welcomed by local residents who were enduring the Great Depression and New Deal era recovery shortly after the fieldhouse opened.

In 1937, Chicago's West Side parks were improved using federal Works Progress Administration (WPA) funding. Altgeld Park received upgrades and the fieldhouse building was reroofed. In 1940, the Chicago Park District carried out improvements throughout the park system. At that time, the Altgeld Park Fieldhouse's basement, club rooms, gymnasium, and hallways were remodeled. The building's interior was plastered and painted. The building's electric and heating systems were also upgraded. Newspaper articles indicate that the building was used for a number of community events in the 1950s, which included badminton tournaments, plays, and parties. The Altgeld Park Fieldhouse received improvements again in 1961; the interior lighting system was upgraded and the building's exterior brick received tuckpointing for a total cost of $9,500. Currently, the Altgeld Park Fieldhouse houses two gymnasiums, original to the building, a fitness center, meeting rooms, and a kitchen. The building continues to be integral to the many programs and events the park offers.

Chicago Parks

When Chicago incorporated in 1837, the city adopted the Latin motto "Urbs in horto," meaning "City in a Garden." This motto indicated the importance of parkland and green spaces to the city and its residents. Despite this motto, the city had few policies pertaining to the stewardship and acquisition of open public land before 1869 and much of the city's open land was unplanned. Once the city did develop a comprehensive parks system, notable planners, architects, and landscape designers, including Daniel H. Burnham (1846-1912), Frederick Law Olmsted, Sr. (1822-1903), Jens Jensen (1860-1951), Alfred Caldwell (1903-1998), and Lorado Taft (1860-1936), among others, became involved in designing many of the Chicago's first parks.

Early on, Chicago residents were active in rallying for creating parks and protecting parkland. Citizens from the city's North, West, and South sides organized to address the issue. This resulted in the country's first comprehensive boulevard and park system and the establishment of three park commissions by 1869 (Lincoln, South, and West Park Commissions). Despite the establishment of the park commission, many parks, including Congress Park, remained under the control of the City of Chicago. During their tenure, the commissions built parks in earnest, creating an impressive and admired park system for Chicago that included conservatories, a zoo, smaller neighborhood parks that had recreational, social, end education offerings, the nation's first fieldhouses, and a park that served as the two-time host of a world's fair.

Created by the West Park Act, passed in the State Legislature in 1869, West Park Commission became responsible for the “West Town” and western division of Chicago. The governor appointed seven board members to oversee the commission. The legislation that created the West Park Commission also broadly defined three sites for large parks, each approximately 200 acres in size. This resulted in North Park (Humboldt Park), Middle Park (first Central and today Garfield Park), and South Park (Douglas Park). By the 1890s, the parks had fallen into disrepair, resulting from the West Park Commission’s blatant political corruption.

In 1899, the Small Parks Commission, formed by legislation that year, began to study the needs for smaller neighborhood parks in densely-populated areas of Chicago and implement a plan. Although many of the districts on the city’s west side were overwhelmingly poor, overcrowded, and in desperate need of neighborhood parks, the West Park Commission faced difficulties establishing small parks due to political corruption, the commission being deeply entrenched in machine politics, and legal and financial issues. In 1902, the West Park Commission did attempt to build neighborhood parks, requiring a $1 million bond, but residents were mistrustful of the commission’s intentions and protested the bond. Further legal and financial issues ensued and the West Park Commission made no progress. By 1904, the Small Parks Commission was furious as no progress had been made. At this time, there were two municipal playgrounds on the west side for its 885,000 residents.

Change came to the West Park Commission when Charles S. Deneen became governor of Chicago in 1905 and demanded that the commission’s entire board resign. He appointed landscape architect Jens Jensen (1860-1951) to oversee the commission. Jensen, a Danish immigrant, began his career with the West Park Commission as a gardener in 1886. Primarily between 1906 and 1916, Jensen carried out many improvements in the commission’s parks and much of his work was representative of what became the Prairie style of landscape architecture. In 1909, a bill to acquire and improve additional small parks was approved and in 1911, fives sites were selected for new parks and an existing park was chosen to be redesigned. In 1915, the West Park Commission also acquired the small Congress Park, renamed Altgeld Park the following year. Frustrated with many decisions made by the Board of Commissioners, Jensen resigned from his position in 1920.

The last period of significant construction in West Park Commission’s parks occurred during the late 1920s. With the nation experiencing unprecedented economic prosperity, the commission received a $10 million bond to improve existing parks, hiring the architecture firm Michaelsen & Rognstad to design fieldhouses, and a major rehabilitation project began in 1927. Christian S. Michaelsen and Sigurd Anton Rognstad served as the West Park Commission’s architects until 1929, designing twelve Revival-style park buildings, much different from the Prairie style work of Jensen. Large ornate buildings were built for the commission’s three major parks: Humboldt, Garfield, and Douglas Park. Michaelsen and Rognstad also designed fieldhouses for smaller parks, including La Follette, Harrison, and Altgeld Park. Most comparable to the Altgeld Park Fieldhouse, Harrison Park’s fieldhouse was demolished and replaced in 1993

Chicago Park District

Discussion surrounding consolidating Chicago’s park system began soon after the creation of the South, West, and Lincoln Park Commissions in 1873, and again in 1890. Chicago grew significantly when outside areas were annexed to the city in 1889. An 1895 state act permitted these areas to form individual park districts and the number of independent park districts increased dramatically. During a period of intense social and political reform in the city in 1904, and with additional park districts now in existence, the topic of consolidating the park system was again discussed. A 1912 report titled “The Park Governments of Chicago: An Inquiry in to Their Organization & Methods of Administration,” serves as evidence of another move towards consolidation, but the report did not gain enough interest for any legislation to pass.

By 1930, twenty-two individual park districts were in existence. Appointive boards governed the three early park districts, but elective boards governed the nineteen smaller districts, making election procedures and collecting revenue to fund the districts a complicated process. Ultimately, Great Depression-era financial strain made funding and operating twenty-two park districts unrealistic for the city, as maintaining personnel and machinery for each district was costly. In order to streamline park operations and receive funding via President Franklin Roosevelt's New Deal, residents voted to approve the Park Consolidation Act of 1934, which created the unified Chicago Park District.

The Chicago Park District operated with greater efficiency than the twenty-two independent districts. As an independent municipality, the park district was provided ordinance-making abilities, taxing power, and police jurisdiction. Completely funded by property tax revenue, the district operated under a board of five commissioners, appointed annually by the city's mayor. Each commissioner served for a period of five years. As the chief agent of city beautification, the Chicago Parks District was instrumental in developing innovate programs for residents and creating well-designed landscapes and park facilities.

During the 1940s, a ten-year plan resulted in the implementation of a progressive school-park concept and a number of new parks in Chicago. The park system expanded significantly in the late 1950s, when 250 sites, including parks, beaches, and playlots, among others, were transferred into the park district. Today, the Chicago Park District encompasses over 8,000 acres of land, including parks, beaches, nature areas, and conservatories.

East Garfield Park Neighborhood

The Altgeld Park Fieldhouse is located in the East Garfield Park neighborhood of Chicago. East Garfield Park defined as Community Area 27, one of the Chicago's seventy-seven community areas, and encompasses the East Garfield Park and Fifth City neighborhoods.

Located four miles west of the Loop, East Garfield Park developed similarly to the West Garfield Park neighborhood. Annexed to Chicago in 1869, its western section comprised a portion of the Central Park neighborhood (later Garfield Park), which was established the same year. The land east and south of the Garfield Park, a large urban park, was subdivided but not fully developed for at least another couple decades, and East Garfield Park remained sparsely populated. The community's residential and commercial development followed the construction of the elevated "L" lines on Lake and Harrison Streets through the community in the early 1890s and the establishment of manufacturing plants in neighboring communities, such as the Sears plant in Lawndale. Many of the community's residents worked in the nearby plants and two-unit flats and small apartment buildings were erected to house them. Modest homes, commercial buildings, and other industries were established in the area as well. East Garfield Park's early residents were primarily Irish and German, and later included Italians and Russian Jews.

Post-World War I, East Garfield Park experienced a brief period of prosperity. West Garfield Park's Madison Street shopping district expanded eastward along Madison into East Garfield Park. A high-class residential hotel, the Graemere, opened just east of Garfield Park and a vocational school for girls opened in 1927. Unlike West Garfield Park, East Garfield Park experienced economic and residential decline during the Great Depression and World War II. Many houses were converted into smaller units for more boarders and allowed to deteriorate. By 1947, the area was in great need and Daughters of Charity opened Marillac House at 2822 West Jackson Boulevard to serve the local poor.

Like its neighboring communities, the 1950s Congress Expressway construction displaced Garfield Park residents on the south side of the neighborhood. Additionally, its racial composition was changing as more African American families began purchasing and renting homes in East Garfield Park. In 1960, a cluster of Chicago Housing Authority (CHA) family public housing projects–Harrison Courts, Maplewood Courts, and Rockwell Gardens–were constructed at the east end of East Garfield Park. During this time, residential physical conditions continued to deteriorate due to absentee landlords and increasingly common vacant lots. Despite these conditions, local churches, and community organizations continued to promote interracial community involvement, urban renewal, and local leadership.

In 1966, civil rights activism attempted to prevent further neighborhood deterioration through the establishment of anti-slum organizations (East Garfield Park Union to End Slums) and cooperatives to obtain groceries and housing (East Garfield Park Cooperative). A coalition of residents and clergy successfully fended off the CHA's attempt to build more high-rise public housing. Rioting in 1968 undermined these activism efforts, leading to more businesses and residents leaving the neighborhood. East Garfield Park lost more than two-thirds of its population due to this outmigration. In the 1970s and 1980s, the area was characterized by endemic poverty, unemployment, a drug economy, and associated criminal activity to fill the economic void. Crime continues to plague the East Garfield Park community and as of 2015, the community has the ninth highest crime rate out of

the city's seventy-seven community areas.

Christian S. Michaelsen and Sigurd Anton Rognstad

Architects Christian S. Michaelsen (1888-1960) and Sigurd Anton Rognstad (1892-1937) designed the Classical Revival-style Altgeld Park Fieldhouse.

Born in Chicago, Michaelsen was the son of a contractor of Norwegian descent. He first received exposure to the building trade through his father. In 1905, he began training as a draftsman in the office of Chicago architect Arthur Huen. He later worked in the structural engineering department of architect Howard Van Doren Shaw's office from 1910 to 1913. Shaw was regarded as Chicago's "society architect" and designed a number of Beaux Arts residences for the city's elite.

Also born in Chicago and the son of Norwegian immigrants, Rognstad began his career working as a designer and draftsman in the office of architect Frederick W. Perkins, who like Huen, specialized in designing residences for the social elite.

In 1920, Michaelsen and Rognstad formed their own practice. Both men lacked the educational and social credentials necessary to secure building commissions from the city's elite residents and therefore, sought out public works and commercial commissions instead. Between 1927 and 1929, while serving as the West Park Commission's architects, they designed twelve Revival-style buildings, ranging in style from the Mediterranean and Classical Revival to the Tudor Revival. This represented one of the most productive periods in the commission's history. In addition to the park buildings, the pair designed other noteworthy buildings in Chicago, including the Chinese-style On Leong Merchants Association Building (1927). Michaelsen and Rognstad's partnership lasted for seventeen years until Rognstad's death in 1937.

Classical Revival Style

The Altgeld Park Fieldhouse is an excellent example of a Classical Revival-style public building, constructed by the West Park Commissioners for the Altgeld Park.

The Classical Revival style (circa 1895-1950), also referred to as the Neoclassical style, became popular throughout the United States after the 1893 World's Columbian Exposition, held in Chicago's Jackson Park. The exposition revived an interest in Classical architectural forms, specifically Greek Revival (circa 1825-1860) forms and stylistic details. The renowned and influential architecture firm McKim, Mead & White popularized the Classical and Colonial Revival styles (circa 1880-1955) during the early twentieth century.

Similar to the Colonial Revival style, Classical Revival-style buildings are considerably more formal and monumental. The style was often reserved for public buildings, such as courthouses, and churches, banks, schools, and mansions. Classical Revival buildings were often built using expensive, high-quality materials, including brick and stone.

Typically, the facade or other prominent elevations of Classical Revival-style buildings feature massive columns, designed following the architectural traditions of the Doric, Ionic, or Corinthian orders and front-facing pediments. Variations to the front-facing pediment included rounded front porticos or flat-roofed porches, also supported by columns. The arrangement of windows and doors is symmetrical and formal. Windows most often have double-hung configurations and doors are most often centered and feature decorative surrounds, which may include flanking side lights, broken pediments, or fan-light windows. Overall, the Classical Revival style is most characterized by the use of Greek orders, proportion, symmetry, the repetition of elements, and references to Classical motifs, often derived from the Greek Revival style.

The brick and limestone-clad Altgeld Park Fieldhouse features an overall massing that is symmetrical and formal, typical of the Classical Revival style. The building's exterior incorporates many repetitive elements, such as the prominent, double-hung, multi-paned windows, evenly-spaced at each elevation of the building, and the roof's brick and limestone parapet wall. Additionally, the building's facade features a highly-stylized limestone arcade, with ornamented pilasters and elaborate capitals, and a center entrance. Other decorative elements typical of the

style include brick soldier and header courses, basketweave brick ornament, the broken pediment at the facade, an elaborate cartouche, and urns. It is an excellent example of the style as applied to a small-scale public building.

NRHP STATUS

Eligible

DATE LISTED

NRHP CRITERIA

☑ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Altgeld Park Fieldhouse was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

Constructed by the West Park Commission and later operated and maintained by the Chicago Park District, the Altgeld Park Fieldhouse is associated with recreational trends pioneered by these agencies in Chicago. The fieldhouse was constructed during a period of rehabilitation within the West Park Commission and is a surviving example of a fieldhouse suited for a small, urban park. The city’s longstanding focus on parks and recreation led these agencies to develop innovative recreational programs for the city’s fieldhouses, emulated throughout the United States, which significantly changed the approach of public agencies to parks and recreation. The Altgeld Park Fieldhouse provided citizens with hobby classes, arts and crafts classes, games, and social events, among other events, in addition to organized athletics and fitness-related activities, in an effort to reach a wide-range of residents within the local community. Due to the property’s association with these innovative early twentieth-century trends in recreation, the Altgeld Park Fieldhouse is eligible under Criterion A.

Though the Altgeld Park Fieldhouse is named for Illinois Governor John P. Altgeld, the fieldhouse is not associated with his productive life and was named for Altgeld posthumously. Therefore, the Altgeld Park Fieldhouse is not eligible under Criterion B.

The Altgeld Park Fieldhouse is eligible under Criterion C. The 1929 Altgeld Park Fieldhouse is an excellent example of a Classical Revival-style public building, constructed for a neighborhood park. Designed by the architecture firm Michaelsen & Rognstad, the brick building exhibits formal, symmetrical massing, elaborate limestone detailing and an arcade, and prominent double-hung and multi-pane windows. Designed for community use, the building originally included two gymnasiums and a community hall. Therefore, the Altgeld Park Fieldhouse is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The Altgeld Park Fieldhouse remains in its original location and is actively used as a recreation building. The building has been well-maintained since the late 1920s. The exterior has not been altered and the property retains its original exterior materials, including limestone ornament and trim and wood-frame windows. Therefore, the Altgeld Park Fieldhouse retains integrity of location, setting, design, materials, workmanship, feeling, and association.

The Altgeld Park Fieldhouse’s period of significance is 1929-1965, which encompasses early improvements made to the building in 1940 and 1961. The building retains its original historic function; its significance extends to the fifty-year age consideration from the current date.

The Altgeld Park Fieldhouse’s period of significance is 1929-1965, which encompasses early improvements made to the building in 1940 and 1961. The building retains its original historic function; its significance extends to the fifty-year age consideration from the current date.

NRHP BOUNDARY

The Altgeld Park Fieldhouse's NRHP boundary includes the building's footprint, paralleling South Washtenaw Avenue to include all landscape and hardscape features located west of the facade, following the panel of grass lot that flanks the building's north side elevation, following the sidewalk's south edge located at the building's south side elevation, and paralleling the building's rear elevation approximately 15 feet from the building. No other features within Altgeld Park are located within the property's NRHP boundary.

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Historic Resources Survey

RESOURCE TYPE	Property	Altgeld Park Fieldhouse	
NRHP STATUS	Eligible	**SURVEY ID**	1-29

Photo 1 - Altgeld Park Fieldhouse



Facing southeast to west-facing facade from South Washtenaw Avenue

Photo 2 - Altgeld Park Fieldhouse



Facing west to facade entrance from South Washtenaw Avenue

Photo 3 - Altgeld Park Fieldhouse



Facing southwest to east end of west-facing facade from South Washtenaw Avenue

Photo 4 - Altgeld Park Fieldhouse

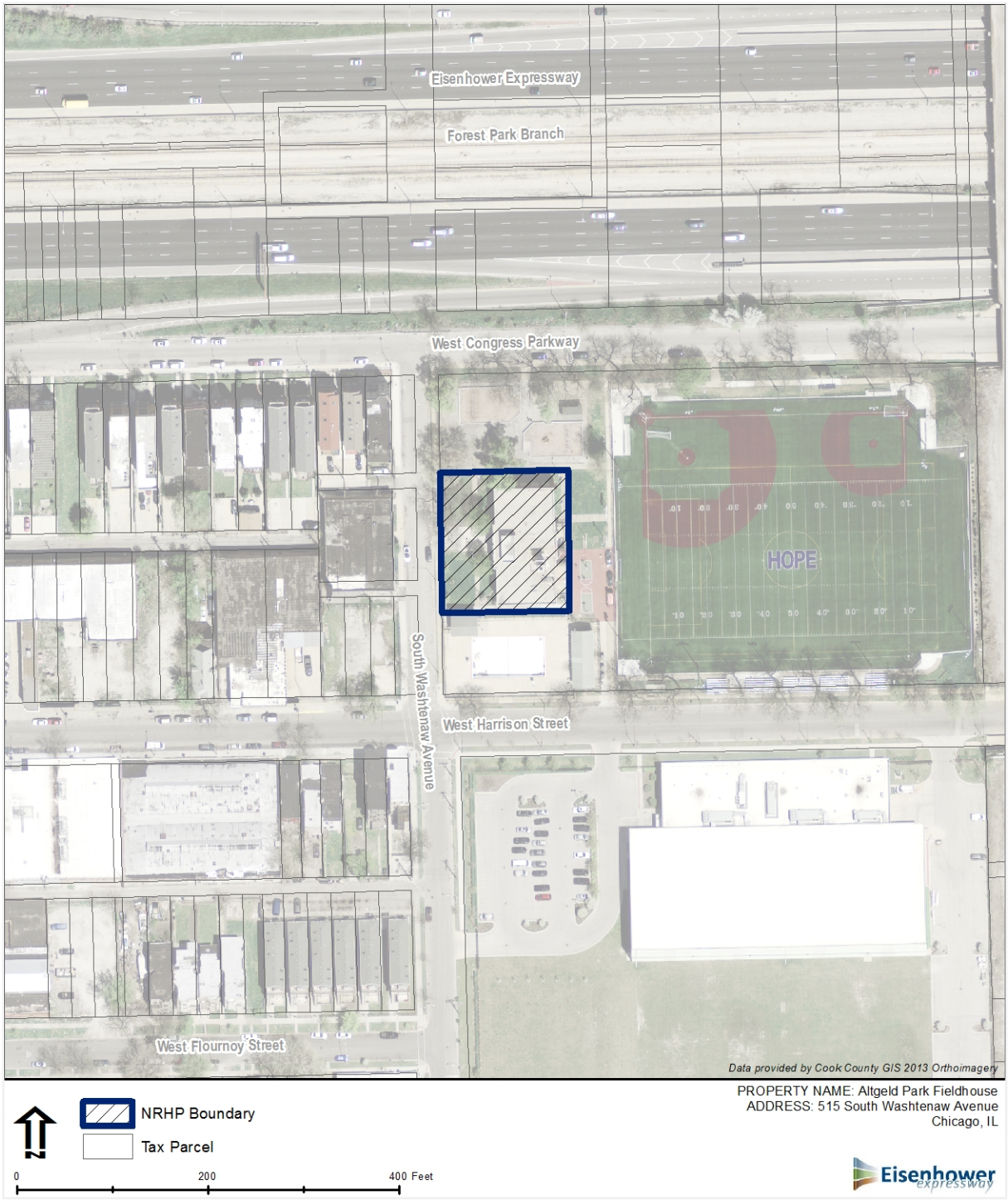


Facing north to south side elevation and pool from West Harrison Street

Historic Resources Survey

RESOURCE TYPE	Property	Altgeld Park Fieldhouse	
NRHP STATUS	Eligible	**SURVEY ID**	1-29

Map - Altgeld Park Fieldhouse



PREPARED BY	Kelsey Britt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/18/2015	
LAST MODIFIED	3/9/2016	3/9/2016 11:11:46 AM

Historic Resources Survey

RESOURCE TYPE Property — Crane Technical High School
NRHP STATUS Eligible — **SURVEY ID** 1-31

NAME
Crane Technical High School

OTHER NAME(S)
Richard T. Crane Manual Training School, Richard T. Crane Technical High School, Crane Tech High School, Crane Tech Prep

STREET ADDRESS
2301 West Jackson Boulevard

CITY
Chicago

OWNERSHIP
Public Building Commission of Chicago

TAX PARCEL NUMBER
17-18-121-001-0000

YEAR BUILT
1922

SOURCE
Marjorie Warvelle Bear, "A Mile Square of Chicago" (2007) and Chicago Daily Tribune, “School Board Pays $526,000 for New Sites" (April 23, 1922)

DESIGNER/BUILDER
John C. Christensen

STYLE
Classical Revival

PROPERTY TYPE
Education

FOUNDATION
Stone/Limestone

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Crane Technical High School is comprised of a prominent, four-story, Classical Revival-style building built in 1922 and a ca. 1977 rear addition. An athletic field and parking are located immediately east of the school. The school building and associated grounds encompass what was originally two city blocks. The school building occupies parcel 17-18-121-001-0000, which does not include the neighboring athletic field or parking lot. The site is bound by West Jackson Boulevard to the north, South Oakley Boulevard to the west, West Van Buren Street to the south, and South Leavitt Street to the east. Located in Chicago’s Near West Side community, development on the city blocks surrounding the building is primarily residential, comprised of single and multi-family homes and buildings. The I-290 Eisenhower Expressway passes immediately south of the school.

Crane Technical High School (1922)

The 1922 portion of Crane Technical High School at 2301 West Jackson Boulevard is a rectangular-plan building constructed with a steel frame and reinforced concrete; the building’s exterior is clad in red stretcher-bond brick and limestone. A basement is located beneath the building. The building is built up to the city sidewalks and occupies the majority of its parcel, previously one city block, with the exception of the parcel’s rear portion where the ca. 1977 addition is located. Constructed as an addition to a no-longer-extant 1903 building, the 1922 building’s facade and side elevations are highly ornamented, stylized, and formal, whereas the rear elevation features considerably less ornament. The building features a flat built-up roof, concealed from view by the building’s elaborate brick and limestone parapet wall.

The building’s facade is oriented to the north toward West Jackson Boulevard. The facade features a tri-part configuration, comprised of a center, recessed, seven-bay-wide section and outer, projecting, five-bay-wide sections. The facade features a limestone water table and ledgement at its base; the first story is clad in ashlar limestone panels; and the upper stories are covered with brick and various forms of limestone trim.

At the facade’s center section, three steps, which appear to be concrete and stone, span the length of the section, terminating in square piers. The section contains five evenly spaced entrances recessed in round-arch openings and two outer entrances in typical, rectangular-form openings. A stepped slab, also concrete and stone, is located in every entrance. Each round-arch opening contains three metal doors topped by a multi-pane fanlight. The round arches that surround each entrance feature imposts, rusticated voussoirs, and keystones with

no ornamentation. Gothic Revival-style, wall-mounted, exterior light fixtures flank each round-arch entrance. Curving metal brackets serve as each octagonal-form fixture's base. Each light fixture features eight round-arch glass panes, low conical roofs, and metal bands that protrude upwards from the fixture's body into pointed spikes.

The two outer entrances, which flank the five center entrances, each contain two recessed metal doors. These openings feature a rusticated-panel surround and prominent limestone lintels. Above each lintel, a recessed opening contains paired three-over-three, double-hung, wood-frame windows. A foliated metal screen is attached within the opening, shielding the windows. Rusticated panels and a prominent lintel also surround these windows. The center section's first story terminates in a molded limestone stringcourse topped by a limestone paneled frieze and a limestone intermediate cornice.

Within the facade's center section, the building's second, third, and fourth stories are recessed even more than the ground story. Above this, the center section's entablature and parapet wall are flush with the ground level. Within the recessed area, six, fluted, Ionic columns divide the section's upper stories into seven bays. The columns sit on prominent, square-form pedestals. At the second story's base, a limestone balustrade spans between the columns' pedestals. At both sidewalls, formed by the projecting outer sections that flank the center recessed section, one limestone Doric pilaster is attached to each wall.

The center section's seven second- and third-story windows are set in round-arch limestone surrounds, topped by volute keystones. Each tri-part, second-story window is comprised of an eight-over-eight light, double-hung, wood-frame window flanked by two-over-two light, fixed, wood-frame sidelights. Within each window's wood surround, a recessed wood panel tops the center window and each sidelight. Painted red for contrast, wood paneling divided into three sections is located between each second and third-story window and terminates in a prominent wood sill course.

Each tri-part, third-story window features a horizontal four-over-four light, double-hung, wood-frame window flanked by one-over-one light, double-hung, wood-frame sidelights. A half-circle, fanlight window tops each center window. A half-circle band of multi-pane lights surrounds each fanlight. The center section's third story terminates in a prominent limestone band course featuring a scroll or wave-like motif. The center section's seven four-story windows each feature prominent limestone surrounds. Each tri-part window contains a center, four-over-four light, double-hung, wood-frame window, flanked by two-over-two light, double-hung, wood-frame sidelights.

The facade's center section is capped by a limestone entablature. The frieze is carved to read "THE CRANE TECHNICAL HIGH SCHOOL" and terminates in a dentiled, projecting, limestone cornice. Above the entablature of the center section, the parapet wall is formed by a limestone base capped by a limestone balustrade that is divided by brick piers. The balustrade features a thick limestone banister.

The facade's outer, projecting, five-bay-wide sections are identical. Both sections contain three sets of paired basement-level windows within the facade's water table. Metal security screen guards cover each window. The facade's first story contains three, evenly-spaced, tri-part windows. The wood surrounds that encase and divide the windows into the tri-part configuration appear to be replacements. The center windows are four-over-four light, double-hung, wood-frame windows. Two-over-two light, double-hung, wood-frame sidelights flank each center window. Each window in the tri-part configuration is topped by a recessed wood panel. The first stories of both outer sections terminate in a molded limestone stringcourse, topped by a limestone paneled frieze and a limestone intermediate cornice.

At the outer sections' second, third, and fourth stories, the center portion of each section is recessed, mimicking the facade's center section. Two fluted, Ionic, engaged columns sit on prominent, square-form pedestals and divide the recessed portion of each section into three bays. At the second story's base, a limestone balustrade spans between the columns' pedestals. Limestone Doric pilasters wrap around the corners of each center recessed section. Each bay contains a window and the second, third, and fourth-story windows are identical. Each tri-part window is comprised of a four-over-four light, double-hung, wood-frame window flanked by two-over -two light, double-hung, wood-frame sidelights. Recessed wood panels top each center window and sidelights. At each bay, the second and third-story windows are recessed in a single opening and are separated by red

spandrel panels that appear to be painted wood. The geometric red panels contain a recessed rectangular panel flanked by recessed panels that contain circular forms. The third and fourth stories of both sections are divided by a prominent limestone band course with a scroll or wave-like motif.

At both sections, the building's facade is capped by a limestone entablature, which terminates in a dentiled projecting limestone cornice and a central limestone pediment. Each pediment's prominent raking cornices also feature large dentils. The roof's brick and limestone parapet wall flanks each pediment. Above the outer sections, the roof's parapet wall is solid. The limestone-capped parapet walls are stepped in a geometric form, terminating above each pediment. Limestone scrolls flank the center portion of both parapet walls.

The building's side west elevation is oriented towards South Oakley Avenue. The side east elevation was formerly oriented towards South Irving Avenue, which is now a sidewalk/driveway that divides the school building from the athletic field. The building's side elevations are identical and will be described together. Many features from the building's facade are repeated on these elevations. Each side elevation has a tri-part configuration. The twelve-bay-wide center section of the building is recessed. An outer north-end projecting section is five bays wide and the outer south-end projecting section is four bays wide. Identical to the facade, each side elevation features a limestone water table and ledgement at its base; the first story is clad in ashlar limestone panels; and the upper stories are covered with brick and various forms of limestone trim.

At the center section of each elevation, the first story features an irregular fenestration pattern. The twelve bays will be referred to by number, from north to south, for clarification. Bays #4, #5, #6, #10 and #11 contain basement-level paired windows, located within the elevations' water tables. At both elevations, bay #2 and bay #8 contain entrances to the building and have two sets of paired metal doors. The doors in bay #2 open onto a raised concrete slab that is located on the sidewalk. At the building's west side elevation, the slab is connected to a handicapped-accessible ramp. The doors in bay #8 open directly onto the sidewalk. Each door is topped by a square-form metal panel. Gauged limestone panels top each entrance, along with a center, fixed, six-pane, wood -frame window that is flanked by two-over-two light, double-hung, wood-frame windows. Metal security screens, featuring rosettes, a shield, and a quatrefoil motif, cover the windows. Paneled pilasters flank each entrance and set of windows. Dramatic, Gothic Revival-style, wall-mounted light fixtures, identical to those located on the building's facade, flank each of the four entrances. Each of the side elevations' remaining center-section bays contain paired six-over-six light, double-hung wood-frame windows topped by recessed wood panels. The windows' wood surrounds have likely been replaced. The center section's first story terminates in a molded, limestone, stringcourse, topped by a limestone paneled frieze and a limestone intermediate cornice.

Limestone Doric pilasters divide the second, third, and fourth stories' twelve bays at both side elevations in the central section. Each upper-story bay contains an identical window comprised of paired six-over-six light, double-hung, wood-frame windows topped by recessed wood panels and surrounded by brick. A red, metal balustrade ornamented with a scroll motif spans between each pilaster at the building's second story. Like the building's facade, second and third-story windows in each bay are located in a single opening, separated by a red, recessed, spandrel panel. Both elevations' third stories terminate in a prominent, limestone, band course featuring a scroll or wave-like motif. Both center sections' fourth stories terminate in a limestone entablature capped by a dentiled, projecting, limestone cornice. The roof's parapet wall at each side elevation's center section is identical to the limestone, brick, and limestone balustrade parapet wall present at the center section of the building's facade, previously described.

The five-bay-wide, north-end, projecting section of each side elevation is identical to the Ionic column-clad outer projecting sections present at the building's facade, previously described, with one exception. Whereas these sections at the facade contain only windows within the center recessed portion, the outer south-end bays of the side elevation's sections also contain a window at each story. At the first story, each section's south-end bay contains paired four-over-four light, double-hung windows topped by wood recessed panels. Above this, the building's second and fourth stories contain identical paired four-over-four light, double-hung, wood-frame windows. The third story contains windows with the same configuration that are more elongated. Wood recessed panels also top the second-story windows. The south-end bay is clad in brick and the windows feature brick soldier lintels and brick sills and recessed brick panels separate the upper-story windows. The side elevations' north-end projecting sections feature an entablature, pediment, and brick and limestone parapet wall that is identical to the facade's projecting sections, previously described.

The south-end projecting sections at the building's side elevations are four bays wide; each section's three-bay-wide recessed section is off-center. Both sections contain paired basement-level windows, covered by metal security screens. At the first story both sections contain two south-end entrances. One entrance is identical to the two entrances located in the side elevations' center sections, except that the four doors are slightly more recessed. These doors open directly onto slabs that are concrete or stone. Additionally, these entrances do not feature the dramatic Gothic Revival-style light fixtures. The second entrance is located in both sections' south-end bays. The round-arch entrances feature imposts, rusticated voussoirs, and keystones with no ornamentation. At the west side elevation, the round-arch entrance has been infilled with brick; at the east side elevation, the round-arch entrance contains four metal doors. These doors feature flat top rails and metal panels top the doors. Both projecting sections contain north-end windows. One bay has paired four-over-four light, double-hung, wood-frame windows topped by recessed wood panels. A second bay has one four-over-four light, double-hung, wood-frame window flanked by two-over-two light, double-hung, wood-frame windows. The upper stories, entablatures, and parapet walls of both south-end sections exactly mirror that of the Ionic column-clad projecting north-end sections, except that there is no fifth limestone and brick-clad bay.

The ca. 1977 three-story addition is attached to the 1922 building's rear elevation, which is oriented to the south. The rear center section of the building contains spaces that are not four stories in height like the other portions of the building; all sections feature flat roofs and range between one and three stories in height. Because many of these spaces are at a lower height than the remaining portion of the four-story building, it creates an effect that is similar to an internal courtyard and there are north, south, east, and west-facing elevations lined with windows that likely illuminate classrooms. The addition blocks the much of this from view. At the eastern and westernmost ends of the 1922 building, the rear elevation is four stories high and is clad in brick that is the same type used to cover the ca. 1977 addition. One entrance is located at the elevation's east end, containing one metal door and an overhead metal door, which open onto a raised concrete platform with built-in steps. This is not original to the building. The rear elevation's east and west ends both terminate in a brick parapet wall with a simple stone cornice. Visible one and three-story sections of the building are clad with buff-colored brick. The fenestration pattern is similar to the building's facade and side elevations. Brick pilasters divide many of these elevations into bays that contain paired windows or three windows grouped together. The four-over-four light, double-hung, wood-frame windows feature stone sills and brick lintels.

The building and the rear one-to-three-story sections all feature flat built-up roofs sheathed in metal. The roof is covered in various vents, mechanical components, and HVAC-related equipment. A large, brick, hexagonal-form smokestack projects from the rear center section of the building.

The building's interior was not accessible during survey.

Rear Addition (ca. 1977)

The ca. 1977 addition directly abuts the rear (south) elevation of the 1922 Crane Technical High School. The three-story, rectangular-form building sits on a concrete foundation and features a flat roof. The building exhibits Modern design influences. The exterior walls are clad in stretcher-bond brick and feature red, flat metal pilasters, lintels, and cornices.

The addition's facade is oriented to the south towards West Van Buren Street. Flat metal pilasters divide the facade into seven sections. The center section's first story has a portal that contains three recessed sets of paired metal doors. The doors open directly onto a concrete slab; these entrances are reached by the concrete city sidewalk that fronts the building. Doors are flanked by vertical metal panels that are the same height as each pair of doors. Square and rectangular-form panels also top the doors and ground-level panels, mimicking transom windows. The portal also contains one metal door, located in its east elevation. The portal terminates in a flat metal lintel. At the facade's third story, a band of ribbon windows is located within the uppermost portion of the wall at all seven sections. Each window is a single-pane, fixed-light, metal-frame window. Directly beneath the windows at the facade's east-end section, the letters "RICHARD T. CRANE HIGH SCHOOL" are attached to the wall. The facade terminates in a flat metal cornice.

The addition's west side elevation is oriented towards South Oakley Boulevard. Metal pilasters divide the

elevation into seven sections. At the elevation's first story, the two south-end sections contain two overhead garage door entrances and the center section contains on overhead garage door entrance. The center section also has a single metal door, topped by a band of three, fixed-light, metal-frame ribbon windows. This entrance and the garage doors open onto a paved surface-level parking lot that directly abuts the building's side elevation. Within each of these three sections, the first stories terminate in flat metal lintels. Flanking the center section's north side, one section also contains a band of three, fixed-light, metal-frame ribbon windows. The elevation's north end bay contains paired metal doors, flanked by a door-height, metal, louvered window. This entrance opens onto the raised concrete platform, which also abuts the 1922 building's rear elevation, and is topped by a flat metal lintel. The west elevation's second story contains a band of three smaller ribbon windows in the center section and the section flanking it to the north. Each window is a fixed light with a metal frame. The west side elevation terminates in a flat metal cornice.

Flat metal pilasters also divide the building's east side elevation into five sections. The elevation's south-end section has paired metal doors and terminates in flat, metal, lintel course. This entrance is reached by a concrete pad. A one-story, rectangular-plan projection is attached to the elevation's three center sections. The projection contains one metal door in its south elevation, opening onto a small grass lot, and two overhead garage doors in its east elevation. A concrete driveway, located east of the building and accessed from West Van Buren Street, accesses both doors. The doors are encased and topped by red-painted concrete blocks on one side. The projection's elevations terminate in a flat metal cornice and the flat roof is sheathed in metal. The east side elevation's north-end bay appears to be clad in metal and contains upper-level metal louvered windows. This portion of the building was minimally visible during survey.

The addition's flat built-up roof is sheathed in metal and features various vents, which are components of the building's HVAC system. The addition is a noncontributing element to Crane Technical High School.

Site and Landscaping

Concrete city sidewalks parallel the streets that bound the Crane Technical High School grounds. Trees line West Van Buren Street and South Leavitt Street. A concrete sidewalk/driveway is adjacent the 1922 building east elevation and the addition's east elevation and projecting, dividing the school building from the athletic field and track. A long, linear, paved, surface-level parking lot is located east of the field on the site. The parking lot is accessed at West Jackson Boulevard and the exit opens onto West Van Buren Street. Trees and small panels of grass are interspersed throughout the site in close proximity to the track and parking lot. The parking lot, track, and athletic field were developed in the mid 1970s. These features are noncontributing elements to the 1922 Crane Technical High School.

HISTORY/DEVELOPMENT

Crane Technical High School began as a program that offered drawing classes for boys in the Chicago High School in 1886. By 1890, the program evolved into the English High and Manual Training School and the school moved into its own building that year. The all-boys school offered a three-year curriculum, as opposed to the more traditional four-year curriculum. Many of the young men attending the school were foreign born or first-generation Americans and the school aimed to educate these students in the English language, industry, trades, and work ethic, as opposed to the Classics.

After some resistance, Chicago's Board of Education began expanding vocational education in the city's high schools around 1901, introducing vocational classes into non-vocational high schools. Advocates and educators identified vocational education as a tool to keep students engaged and enrolled in high school, while also providing students with practical job skills. Construction was underway on a new state-of-the-art building at West Van Buren and South Oakley Boulevard for the English High and Manual Training School by 1902. The current facilities could not support the number of students interested in receiving a technical education.

In February 1903, the Buildings and Grounds Committee adopted a new name for the school, renaming the institution the Richard T. Crane Manual Training School. The school's namesake, Richard T. Crane, was president of the Crane Manufacturing Company and an early advocate for manual instruction in public schools. The Richard T. Crane Manual Training School opened on September 8, 1903, with a student body of eighty pupils. Even with these low enrollment numbers, the school would later graduate a first class of 528 students and

the building was designed to accommodate 1,100 students. Predicting that even the new school would soon be overcrowded, Chicago's Board of Education worked to open two additional technical high schools for boys and one household arts high school for girls, all completed before 1913.

Unlike the English High and Manual Training School, the new high school adopted a four-year curriculum, which allowed more time for academic class in addition to the vocational training. The four-story, Classical Revival-style building, which featured a brick and stone exterior, occupied a block bound at that time by South Oakley Boulevard, West Van Buren Street, South Irving Avenue, and Gladys Avenue. The building's main entrance opened onto West Van Buren Street and side entrances opened onto South Oakley Boulevard and South Irving Avenue. The school featured machine, woodworking, electric, forge, and foundry shops and a gym, lunchroom, and laboratory, among other spaces for students. The concept behind the Richard T. Crane Manual Training School was "preparation for life" and the school offered several tracks, including a technical curriculum that prepared some students for engineering colleges or to enter fields such as teaching, and a commercial course for aspiring businessmen. In 1908, the school's name was officially changed to Richard T. Crane Technical High School, commonly known as Crane Technical High School or Crane Tech High School, and later as Crane Tech Prep.

In the years after 1910, the Board of Education rapidly expanded vocational education in Chicago's schools, introducing new offerings to schools like the Crane Technical High School. The board's superintendent created two-year programs in electric work, mechanical drawing, cabinet making, and machine shop work, among others, which allowed students to graduate after their sophomore years of high school. For the first time, some new tracks also introduced foreign language classes and prepared students to attend liberal arts colleges. In 1911, Crane Junior College was established in close proximity to the high school. It was designed to serve the school's recent graduates. By 1917, the building was becoming overcrowded and eleven portable classrooms were located south of the high school building at West Van Buren Street.

Recognizing that there would soon be a surge in attendance due to changing child labor laws, the Board of Education acted quickly in 1920 and began developing plans for a four-story addition to the school. In 1921, licensed architect and engineer John C. Christensen (1878-1967) was appointed architect for the Board of Education and ultimately designed the addition. Today, this addition is the main portion of the high school. Before being appointed to his new position, Christensen previously served as an assistant architect and a superintendent of construction for the board and was the deputy commissioner of buildings under the city's mayor. In 1922, bids received to build the addition peaked at approximately $3 million. The massive Classical Revival-style addition was finished that year, located north of the 1903 building. The addition fronted South Oakley Boulevard, West Jackson Boulevard, and South Irving Avenue. The addition also housed an auditorium, stage, gymnasium, and swimming pool. Crane Technical High School now occupied an entire city block.

By 1925, the high school expanded its vocational programs, offering night classes designed to accommodate students that had already entered the workforce. A 1938 report on school conditions indicates that Crane Technical High School received an overall rating of "good," though some study rooms, classrooms, the auditorium, and the library were poorly lit and more physical education classes were necessary. Initially, Crane Technical High School served a community of mainly European immigrants and first-generation American students, but as the community surrounding the school became increasingly African American during the 1930s and 1940s, the school's student body also became predominantly African American.

In 1954, Crane Technical High School was under capacity by nearly 1,600 students. The school merged with nearby McKinley High School, admitting female students for the first time. Approximately $900,000 of renovations were carried out to accommodate female students, which included the addition of a separate gym, lockers, and showers and a new department that offered art and household arts courses. The school continued offering technical programs to male students exclusively. The same year, the nearby junior college, then renamed Theodore Herzl Junior College, also moved into the Crane Technical High School building. Students could complete coursework at the high school and the junior college within six years.

In 1966, Chicago's planning commission approved plans for a new $20 million West Side junior college to replace Crane Junior College. The Board of Education began acquiring land for the first building that would be located on the block bound by West Jackson Boulevard, West Van Buren Street, South Wolcott Avenue, and

South Winchester Avenue. Crane Junior College moved out of the high school and into this new building in 1968 and was renamed Malcolm X College. The board aimed to create a 10-block-area campus and serve 10,000 students by 1970.

The planning commission also approved the Board of Education's plans to acquire 103,676 square feet for parking and additional classrooms at Crane Technical High School in late 1969. Although the junior college was no longer housed in the high school, the building remained overcrowded with 3,190 students and a capacity of 2,885. This land, located immediately east of the school on the block bound by West Jackson Boulevard, South Leavitt Street, West Van Buren Street, and South Bell Avenue, was densely developed with rowhouses. As a condition of their approval, the planning commission stipulated that the board develop an acceptable relocation plan for families living on the block. Aspects of this plan were not carried out until the mid 1970s.

The land acquisition plans may have also been overshadowed by a project presented in early 1971, associated with a plan to develop an educational-cluster concept for Chicago's Near West Side community that was previously unveiled in 1968. The Board of Education and Public Building Commission were jointly funding the educational-cluster concept, which aimed to group schools, parks, neighborhood centers, and other resources together so that educational, recreation, and cultural activities and community events would occur in a central location within the community. The proposed cluster area would be bound by Kinzie Street on the north, Western Avenue on the west, and the Chicago River on the south and east, with schools and facilities located throughout the area. In conjunction with the educational-cluster concept, the 1971 plans proposed the construction of a magnet school and an $8 million rehabilitation and expansion of Crane Technical High School, which included demolishing and replacing the 1903 school building.

Work began on Crane Technical High School in late 1971. In 1972, the Public Building Commission decided not to finance several projects within the educational-cluster area, including the high school's renovations and the addition. Work on the school was stopped. By 1975, renovations were again underway on the 1922 building. The 1903 building was likely demolished that year, along with the rowhouses located on the block immediately east of the school, as first proposed in 1969. Complications caused by the renovations left the school without a working HVAC system and heat during the fall and early winter of 1976. These issues were covered by local news outlets, as classes were still being held in the school despite the frigid temperatures. Records indicate that all of the work, first proposed in 1971, was completed in 1977 at a cost of $12 million. A three-story brick addition was built to replace the site's original 1903 school building and an athletic field and track were built on the neighboring block.

In 2011, Chicago Public Schools officials slated Crane Technical High School for closure, implementing a plan to no longer accept freshman students. In 2012, it was announced that the building would instead be used for the city's first medical and health sciences preparatory school. The building was renamed Richard T. Crane Medical Preparatory High School. The new magnet school opened in the fall of 2013 and now offers highly motivated students an innovative and rigorous four-year health sciences program.

Near West Side

Crane Technical High School is located in Chicago's Near West Side, defined as Community Area 28, which encompasses the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods.

Located two miles west of the Loop, which encompasses Chicago's central business district, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was

easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institutions were established and associated buildings were constructed as efforts by individual ethnic groups to reconstruct the cultural organizations and associated values left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, and women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, Polk, and Blue Island. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange were constructed along the community's east side in the late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced Hull House, demolishing the majority of the original complex, as well as the historic Italian neighborhood. A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

Classical Revival Style

Crane Technical High School is an excellent example of a Classical Revival-style school building, designed by architect and engineer John C. Christensen and constructed by the city's Board of Education in 1922.

The Classical Revival style (circa 1895-1950), also referred to as the Neoclassical style, became popular throughout the United States after the 1893 World's Columbian Exposition, held in Chicago's Jackson Park. The exposition revived an interest in Classical architectural forms, specifically Greek Revival (circa 1825-1860) forms and stylistic details. The renowned and influential architecture firm McKim, Mead & White popularized the

Classical and Colonial Revival styles (circa 1880-1955) during the early twentieth century.

Similar to the Colonial Revival style, Classical Revival-style buildings are considerably more formal and monumental. The style was often reserved for public buildings, such as courthouses, and churches, banks, schools, and mansions. Classical Revival buildings were often built using expensive, high-quality materials, including brick and stone.

Typically, the facade or other prominent elevations of Classical Revival-style buildings feature massive columns, designed following the architectural traditions of the Doric, Ionic, or Corinthian orders and front-facing pediments. Variations to the front-facing pediment included rounded front porticos or flat-roofed porches, also supported by columns. The arrangement of windows and doors is symmetrical and formal. Windows most often have double-hung configurations and doors are most often centered and feature decorative surrounds, which may include flanking side lights, broken pediments, or fan-light windows. Overall, the Classical Revival style is characterized by the use of Greek orders, proportion, symmetry, the repetition of elements, and references to Classical motifs, often derived from the Greek Revival style.

The brick and limestone Crane Technical High School building features an overall massing that is symmetrical and formal, typical of the Classical Revival style. The building's facade and prominent side elevations feature a rusticated limestone-paneled first story and brick upper stories. The building's exterior is dominated by a highly repetitive fenestration pattern, dominated by multi-paned, paired double-hung windows and tri-part windows. The building's design incorporates the Ionic and Doric orders through the use of prominent three-story-high columns, engaged columns, pilasters, front-facing pediments, and dentiled cornices. Limestone balustrades span between the building's columns and engaged columns and form portions of the brick parapet wall. The school's design is not the result of a standardized model implemented throughout the city. Architect John C. Christensen discussed his design philosophy in 1921, explaining, "'I'm designing every new public school as a complete and independent unit, absolutely different from every other school in the city.'" The Crane Technical High School is an excellent example of the Classical Revival style applied to a public school building.

NRHP STATUS — DATE LISTED

Eligible

NRHP CRITERIA

☑ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Crane Technical High School was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The extant Crane Technical High School was built as an addition in 1922 to the no-longer-extant 1903 school building. The 1922 addition more than tripled the school's size, allowing the high school to meet the demands of a growing student body and those interested in obtaining a practical, vocational education rather than a strictly academic education. The original 1903 portion of the school was built in response to the growing trend of vocational education after the turn of the century, praised by youth advocates and educators, designed to prepare young men for productive lives. The large 1922 addition, now the main portion of the high school, is a testament to the Board of Education's continued investment in technical and manual training in the city's public schools. For many years, Crane Technical High School provided young men with training in fields ranging from cabinetmaking to engineering, through the use of educational tracks and degree programs tailored to fit students' interests and goals. The school was also associated with a college for a number of years, allowing students to easily make this transition after high school. Due to the Crane Technical High School's association with the emerging trend of vocational education in the early twentieth century and the development and expansion of these programs in the Chicago public school system, Crane Technical High School is eligible under Criterion A.

Although Crane Technical High School is named for manufacturer Richard T. Crane, the high school is not

associated with Crane's work or productive life. No other associations with persons significant in the past were identified during research. Therefore, Crane Technical High School is not eligible under Criterion B.

The 1922 Crane Technical High School, designed by Board of Education architect John C. Christensen, represents a skillfully-designed Classical Revival-style public school building. The brick and limestone building's exterior exhibits formal and symmetrical massing; features stylistic details derived from both the Ionic and Doric orders, including columns, pilasters, and pediments; and features a highly repetitive fenestration pattern. Therefore, as an excellent example of an early twentieth-century Classical Revival-style public school building, the Crane Technical High School is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The Crane Technical High School retains integrity of location, setting, design, materials, workmanship, feeling, and association. The building's exterior has not been significantly altered and it appears that the majority of the building's historic features remain intact. Though the ca. 1977 building is a noncontributing element to the building, it was constructed in the 1903 school building's exact original location; is comparatively small in scale; and does not diminish the 1922 building's integrity or appearance. Similarly, the ca. 1970s athletic field, track, and parking lot are noncontributing resources. Therefore, Crane Technical High School retains a high degree of integrity of location, setting, design, materials, workmanship, feeling, and association.

The building's period of significance is 1922-1965. The building retains its original historic function; its significance extends to the fifty-year age consideration from the current date.

NRHP BOUNDARY

The proposed NRHP boundary for Crane Technical High School is parcel 17-18-121-001-0000, the legal parcel on which the building is located and which contains all associated historic features, including the non-historic rear addition.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Crane Technical High School
SURVEY ID 1-31

Photo 1 - Crane Technical High School



Facing southeast to north-facing facade and west side elevation from West Jackson and South Oakley Boulevards

Photo 2 - Crane Technical High School



Facing southwest to east side elevation and north-facing facade of ca. 1922 building from West Jackson Boulevard

Photo 3 - Crane Technical High School



Facing northwest to west side and south rear elevations of ca. 1922 building from West Van Buren Street

Photo 4 - Crane Technical High School



Facing northeast to west side and south rear elevations of ca. 1922 building (at left, center) and west side elevation of ca. 1977 rear addition (at right) from South Oakley Boulevard

Photo 5 - Crane Technical High School

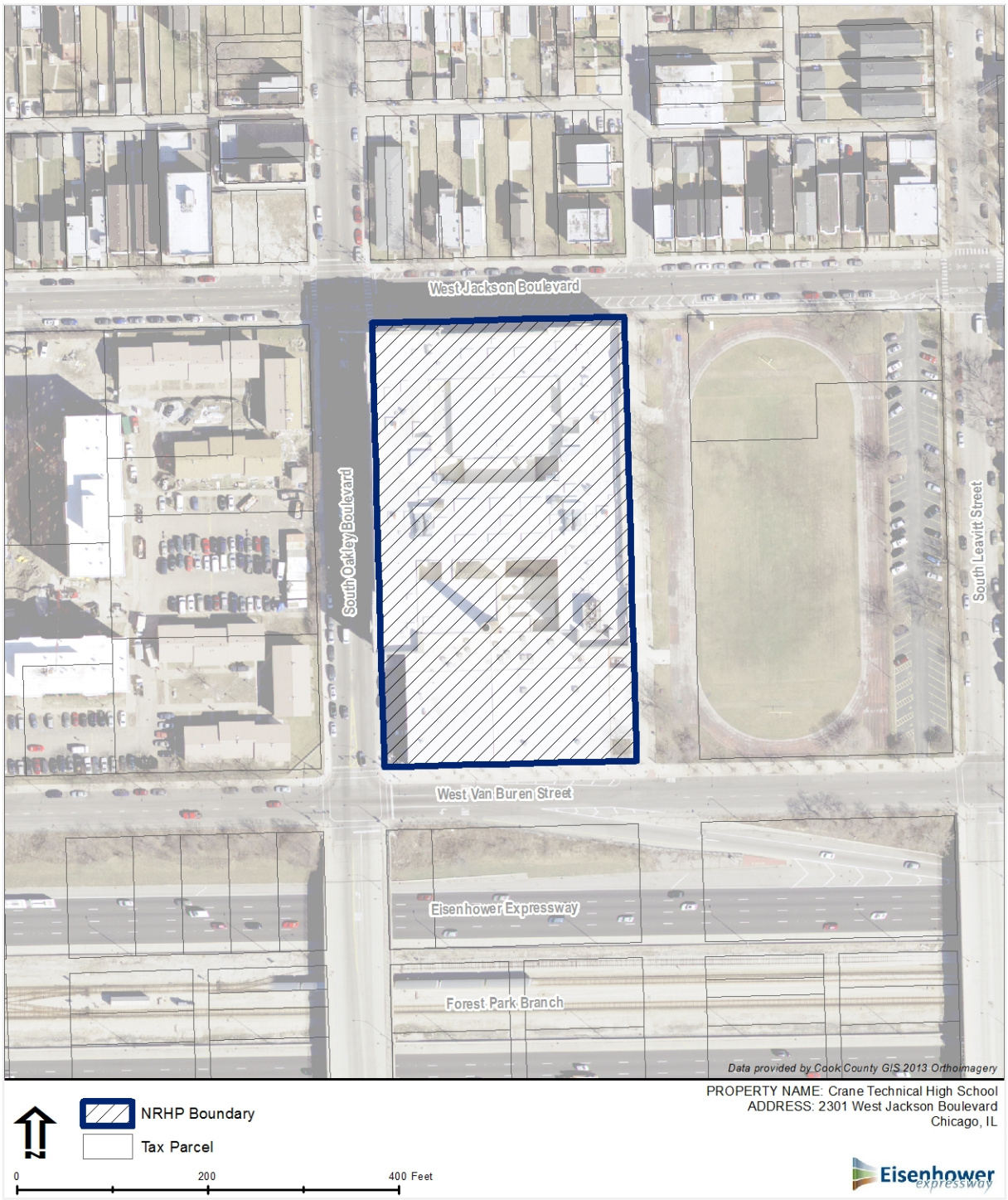


Facing northwest to west side elevation and south-facing facade of ca. 1977 rear addition (at right) and west side and south rear elevations of ca. 1922 building (at left) from West Van Buren Street.

RESOURCE TYPE Property
NRHP STATUS Eligible

Crane Technical High School
SURVEY ID 1-31

Map - Crane Technical High School



Historic Resources Survey

RESOURCE TYPE Property — Louis Pasteur Memorial
NRHP STATUS Eligible — **SURVEY ID** 1-32

NAME
Louis Pasteur Memorial

OTHER NAME(S)
N/A

STREET ADDRESS
1800 West Harrison Street

CITY
Chicago

OWNERSHIP
Unknown

TAX PARCEL NUMBER
N/A

YEAR BUILT
1928

SOURCE
Chicago Tribune

DESIGNER/BUILDER
Leon Hermant, Edward Bennett

STYLE
Art Deco

PROPERTY TYPE
Recreation and Culture

FOUNDATION
Concrete

WALLS
Stone/Marble

ROOF
Not Applicable

DESCRIPTIVE NOTES
The Louis Pasteur Memorial is an Art Deco monument located at the north end of a green space at 1800 West Harrison Street in Chicago. The memorial faces south to the National Register of Historic Places (NRHP)-listed Cook County Hospital Administration Building located across West Harrison Street. A circular sidewalk surrounds the memorial and connects to a central north-south walkway dividing the block in two parts. East of the walkway, there is a green space landscaped with grass, sidewalks, and mature trees, bounded by West Congress Parkway, South Wood Street, and West Harrison Street. West of the walkway, there is a fenced-off helipad bounded by West Congress Parkway, West Ogden Avenue, South Wolcott Avenue, and West Harrison Street. The fence runs along the west side of the central walkway and then diagonally along the property next to the Louis Pasteur Memorial.

A low circular metal fence surrounds the Louis Pasteur Memorial. Within the fence, several floodlights light the statue. Small landscaped bushes and grassy lawn surround the statue. The Louis Pasteur Memorial sits on a new rectangular concrete base with a small modern plaque on the south-facing side of the base. The memorial is 25 feet, 4 inches tall and comprises a Georgia White Marble battered monumental pillar, topped by a bust of Pasteur and ornamented on the sides by sculptural figures. The pillar and sculptural figures stand on stone pedestals. “PASTEUR” is carved into the south-facing side of the pillar pedestal. Above, the words “ERECTED/ TO/ LOUIS PASTEUR/ SERVANT OF/ HUMANITY/ BY/ THE PEOPLE/ OF CHICAGO/ 1928” is etched into the front of the pillar below a geometric design. On the east side of the pillar, a nude woman looks upwards, draped in a cloth and extending a palm frond and laurel crown to Pasteur. On the west side of the pillar, a seated woman leans into a billowing cloth while gazing down at a child in her arms and another lying on her lap. On top of the pillar, the bearded bust of Louis Pasteur is draped in a garment and looks downward with a serious expression.

The back, north side of the pillar has a metal plaque near the bottom with elaborate classical surrounds and a Pasteur quote reading “One doesn't ask of one who suffers: what is your country and what is your religion? One merely says, you suffer. This is enough for me. You belong to me and I shall help you.”

HISTORY/DEVELOPMENT
The Louis Pasteur Memorial, designed by sculptor Leon Hermant and architect Edward Bennett, was originally built in 1928 in Grant Park. The statue honors famous French chemist Louis Pasteur and his achievements in medicine. It was made possible by the Pasteur Memorial Committee, led by chairman Dr. Frank Billings, who began working to create the memorial in 1924. The memorial was moved to Convalescent Park in 1946 by the West Side Medical Center Commission, as part of general renovations to the City’s west side medical district.

Though the green space is no longer a park, the statue remains in front of the Cook County Hospital Administration Building.

Grant Park

In the mid-nineteenth century, local Chicago citizens urged the government to create a park on the Lake Michigan waterfront to protect against lakefront development. It was designated “public grounds” in 1835 and named Lake Park in 1847. The park was transferred to the South Park Commission in 1901 and the Commission changed its name to Grant Park to honor President Ulysses S. Grant. Though architect Daniel H. Burnham envisioned museums and civil buildings on site, laws protecting the open space limited construction to the southern border. In the summer of 1927, the South Park Commission began an improvement plan of Grant Park including a temporary band stand, bridges, and monuments.

This improvement plan included a statue of Louis Pasteur. Research indicates Bennett likely designed the base of the sculpture, much like he designed many memorials in Grant Park, and sculptor Hermant designed the figures and the bust. The Louis Pasteur Memorial was dedicated on October 27, 1928, and Dr. Billings spoke at the unveiling. Vice President Dawes, French ambassador Paul Claudel, director of the John McCormick Institute for Infectious Diseases Ludvig Ektoen, and South Park Board President Kelly also attended. The monument was one of many statues and monuments erected around Grant Park; however, an overview of extant Grant Park monuments did not reveal any other Art Deco works. Hermant would later win the Cross of the Legion of Honor from the French government for his work on the Louis Pasteur Memorial.

In the following years, the Commission developed Grant Park by constructing additional museums along the western edge along with sports fields, plazas, monuments, and other outdoor attractions. In 1934, Grant Park became part of the consolidated Chicago Park District. The Louis Pasteur Memorial remained at Grant Park for about two decades, and was moved to Convalescent Park at 1800 West Harrison Street in June of 1946.

Cook County Hospital and Convalescent Park

Cook County established Convalescent Park in 1939 as part of the Cook County Hospital grounds. The first Cook County Hospital building was constructed in 1857, and students and physicians from Rush Medical School provided healthcare for patients. The hospital moved to the Rush Medical School building in 1866, and was home to the first internship program in the county. It was at the forefront of medical education and medical research. The Beaux Arts-style Cook County Hospital building at 1835 Harrison was constructed in 1912-1916, and served as the primary hospital building until 2001.

The original Convalescent Park was located north, across from the hospital, on land bounded by Honore, Harrison, Congress, and Wood Streets. The Works Progress Administration (WPA) completed the landscaping in 1939 and the County Commissioners planned to purchase the second half of the block through a trade with the University of Illinois, which they did a few years later. Originally the park had two buildings, the West Side Hospital and an unidentified building at the south end of the park. Both buildings were demolished sometime between 1973 and the mid-1980s.

The Louis Pasteur Memorial was given to Cook County and moved to Convalescent Park to inspire medical students studying at nearby hospitals. The dedication ceremony took place on June 10, 1946 with speeches by Clayton F. Smith of the county board and others. The current sidewalk configuration around the statue was installed ca. 1960. Other changes include the installation of a helipad west of the memorial ca. 1967. Construction included the addition of a large fence bisecting the park west of the statue and the central walkway. By 2007, a second helipad was built. Today, the green space is no longer called Convalescent Park and is half the size of its 1946 footprint when the Louis Pasteur Memorial was installed; the helipad takes up the second half of the block.

Leon Hermant and Edward Bennett

Leon Hermant was a French sculptor who studied in Paris before coming to Chicago. After serving in France during World War I, he returned to Chicago and continued an active career as a sculptor in partnership with Carl

Beil. In Chicago, he worked out of a studio at 21 East Pierson Street with Beil. The Art Institute displayed his work from 1918-1919. His other Chicago public works include elaborate Art Deco reliefs on One North Lasalle and the Medinah Athletic Club, and classical statues and a frieze on the Illinois Athletic Club. Though Hermant created other busts sold to private individuals, most of his public work was detailed architectural relief. The Louis Pasteur Memorial is not as ornate as the Art Deco reliefs on One North Lasalle or as detailed as the classical statues on the Illinois Athletic Club, but it is the only recorded freestanding Hermant monument in Chicago. It is one of his most well-known works as a public art piece and was recognized by the French government with an award. Hermant was a leader in the French community of Chicago and president of the French division for the 1932 A Century of Progress Exposition, or world's fair. Hermant died on December 12, 1936 in Chicago.

Edward Bennett was an architect and planner influential in the design of the Chicago parks system. Born in England, he moved to San Francisco to work with Robert White. He then studied at the École des Beaux Arts in 1895, returning to work in New York. After a few years, he began working for D.H. Burnham & Company on the Plan of West Point, San Francisco, and the 1909 Plan of Chicago. He then became the consulting architect of the Chicago Parks Commission. Bennet started his own successful firm, Bennett, Parsons & Frost, and completed the plans for Grant Park after Burnham's death. He designed many Grant Park monuments, including the Beaux Arts-style Congress Plaza, Classical-style 8th Street Fountain, and Classical-style Clarence Buckingham Memorial Fountain. Bennett died on October 19, 1954 in North Carolina.

Art Deco Style

The Louis Pasteur Memorial is a modest example of the Art Deco style that flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 "Exposition des Arts Decoratifs" in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers or other vertical projections to give emphasis to the vertical aspect of a building.

The Louis Pasteur Memorial reflects some aspects of the Art Deco style through its smooth stone veneer, stylistic palm frond, and geometric lines and designs. Although it was removed from its original location in Grant Park and situated on a new concrete base, the statue has no alterations, though it has substantially weathered over the years.

NRHP STATUS — DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☑ B ☐ C ☐ D ☐ E ☑ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Louis Pasteur Memorial was evaluated under NRHP Criteria A, B, and C and Criteria Considerations B and F using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Though the Louis Pasteur Memorial was constructed during a time of improvements in Grant Park and was moved to Convalescent Park as part of an effort to inspire to medical students, it is not known to be associated with specific events significant to the past. Although the monument was designed in memory of Louis Pasteur, it is a commemorative object and not associated with the productive life of Louis Pasteur. Therefore, the Louis Pasteur Memorial is not eligible under Criterion A or B.

Although the Louis Pasteur Memorial is a typical example of Edward Bennett's work and a modest example of the Art Deco style, it is not a significant or representative Bennet-designed monument or representative of the Art

Deco style. However, the bust and human forms are unique freestanding public works of well-known sculptor Leon Hermant. The City of Chicago Landmarks Nomination for One North Lasalle Street, featuring Hermant's detailed Art Deco reliefs, states that the Louis Pasteur Memorial is Hermant's "most noted work." Not only was he recognized by the French Government with the Cross of the Legion of Honor, but it is his only known public freestanding sculpture in Chicago, fulfilling Criterion Considerations B and F. The Louis Pasteur Memorial is an excellent and rare example of Hermant's work as a sculptor in Chicago, and therefore is eligible under Criterion C and Criteria Considerations B and F as the work of a master.

The property was not evaluated under Criterion D as part of this assessment.

Because the fountain was moved to Convalescent Park in 1946, it no longer conveys significance as a public work of Grant Park, and therefore does not retain integrity of location or setting. Despite some deterioration due to poor maintenance, original materials remain to convey Hermant's original design intent. Therefore, the Louis Pasteur Memorial retains integrity of design, materials, workmanship, feeling, and association.

The period of significance for the Louis Pasteur Memorial is 1928, the year of its construction.

NRHP BOUNDARY

The NRHP boundary for the Louis Pasteur Memorial includes the statue footprint and none of its surrounding features, such as the fence, sidewalk, or green space.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Louis Pasteur Memorial
SURVEY ID 1-32

Photo 1 - Louis Pasteur Memorial



Facing north to south-facing front of monument, toward West Congress Parkway and I-290 Eisenhower Expressway from within green space

RESOURCE TYPE	Property	Louis Pasteur Memorial	
NRHP STATUS	Eligible	**SURVEY ID**	1-32

Photo 2 - Louis Pasteur Memorial



Facing northwest to south and west sides of monument from within green space

Photo 3 - Louis Pasteur Memorial



Facing northwest to south and east sides of monument from within green space

RESOURCE TYPE	Property	Louis Pasteur Memorial	
NRHP STATUS	Eligible	**SURVEY ID**	1-32

Photo 4 - Louis Pasteur Memorial



Facing southwest to north and east sides of monument from within green space, Cook County Hospital Administration Building visible at left

RESOURCE TYPE	Property	Louis Pasteur Memorial	
NRHP STATUS	Eligible	**SURVEY ID**	1-32

Photo 5 - Louis Pasteur Memorial



Facing south to north side of monument and Cook County Hospital Administration Building in background from West Congress Parkway

Photo 6 - Louis Pasteur Memorial



January 8, 1946, Chicago Tribune newspaper photograph of Louis Pasteur Memorial in Grant Park

Historic Resources Survey

RESOURCE TYPE	Property	Louis Pasteur Memorial	
NRHP STATUS	Eligible	**SURVEY ID**	1-32

Map - Louis Pasteur Memorial



PREPARED BY	Melinda Schmidt, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	11/17/2015	
LAST MODIFIED	3/3/2016	3/3/2016 4:28:23 PM

Historic Resources Survey

RESOURCE TYPE Property — Chicago & Midwest Regional Joint Board Building
NRHP STATUS Eligible — **SURVEY ID** 1-34

NAME
Chicago & Midwest Regional Joint Board Building

OTHER NAME(S)
Workers United Hall

STREET ADDRESS
333 South Ashland Avenue

CITY
Chicago

OWNERSHIP
Amalgamated Bank of Chicago

TAX PARCEL NUMBER
17-17-114-036-0000

YEAR BUILT
1927

SOURCE
City of Chicago Building Permit No. 17382

DESIGNER/BUILDER
Walter W. Ahlschlager/Paschen Bros. Construction Company

STYLE
Art Deco

PROPERTY TYPE
Industry

FOUNDATION
Stone/Granite

WALLS
Stone/Limestone

ROOF
Built-Up

DESCRIPTIVE NOTES
The five-story, Art Deco-style Chicago & Midwest Regional Joint Board Building was constructed ca. 1927. The masonry structure has a rectangular footprint with its facade facing west to South Ashland Avenue and its south side elevation facing to West Van Buren Street. The facade and south side elevation are finished with stone veneer. A flat roof with a parapet covers the building. The parapet has a molded cornice along the facade and south elevation. The roof features a penthouse at the facade, a tower in the southeast corner, and a brick head house at the northeast corner. The penthouse is faced in stone as are the tower's south and west elevations. The tower's east and north elevations are brick with stone quoins. The tower provides roof access on its west elevation. The tower has tall vertical vents on all elevations with ornamental grills. The cap of the tower features pilasters with large denticulated bases and vents with ornamental grills.

The facade is seven bays in width with a centrally-placed entrance. The entrance is framed with a molded stone surround. The door system is composed of paired double-leaf metal replacement doors with single glass panels. A large single-light transom tops the doors. The entrance is flanked by two window openings with molded surrounds that have been infilled and currently display banners. Three window openings are located north and south of the infilled openings on the first story. The window openings extend to the granite knee wall that extends along the facade and south elevation. The windows hold single-light fixed metal sashes. The facade's second story features three centrally placed panels with floral motifs above the entrance. Similar to the first story, three window openings are located at the north and south ends of the second story. The window openings have molded lintels and sills and hold single-light fixed wood sashes. Above the entrance, the central bays of the third, fourth, and fifth stories are inset from the rest of the facade. The inset panel is framed with Ionic pilasters. Three sets of paired window openings are set within this panel on the third and fourth stories; the openings are horizontally separated between the third and fourth stories by metal spandrel panels. Each set of window openings is also delineated vertically with Ionic pilasters. The window openings hold one-over-one wood sashes. Within the inset panel, the upper portion of the fifth story was infilled at an unknown time and covered with a plaster veneer imitating stone block. The outer (north and south) bays of the third story each have a single window opening with molded lintels and sills. The north window opening holds a one-over-one wood sash with sidelights and the south window holds paired one-over-one wood sashes. A flat stone stringcourse with a molded frieze runs the length of the facade and south elevation above the fifth story; on the facade, the stringcourse caps the Ionic pilasters. The cornice breaks at the facade elevation above the inset panel and below the penthouse. A circular stone with the letters "A C" is set in the cornice break. The penthouse facade is ornamented with a garland and ribbon motif just below the molded cornice. An eagle statue and metal flagpole

are located atop the penthouse and face west toward South Ashland Avenue.

The south side elevation is also a primary elevation that faces onto West Van Buren Street. The elevation is faced in stone with a granite knee wall, consistent with the facade. This elevation is ten bays in width at the first story and thirteen bays in width on the upper stories. The first story of this elevation has been modified over time. The three westernmost bays originally held storefront openings but have been infilled with stone panels and ribbons of single-light metal windows at the top of the former openings. From west to east, entrances are located in the fourth, fifth, and sixth bays of the first story. The fifth bay has a large inset entrance with replacement doors. The entrance holds paired double-leaf metal doors topped with two ten-light transoms. Single-leaf entrances are located in the fourth and sixth bays; each holds a metal replacement door. Three additional storefronts to the east of the entrances were also infilled with stone panels at an unknown time and each holds a ribbon of single-light metal windows. The easternmost bay has an additional entrance. The entrance holds a replacement single-leaf metal door. Twenty window openings are located along the second story. All windows openings have molded lintels and sills. The eleven westernmost openings hold single-light fixed wood sashes and the remaining nine window openings hold one-over-one wood sashes. On the third through fifth stories of this elevation, the central seven bays are inset from the rest of the elevation. The bays each hold two window openings that are delineated by squared pilasters that rest on a molded beltcourse. Three windows openings are located at both the western and eastern ends of these stories. All window openings feature molded lintels and sills and are delineated horizontally by metal spandrel panels. All window openings on these stories hold one-over-one wood sashes, with the exception of the central third story windows. These windows hold twelve-over-twelve wood sashes with diagonal muntins. Fifth story window openings are half size and have molded lintels and sills. These window openings hold a combination of sashes: single-light sliding metal and one-over-one wood (single and tripled). Two window openings are secured with painted plywood.

The north side elevation is common brick laid in a Flemish bond. Repairs to the masonry have occurred across the elevation. The elevation is divided into three vertical sections, with a large inset central section. Fenestration on the first story is limited to the central, inset section. There are four large window openings with three-over-three wood sashes and two smaller window openings with two-over-two wood sashes. The second story has four smaller window openings that hold two-over-two wood sashes. Twenty-one windows in a combination of single, paired, and ribbons are located along the third story. Openings hold a combination of one-over-one and two-over-two wood sashes. Sixteen paired window openings are located along the fourth story. Four of these windows hold replacement one-over-one sashes, while the rest retain their two-over-two wood sashes. Window openings at the fifth story were modified at an unknown time to accommodate smaller sashes. The window openings are grouped in threes and hold one-over-one sashes. Two louvered vents are located on this elevation.

The east rear elevation is common brick laid in a Flemish bond and was partially obscured at the time of on-site survey. The first story has entrances at the north end. The entrances hold single-leaf metal doors. Windows openings on the elevation hold a combination of three-over-three and two-over-two wood sashes. A metal fire escape is located on this elevation at the south end.

HISTORY/DEVELOPMENT

The Chicago & Midwest Regional Joint Board Building, also known as “Workers United Hall,” was commissioned by the Amalgamated Clothing Workers of America (ACWA) in 1927. The ACWA began in Chicago as a local chapter of the United Garment Workers Union (UGW) following the 1910 Chicago garment workers’ strike by semiskilled immigrants from Eastern and Southern Europe who were employed as men’s clothing workers. The local chapter in Chicago quickly challenged the conservative UGW leadership, and by 1914 members of the UGW local chapter had established the ACWA under union president and Chicagoan, Sidney Hillman. The ACWA was immediately successful and boasted 40,000 members by 1919. The union fought for wage increases and better working conditions, as well as unemployment insurance and labor banking. By the mid-1920s, however, ACWA membership in Chicago began to shrink. The beginning of the Great Depression in 1929 furthered the ACWA’s membership problems, and the union would only temporarily experience growth in membership during World War II. Although the union had shrunk over the years, the ACWA continued to advance workers’ rights and began to reach beyond the men’s clothing industry in the post-war era of the 1940s and 1950s. In 1976, the ACWA merged with the Textile Workers Union of America to form the Amalgamated Clothing and Textile Workers Union. In 1995, the organization became the Union of Needletrades, Industrial and Textile Employees (UNITE), and included the International Ladies Garment Workers Union. Today, the Chicago

& Midwest Regional Joint Board Building houses various unions and other organizations committed to American workers. The building lot also borders the West Jackson Boulevard Historic District to the north.

The Chicago & Midwest Regional Joint Board Building was designed by Chicago architect Walter W. Ahlschlager (1887-1965). Ahlschlager was born to parents John and Louise on July 20, 1887. He attended Lewis Institute, the Armour Institute, and the Art Institute of Chicago. In 1911, Ahlschlager began his architecture practice in Chicago. He married Jennie Wiik in 1914 before having three children. In 1921, he incorporated his business under the firm name Walter W. Ahlschlager, Inc. Walter W. Ahlschlager was responsible for the design of various notable buildings throughout his career, including the Medinah Athletic Club (Chicago, 1929), Carew Tower (Cincinnati, 1930), and Plaza Building (Wichita, 1962). Ahlschlager's career spanned more than fifty years, during which time he designed buildings in many styles, including Art Deco, Eclectic, and Moderne. He died in Dallas, Texas on March 28, 1965.

The Paschen Bros. Construction Company was responsible for the construction of the Chicago & Midwest Regional Joint Board Building. The company was started by Henry and Frank Paschen in 1906, and quickly found success. Led by Henry Paschen, who had proven his dedication to the rudiments of building while studying at Lewis Institute, the company constructed some of Chicago's leading edifices. These included the Carter H. Harrison School, Municipal Pier, Chicago Theatre, Somerest Hotel, and Loop Office Building. The Paschen Bros. Construction Company participated in infrastructure projects as well, such as the northbound subway tube under the Chicago River.

Near West Side

The Chicago & Midwest Regional Joint Board Building is located in the Near West Side neighborhood of Chicago. The neighborhood was first settled in the 1830s by groups of African Americans and Irish. Germans, Czechs and Bohemians, and French immigrants soon followed and occupied the area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south. The settlement of poor immigrants in the east end of the neighborhood was mirrored by the development of the north section by wealthy elites between the 1840s and 1860s. By the 1870s, a small middle class had replaced many of the wealthy residents in the neighborhood. The Chicago Fire of 1871 left a staggering number of people homeless, and many came to the Near West Side to find homes. Coupled with another wave of immigrants around the same time, the Near West Side developed both residentially and commercially.

By the turn of the twentieth century, many of the older immigrant groups were beginning to be replaced by Russian and Polish Jews and Italians. The area between Polk and Taylor Streets became populated by Italians, while the Maxwell Street Market was built up by Jews. A Greek settlement also developed between Harrison, Halsted, Polk, and Blue Island. By the 1930s and 1940s, large numbers of African Americans and Mexicans had moved into the Near West Side. The African American population would continue to increase through 1960 due to the Great Migration of black southerners. The second half of the twentieth century also brought urban renewal, public housing, the Chicago Circle expressway, and the University of Illinois at Chicago to the Near West Side.

Art Deco Style

The Chicago & Midwest Regional Joint Board Building is an example of the Art Deco style that flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers or other vertical projections to give emphasis to the vertical aspect of a building.

The Chicago & Midwest Regional Joint Board Building embodies the Art Deco style in various ways. The building is covered by a smooth stone veneer on its west facade and south side elevation. Floral, garland, and ribbon motifs, geometric metal spandrel panels, and window sashes with geometric designs are also present throughout

the two street-facing elevations. All of these features are characteristic of the Art Deco style. The vertical projections of the Ionic pilasters, as well as the tower and its vertical vents and geometric detailing are also characteristic of the Art Deco style. Certain changes to the facade and south side elevation, however, have diminished the integrity of the building, including various window replacements and extensive alterations to the first story architectural elements. Infilled window openings flank a replacement door on the building's first story facade. Storefront openings on the first story of the south elevation have also been infilled, and all entrances have either had replacement doors installed or have been infilled.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☑ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Chicago & Midwest Regional Joint Board Building at 333 South Ashland Avenue was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

This property is associated with events that have made a significant contribution to the broad patterns of United States history. The organization of the Amalgamated Clothing Workers of America in 1914 marked a significant turning point for unions in the United States. The ACWA's meteoric rise to the head of garment labor unionization resulted in an unprecedented number of garment workers joining the union. Backed by 40,000 members, the ACWA found success fighting for wage increases, better working conditions, unemployment insurance, and labor banking in the 1920s. This success culminated in the construction of the impressive building at 333 South Ashland Avenue. Today, the Chicago & Midwest Regional Joint Board Building still serves as the labor headquarters for various unions and union leaning organizations. The Chicago & Midwest Regional Joint Board Building represents the critical growth of unions in 1920s Chicago as well as the United States, and is therefore eligible under Criterion A.

This property is not known to be associated with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the Chicago & Midwest Regional Joint Board Building is not eligible under Criterion B.

The Chicago & Midwest Regional Joint Board Building is eligible under Criterion C. The building embodies the Art Deco style in various ways. The smooth stone veneer, floral, garland, and ribbon motifs, geometric metal spandrel panels, and window sashes are all representative of the style. The vertical projections the building presents via the Ionic pilasters, the tower, and the tower's vertical vents and geometric detailing are also characteristic of the Art Deco style. The building was designed by notable local architect Walter W. Ahlschlager and built by the prominent Chicago Paschen Bros. Construction Company. The Chicago & Midwest Regional Joint Board Building is eligible under Criterion C as the work of a local master architect and as an example of the Art Deco architectural style in the Chicago area.

The property was not evaluated under Criterion D as part of this assessment.

The Chicago & Midwest Regional Joint Board Building retains high levels of integrity, despite alterations. Although certain alterations to the first story architectural elements as well as various window replacements have altered some aspects of the building, it retains integrity of location, design, materials, workmanship, feeling, and association. Although the building still borders the intact West Jackson Boulevard Historic District to the north, the building's facade and south elevation now face a modern gas station and the Eisenhower Expressway (I-290), respectively. These changes in environment have compromised the integrity of the building's setting. The period of significance for the Chicago & Midwest Regional Joint Board Building (1927-1976) spans the time the Amalgamated Clothing Workers of America was present in the building before merging with the Textile Workers Union of America. The building retains its original historic function, and its significance extends to the fifty-year

age consideration from the current date.

NRHP BOUNDARY

The NRHP boundary for the Chicago & Midwest Regional Joint Board Building is parcel 17-17-114-036-0000, the legal parcel on which the building is located and which contains all associated historic features. The parcel borders parking lots to the north and east, West Van Buren Street to the south, and South Ashland Avenue to the west. This is the location that the building has occupied since it was constructed at this site in 1927.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Chicago & Midwest Regional Joint Board Building
SURVEY ID 1-34

Photo 1 - Chicago & Midwest Regional Joint Board Building



Facing southeast to facade and north side elevation from west side of South Ashland Avenue

Photo 2 - Chicago & Midwest Regional Joint Board Building



Facing southeast to facade and north side elevation from west side of South Ashland Avenue

RESOURCE TYPE Property
NRHP STATUS Eligible

Chicago & Midwest Regional Joint Board Building
SURVEY ID 1-34

Photo 3 - Chicago & Midwest Regional Joint Board Building



Facing northeast to facade and south side elevation from South Ashland Avenue over I-290 Eisenhower Expressway

RESOURCE TYPE Property
NRHP STATUS Eligible

Chicago & Midwest Regional Joint Board Building
SURVEY ID 1-34

Photo 4 - Chicago & Midwest Regional Joint Board Building



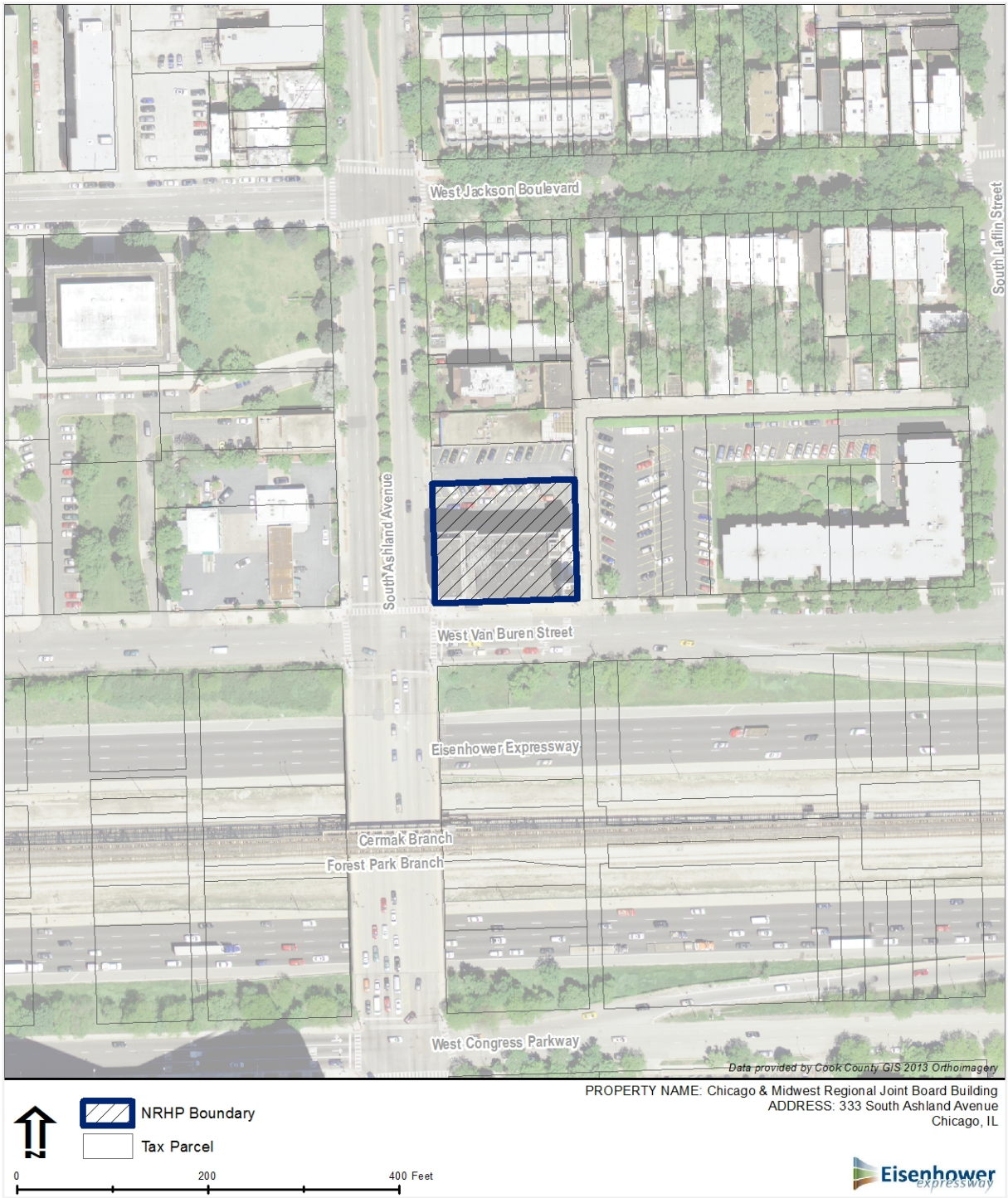
Close-up view of west-facing facade cornice and penthouse

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Chicago & Midwest Regional Joint Board Building
SURVEY ID 1-34

Map - Chicago & Midwest Regional Joint Board Building



PREPARED BY Alexander Wise, AECOM
SURVEY PREPARED 11/17/2015
LAST MODIFIED 3/2/2016

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

324 South Racine Avenue
SURVEY ID 1-35

NAME
324 South Racine Avenue

OTHER NAME(S)
N/A

STREET ADDRESS
324 South Racine Avenue

CITY
Chicago

OWNERSHIP
Anchuk, LLC, Charles A. Scala, Carol A. Cunningham Estate

TAX PARCEL NUMBER
17-17-117-025-0000

YEAR BUILT
1911

SOURCE
1910 United States Federal Census

DESIGNER/BUILDER
Unknown

STYLE
Renaissance Revival

PROPERTY TYPE
Commerce

FOUNDATION
Stone/Granite

WALLS
Terra Cotta

ROOF
Built-Up

DESCRIPTIVE NOTES
The four-story, seven-bay, mixed-use commercial building at 324 South Racine Avenue is characteristic of a Renaissance Revival-style building. The building is masonry construction with a rectangular footprint and faces east onto South Racine Avenue. The east-facing facade has a tripartite design with a terra cotta base, a shaft clad in terra cotta tiles, and cornice. A flat roof with a parapet covers the building. The parapet has concrete coping and a molded cornice with brackets along the facade. A floral-designed panel is situated between each bracket on the cornice. The facade's first story base is clad in terra cotta with seven segmental, arched openings. Each arch, except the central arch, has a molded lintel with floral plaques and a lintel panel with a floral motif. All arches retain the original, multi-light wood transoms. The center bay holds the historic main entrance; the segmental, arched opening is lower than the surrounding bays and holds a fourteen-light wood transom. Double-leaf wood doors are set within the entrance. The panel above the entrance is ornamented with heraldic shields. The outermost bays also hold entrances. The two outermost entrances hold non-historic metal doors, each with a sidelight and single-light fixed transom. The rest of the bays hold single-light fixed storefront windows set on a granite and terra cotta knee wall. A metal belt course delineates the first story from the upper portion of the building. Canted bays are located at the north and south ends of the upper portion of the building and run from the second to the fourth story. Window openings at each story on the canted bays hold one-over-one replacement vinyl sashes. The central bays each have two window openings on each story with a combination of single-light fixed, one-over-one vinyl, and one-over-two vinyl replacement sashes. All windows have terra cotta sills.

The south side elevation is parged common brick. The first story features an inset entrance bay; the door system was not visible at the time of on-site survey. The entrance is flanked by single-light fixed vinyl windows. Above, signs for the "Wise Owl Drinkery and Cookhouse" are affixed to the second story. A canted bay, flanked by two inset bays, runs from the second to the fourth stories at the center of the elevation. The canted and inset bays each have single windows with slightly arched lintels. The window openings hold one-over-one replacement vinyl sashes. A non-historic poured concrete patio occupies the area south of the building and is surrounded by a non-historic metal fence.

The north side elevation is clad in terra cotta tiles. The first story has no visible fenestration. The second through fourth stories of this elevation each have five windows. Each window holds a one-over-one replacement vinyl sash. The west rear elevation was not accessible at the time of the on-site survey. A surface lot extends from the south side of the building to West Van Buren Street. West Gladys Avenue abuts the north side of the building

and “Life Storage” operates out of the contemporary building across West Gladys Avenue from the building. The “Hubbard Street Dance Center” and a gas station are located across South Racine Avenue from the building.

HISTORY/DEVELOPMENT

The building at 324 South Racine Avenue was extant by at least ca. 1911-1916 according to information gathered from the 1910 United States Federal Census and the 1916 Police Directory of Chicago. James C. Gavin operated a funeral home in the building by at least 1916, and by 1920, over thirty people resided in the apartments on the building’s second to fourth floors. Albert Irwin, an elevator inspector, and his wife Louise lived in the building at that time. Western Electric clerk Max Long also resided in the building, along with his wife and three children. The Gavin family continued to operate a funeral home on the first floor of the building until the late 1940s or early 1950s, when the development and construction of the Congress Expressway (later the Eisenhower Expressway) encouraged the Gavins to move their business in with the Rago Brothers at 624 North Western Avenue and 5120 Fullerton Avenue.

By 1945, various residents were occupying the apartments in the building. The residents included John Ahern, George and Emma Atzel, Rich Cagney, William and Ottitie Gavin, Marg Gaynor, Marie and Andrew Olsen, Mary Oswald, and August Taibe. In 1948, the building underwent an extensive renovation and the number of apartments was adjusted from six to twenty-one. The front of the building was also remodeled at this time, and a new doorway was installed as well. While Andrew J. Olsen was still registered at the building in 1948, no other residents were discovered. The history of the building falls into obscurity from 1948 to 1985, but by 1986, Restaurant Raffael was operating on the building’s ground floor. Further, records indicate that the building has been utilized for apartment living throughout its existence, as residents have been documented in the building in the 1990s and up to 2015. Today, the Wise Owl Drinkery and Cookhouse occupies the ground floor of the building.

Near West Side

The building at 324 South Racine Avenue is located in the Near West Side neighborhood of Chicago. The Near West Side neighborhood was first settled in the 1830s by an African American and Irish population and soon expanded west as Germans, Czechs and Bohemians, and French immigrants began settling in the neighborhood. While the neighborhood’s population rose steadily from the 1830s, it was the Chicago Fire of 1871 that drove over 200,000 people to the Near West Side in search of housing. This sudden population growth spurred greater development in the neighborhood throughout the 1870s and 1880s, including large business and manufacturing development in the northern section of the neighborhood.

By the turn of the century, the older ethnic groups in the Near West Side were beginning to be replaced by newcomers. This process of neighborhood succession continued into the twentieth century, and by the 1940s the new groups settling in the Near West Side included African Americans and Mexicans. The neighborhood’s African American population increased the most during this period, from 25,239 in 1930 to 68,146 by 1960, constituting 53.8 percent of the Near West Side’s 1960 population. The second half of the twentieth century brought urban renewal, public housing, the Chicago Circle expressway, and the University of Illinois at Chicago to the Near West Side. These projects had unintended negative effects on the neighborhood, including the destruction of numerous historic blocks as well as the physical division of the neighborhood by the expressways.

The building at 324 South Racine Avenue was originally constructed to serve as a mixed-use building. The facade of the building, especially the first story, is extravagantly decorated to display the success of any business occupying the building. The tripartite design of the facade is used in part to separate any businesses operating on the first floor from the apartments that occupy the upper stories. This visual separation of commercial and residential uses within a single building was very popular during the late nineteenth and early twentieth centuries. Similar to the mixed-use purpose of 324 South Racine Avenue was the mixed-use development of the surrounding neighborhood. Two- and three-story dwellings and flats populated the smaller streets in the area, while mixed-use buildings similar to 324 South Racine Avenue were prevalent along West Van Buren Street, South Racine Avenue, and West Jackson Boulevard. These mixed-use buildings operated stores on their street levels while serving as homes or rented apartments in their upper stories. Large manufactories also operated in the vicinity, including the six-story Jas. C. Curtis & Co. wood-working company, the seven-story Regensteiner Colortype Co. photography company, and an eight-story factory at the corner of South Racine Avenue and

Garden Avenue (now West Gladys Avenue).
Many mixed-use buildings operated in the commercial area along the northern portion of the Near West Side Neighborhood, including the building at 324 South Racine Avenue. The building is larger than many other mixed-use buildings, as it is a four-story building and its footprint covers two lots. While the building at 324 South Racine Avenue has remained intact and still serves as a mixed-use building, most of the surrounding buildings have been demolished, either due to the construction of the Eisenhower Expressway or more modern development.

Renaissance Revival Style

The building at 324 South Racine Avenue is also an example of the Renaissance Revival-style that was popular from 1890 to 1935. Although the style was primarily applied to architect-designed landmarks, some apartment buildings and larger private residences also utilized the style. The Renaissance Revival style is characterized by a symmetrical facade, stucco, masonry, or masonry-veneered walls highlighted by stone or terra cotta detailing, the division of floors via accentuated beltcourses, and low-pitched roofs or flat roofs with a roofline parapet or balustrade. Decorative details are also prevalent within the style, including quoins, pedimented windows, molded cornices, and classical door surrounds. The building is an example of the Renaissance Revival-style characterized by various motifs and detailing on the first-story facade and cornice, an accentuated beltcourse separating the first story and the upper stories, the symmetrical facade, and terra cotta tiles cladding the building's facade and north side elevation. It has been altered with non-historic vinyl windows and doors, as well as the addition of a non-historic patio and metal fence along the south side of the building. Its secondary south side elevation is clad in a replacement stucco-like finish. The Near West Side is home to several other Revival-style commercial buildings, including the Classical Revival commercial block at 1110 South Oakley Avenue. Nearby, the Art Deco and Classical Revival terra-cotta clad Bryn Mawr-Bell Shore Apartment Hotels at 1039-1062 West Bryn Mawr Avenue are an excellent example of terra cotta-clad revival architecture.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The building at 324 South Racine Avenue was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations, and therefore, the building at 324 South Racine Avenue is not eligible under Criterion A or B.

The building at 324 South Racine Avenue is an altered example of a Renaissance Revival-style mixed-use commercial building. Many of the building's windows and doors have been altered with the installation of vinyl sashes and other non-historic materials. The type, style, and features of the building are characteristic of Renaissance Revival-style buildings. Due to alterations, however, the building is not a representative example or architecturally significant. It does not embody the distinct characteristics of a type, period, or method of construction, and does not represent the work of a master. Therefore, the building at 324 South Racine Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

324 South Racine Avenue
SURVEY ID 1-35

Photo 1 - 324 South Racine Avenue



Facing west to facade from South Racine Avenue

Photo 2 - 324 South Racine Avenue



Facing northwest to facade and south side elevation from South Racine Avenue

Photo 3 - 324 South Racine Avenue



Close-up view of west-facing facade's first story

RESOURCE TYPE	Property	324 South Racine Avenue	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-35

Photo 4 - 324 South Racine Avenue



Close-up view of west-facing facade's upper stories

Historic Resources Survey

RESOURCE TYPE	Property	324 South Racine Avenue	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-35

Map - 324 South Racine Avenue



PREPARED BY	Alexander Wise, AECOM		
SURVEY PREPARED	11/17/2015		
LAST MODIFIED	3/7/2016	3/7/2016 3:06:28 PM	

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Appendix E-3

Section 106 Historic Properties Identification Addendum Report (May 2016)

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

November 2016

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Section 106 Historic Properties Identification Addendum Report

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

May 2016

Table of Contents

EXECUTIVE SUMMARY ..... **iii**

1.0 INTRODUCTION AND SCOPE OF WORK **1-1**

1.1 Identification of Historic Properties **1-1**

1.1.1 March 30, 2016 Agency Field Review 1-1

1.1.2 Literature Review 1-2

1.1.3 Field Survey 1-2

1.2 NRHP Determinations of Eligibility **1-2**

1.3 Conclusions **1-3**

2.0 HISTORIC CONTEXT **2-1**

2.1 Architectural Styles **2-1**

2.1.1 International Style 2-1

2.1.2 Neo-Formalism 2-1

3.0 SURVEY AND RESEARCH PERSONNEL **3-1**

4.0 BIBLIOGRAPHY **4-1**

List of Tables

Table 3-1. Survey and Research Personnel 3-1

List of Appendices

APPENDIX A IHPA FIELD REVIEW AND COORDINATION MATERIALS

APPENDIX B AREA OF POTENTIAL EFFECTS MAP

APPENDIX C SURVEY DATA SUMMARY TABLE

APPENDIX D NRHP DETERMINATIONS OF ELIGIBILITY

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Executive Summary

The enclosed National Register of Historic Places (NRHP) determinations of eligibility form an addendum technical report to the previously submitted *Section 106 Historic Properties Identification Report* (March 2016) for the Interstate 290 (I-290) Eisenhower Expressway study. The I-290 Eisenhower Expressway provides the primary east-west roadway access to the Chicago central business district. Four proposed build alternatives are under consideration within its existing footprint to address safety, operational, and capacity concerns.

This addendum report was developed in response to Illinois Historic Preservation Agency (IHPA) comments received in a letter dated April 7, 2016. IHPA reviewed the *Section 106 Historic Properties Identification Report* (March 2016) and participated in a March 30, 2016 field review of the I-290 corridor and the Area of Potential Effects (APE) with representatives of the Federal Highway Administration (FHWA), the United States Environmental Protection Agency (USEPA), Illinois Department of Transportation (IDOT), IHPA, and the Project Study Team. Based on the field review and information provided in the report, the State Historic Preservation Officer (SHPO) requested information on 11 additional properties in the APE requiring evaluation for NRHP eligibility. The majority of these additional properties were mid-twentieth century Modernist examples of architecture in Chicago.

Following the field review, IHPA also coordinated directly with the Chicago Transit Authority (CTA) architectural historian on the NRHP eligibility of the Commonwealth Edison Kolmar Substation (Survey ID 1-24). This property was recommended NRHP-eligible under Criterion A in the *Section 106 Historic Properties Identification Report* (March 2016). Through its own research and evaluation, the CTA had already determined the property not eligible for inclusion in the NRHP. Consequently, this addendum report includes a revised NRHP determination of eligibility form for the Commonwealth Edison Kolmar Substation, documenting it as not NRHP-eligible.

The 11 additional properties in the APE were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Because the FHWA may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the NHPA and its enabling legislation. Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment.

The project architectural historians completed an intensive-level field survey, additional research, and evaluation of the 11 additional properties identified as requiring evaluation for NRHP eligibility. This addendum report follows the same methodology that was presented in the *Section 106 Historic Properties Identification Report* (March 2016). The 11 additional properties under evaluation included nine individual buildings and

two potential districts. Of these properties, three individual historic buildings and no historic districts within the APE are recommended eligible for listing in the NRHP.

- St. Eulalia Church (Survey ID 1-36)
- First Church of the Brethren (Survey ID 1-43)
- Precious Blood Roman Catholic Church (Survey ID 1-44)

1.0 Introduction and Scope of Work

The I-290 Eisenhower Expressway study is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800).

To comply with Section 106 of the NHPA, this addendum report documents the following:

1. Identification and survey of 11 above-ground resources in the APE, and
2. NRHP determinations of eligibility for 11 built resources and landscape features using the NRHP Criteria for Evaluation.

The Assessment of Effects will be discussed in a forthcoming separate report.

This addendum report follows the Section 106 methodology and references the historic context provided in the previously submitted *Section 106 Historic Properties Identification Report* (March 2016). See that report for a description of the project in Section 1.0; the Section 106 methodology in Section 2.0; and the historic context in Section 4.0.

1.1 Identification of Historic Properties

IHPA identified 11 additional properties to be evaluated for NRHP eligibility following their review of the *Section 106 Historic Properties Identification Report* (March 2016) and participation in a March 30, 2016 agency field review of the I-290 corridor and the Area of Potential Effects (APE). A summary of the March 30, 2016 agency field review, additional literature review, and field survey of the newly identified properties is presented here.

1.1.1 March 30, 2016 Agency Field Review

On Wednesday, March 30, 2016, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the FHWA, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor. A summary of the meeting is included in Appendix A.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-twentieth century Modernist buildings), and potential effects of the project to historic properties. IHPA indicated at the time of the review that formal correspondence would follow to IDOT and the Project Study Team summarizing these comments and any requests for

additional information. In a letter dated April 7, 2016, IHPA/SHPO requested information on 11 additional properties in the APE based on the field review and their review of the *Section 106 Historic Properties Identification Report* (March 2016); a copy of the letter is included in Appendix A. The letter included a marked-up APE map set with the locations of the 11 additional properties for evaluation.

IHPA also coordinated separately with the CTA on the NRHP eligibility of the Commonwealth Edison Kolmar Substation (Survey ID 1-24), which was recommended NRHP-eligible under Criterion A in the report. The SHPO and CTA both determined the building is not NRHP-eligible due to integrity issues; these email communications were sent to the I-290 Project Study Team on March 31, 2016 (see Appendix A). This addendum report includes a revised NRHP eligibility finding in an updated survey data form for this property to document it as not eligible for inclusion in the NRHP (see Appendix D).

1.1.2 Literature Review

Architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards identified and researched a variety of sources to complete the documentation and evaluation of the 11 additional properties in this addendum report. These sources were used to develop individual histories to evaluate a property's historical and architectural significance for evaluation of NRHP eligibility. Specifically, the aerial photographs, Sanborn Fire Insurance Maps, city directories, local histories, newspaper articles, and the prior surveys of the study area were important to establishing an individual property's historic development, past ownership, and significance. Section 4.0, Bibliography, provides a complete listing of sources consulted.

1.1.3 Field Survey

A field survey was undertaken by a survey team on April 14, 2016 and April 21, 2016 to photograph the 11 additional properties for evaluation. For each property surveyed, the survey team conducted the survey of visible elevations from the public right-of-way, which included photographs and observations regarding the property's characteristics. The survey team took photographs of individual properties as well as representative viewscape and streetscape photographs. The location of each property was later verified through the Cook County Assessor's GIS database.

1.2 NRHP Determinations of Eligibility

IHPA identified the following 11 additional properties in the APE requiring further research and evaluation:

- St. Eulalia Church at 1851 South 9th Avenue, Maywood (Survey ID 1-36)
- Eisenhower Tower at 1701 South 1st Avenue, Maywood (Survey ID 1-37)
- Michele Clark High School at 5101 West Harrison Street, Chicago (Survey ID 1-38)

- Potential historic district on the south side of West Lexington Street, between South Cicero and South Lavergne Avenues, Chicago (Survey ID 1-39)
- Flexible Steel Lacing Company at 4607 West Lexington Street, Chicago (Survey ID 1-40)
- Genevieve Melody Elementary School at 412 South Keeler Avenue, Chicago (Survey ID 1-41)
- Potential historic district on the south side of West Harrison Street, between West 5th and South Kedvale Avenues, Chicago (Survey ID 1-42)
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43)
- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44)
- Malcolm X College at 1900 West Van Buren Street, Chicago (Survey ID 1-45)
- Medical Center Apartments at 1926 West Harrison Street, Chicago (Survey ID 1-46)

The historians evaluated each identified property for NRHP eligibility. Properties were evaluated under NRHP Criteria A, B, and C for their architectural and historical significance; Criterion D, as it primarily applies to archaeological resources, was not applied as part of this assessment. Separate archaeological investigations were conducted within the project corridor.

For these 11 additional properties, a survey data form evaluating the property's NRHP eligibility was completed. Each form includes current photographs and individual locator maps, regardless of its eligibility determination. These survey data forms are included in this addendum report in Appendix D.

1.3 Conclusions

The project architectural historians evaluated 11 additional properties as part of this addendum report. Of these properties, three individual historic properties and no historic districts within the APE are being recommended eligible for listing in the NRHP:

- St. Eulalia Church at 1851 South 9th Avenue, Maywood (Survey ID 1-36), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building;
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor

Revival architectural forms and ornamentation integrated into a religious building; and

- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44), recommended NRHP-eligible under Criterion C and Criteria Considerations A and B as a collective significant example of a purpose-built religious institution intended to provide space for worship and education and a Mediterranean Revival-style rectory.

A list of the 11 additional properties evaluated in the APE is presented in Appendix C. The individual findings of NRHP eligibility are in Appendix D. Maps depicting the properties evaluated for NRHP eligibility are presented in Appendix B.

2.0 Historic Context

This addendum report uses the historic context that was presented in Section 4.0 of the *Section 106 Historic Properties Identification Report* (March 2016) to provide a background for the evaluation of NRHP eligibility for the 11 additional properties. Two additional architectural styles were identified in this addendum report evaluation and their historical development is described here to supplement the previous historic context.

2.1 Architectural Styles

The following sections discuss the additional architectural styles identified in the project area.

2.1.1 International Style

Emerging in the 1920s and 30s, the International Style name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s.

2.1.2 Neo-Formalism

In the 1950s, 60s, and 70s, Modern architecture took many forms in numerous styles, some academically recognized and others less stylistically distinct. As in previous eras, many buildings blended elements of more than one style or adopted only one or two elements of a style. Generally, high-style Neo-Formalist examples are characterized by flat, projecting rooflines; smooth wall surfaces; high-quality materials; columnar supports; and strict symmetry. Neo-Formalism, more than other Modern-era styles such as Expressionism or the International Style, evokes classicism in form and motif. However, Neo-Formalism interprets these elements in a way that is wholly new and not simply derivative or revivalist.

3.0 Survey and Research Personnel

Architectural historians who meet the Secretary of Interior's Professional Qualifications Standards (36 CFR 61) completed the field investigations and property research, and prepared the determinations of NRHP eligibility in this addendum report.

Table 3-1. Survey and Research Personnel

Name	Qualification	Primary Responsibilities
WSP | Parsons Brinckerhoff		
Aimee D. Paquin Architectural Historian	M.S., Historic Preservation B.A., History and American Studies 8 years of experience	Principal Investigator Report Methodology Property Research Technical review Determinations of NRHP Eligibility
Stephanie S. Foell Senior Supervising Architectural and Landscape Historian	M.H.P., Historic Preservation B.S., History and Psychology 20 years of experience	Technical guidance and review Determinations of NRHP Eligibility
Melinda Schmidt Architectural Historian	M.S., Historic Preservation B.A., History 3 years of experience	Determinations of NRHP Eligibility
Matthew J. Duffy Traffic Engineer	M.S., Civil Engineering B.S., Civil Engineering 3 years of experience	Area of Potential Effects Map Determinations of NRHP Eligibility Locator Maps

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Appendix A

IHPA Field Review and Coordination Materials

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Appendix A Table of Contents

IHPA Field Review and Coordination Materials

March 30, 2016 USEPA and IHPA I-290 Field Review Draft Meeting Summary……..……..……..……..……..……..……Appendix A – Page A1

March 30, 2016 USEPA and IHPA I-290 Field Review Attendance Roster……..……..……..……..……..……..……..……...Appendix A – Page A3

March 31, 2016 IHPA and CTA Emails on NRHP Eligibility of Commonwealth Edison Kolmar Substation……..……..……..……..……..……Appendix A – Page A4

April 8, 2016 BDE Memorandum on Continued Coordination with IL SHPO for I-290 (Eisenhower Expressway) ……..……..……..……..……..…..Appendix A – Page A5

April 7, 2016 IHPA Letter to FTA on March 30, 2016 I-290 Field Review and 11 Additional Properties for NRHP Evaluation……..……..……..……..……..Appendix A – Page A7

DRAFT MEETING SUMMARY

USEPA and IHPA Field Visit

Date:	**March 30, 2016**
Time:	**10:00 a.m.**
Location:	**Holiday Inn Express & Suites – 200 South Mannheim Road, Hillside, IL 60162**

On Wednesday, March 30, 2016 at 10:00 am, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the Federal Highway Administration, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor.

Project Briefing
A briefing was held in advance of the field visit. IDOT provided an update on the status of the I-290 Phase I Study and the progress towards preparing an Environmental Impact Statement (EIS). The current study timeline accounting for ongoing meetings with the Village of Maywood suggests that the DEIS will be released late in 2016 with a public hearing in the first quarter of 2017.

The I-290 Consultant Team (S. Ott) described the purpose of the day's field visit and the handouts distributed in advance, while A. Paquin provided an overview of Section 106 considerations, and reviewed a map set showing the properties to be observed in the field. S. Brown summarized the environmental justice studies completed as part of the Draft Environmental Impact Statement, focusing on the EJ communities involved with the I-290 project. P. Harmet concluded the briefing with an update on the status of noise barriers, the second mailing of the viewpoint solicitation and considerations underway for design of the noise barriers. The group then adjourned for the field visit.

Field Visit
The field visit departed from the westerly limits of the project at Mannheim Road and proceeded easterly to the I-290 corridor. Although the field visit included driving by or stops at each of the historic properties evaluated in the Section 106 Historic Properties Identification Report, locations were also identified in advance showing historic properties of interest. Additionally, areas within EJ communities were identified. The topic of interest, respective location, and purpose of each stop included the following:

- Section 106 – Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester. Eligibility for inclusion in the National Register of Historic Places (NRHP).

- Environmental Justice Community – 5th Avenue Crossing of I-290, Maywood. Discussed communities within the project area that have EJ populations (separate handout) and proposed crossing design at 5th Avenue (separate handout).

- Environmental Justice Community – 1st Avenue at Maybrook Drive, Maywood. Discuss proposed intersection improvements, including Prairie Path crossing, improvements to bike/pedestrian

access to courthouse and CTA Blue Line Forest Park branch, and proposed trail extension through Forest Park and Oak Park to Columbus Park (separate handout).

- Section 106 – Park District of Forest Park at 7441 Harrison Street, Forest Park. Eligibility for inclusion in the National Register of Historic Places. Potential project effects – noise barriers on north side of I-290; avoidance of new right-of-way take at park's southwest corner.

- Section 106 – Oak Park NRHP-Listed and Eligible Historic Properties, multiple properties: 841 South Oak Park Avenue (NRHP-Eligible) and Suburban Trust and Savings Bank (NRHP-Eligible); Paulina Mansions (NRHP-Eligible), Oak Park Conservatory (NRHP-Listed); and Maze Branch Library (NRHP-Eligible), Gunderson Historic District (NRHP-Listed).

- Environmental Justice Community and Section 106 – Austin Boulevard crossing of I-290 and Columbus Park at 500 South Central Avenue, Chicago. Reviewed proposed location of Austin Boulevard pedestrian crossing and proposed extension of Prairie Path. Listed in NRHP and designated a National Historic Landmark.

- Section 106 – Columbus Park (NHL) and Assumption Greek Orthodox Church at 601 South Central Avenue. Recommended NRHP-Eligible.

- Section 106 – Commonwealth Edison Kolmar Substation at 616-632 S. Kolmar Ave., Chicago. NRHP eligibility.

- Section 106 – Garfield Park at 100 N. Central Avenue, Chicago and The Chicago Parks and Boulevard System Historic District. NRHP eligibility.

Existing noise barriers that were installed in 2002 as part of the Hillside Interchange improvement project on the south side of I-290 along Wedgewood Drive in Westchester were also observed.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-century modern buildings), and potential effects of the project to historic properties. IHPA planned to send a follow-up letter to IDOT and the Project Study Team summarizing these comments and any requests for additional information.

The field visit concluded at approximately 3:15 pm.

Attendees
Attendees to this field visit are listed in the attendance roster attached.

Draft

Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project & Environmental Studies

Project/Topic: I-290/Section 106 and Environmental Justice Field Review

Date: March 30, 2016

Time: 10:00 am

Location: I-290 Corridor

	Attendees	Representing	Phone Number	Email Address
1.	Mark Peterson	IDOT - PMC	847-705-4569	mark.peterson@illinois.gov
2.	Elizabeth Poole	USEPA	312 353 2087	poole.elizabeth@epa.gov
3.	Vanessa Ruiz	IDOT - D1	847 705 4627	Vanessa.ruiz@illinois.gov
4.	John Sherrill	IDOT-Springfield	217-785-4181	John.Sherrill@illinois.gov
5.	Matt Fuller	FHWA-IL	217 492 4623	Matt.Fuller@dot.gov
6.	Jan Piland	FHWA-IL-Spfd	217-492-4989	janis.piland@dot.gov
7.	CHRIS BYARS	FHWA-IL-Cuso	312 886 1606	chris.byars@dot.gov
8.	Traci Baker	FHWA-IL	217-492-4732	traci.baker@dot.gov
9.	David Halpin	IHPA	217-785-4998	david.halpin@illinois.gov
10.	Virginia Laszewski	USEPA-R5	312-886-7501	laszewskivirginia@epa.gov
11.	KEN WESTLAKE	USEPA	312-886-2910	westlake.kenneth@epa.gov
12.	Emilie Land	IDOT-CO-Cultural Resources	217-558-7223	emilie.land@illinois.gov
13.	Stephanie Brown	WSP-PB	312-294-5677	brownsm@pbworld.com
14.	Steve Ott	WSP-PB	313-963-3915	ott3@pbworld.com
15.	Bryan Kapala	WSP-PB	312-803-6522	Kapalab@PBworld.com
16.	Aimee Paguin	WSP-PB	3139634921	paguina@pbworld.com
17.	Pete Harmet	IDOT-D1	847-705-4393	pete.harmet@illinois.gov
18.				
19.				
20.				
21.				
22.				

Paquin, Aimee

From: Halpin, David <David.Halpin@Illinois.gov>
Sent: Thursday, March 31, 2016 4:25 PM
To: Paquin, Aimee
Subject: FW: Kolmar substation

Hi Aimee:

Here is Marlise's determination for the CTA Kolmar substation. I concur with her.

With best regards:

David

David J. Halpin
Cultural Resources Manager
Illinois Historic Preservation Agency
217-785-4998

From: Fratinardo, Marlise [mailto:mfratinardo@transitchicago.com]
Sent: Thursday, March 31, 2016 2:35 PM
To: Halpin, David
Subject: Kolmar substation

Hi David,

You don't have to call me back if you are busy! The Kolmar building is not eligible for the NRHP due to substantial alterations, including new openings, which have impacted its integrity.

Best,
Marlise

Marlise Fratinardo
Chicago Transit Authority
567 W. Lake Street | Chicago, IL 60661
O: (312) 681-4124

THIS EMAIL AND ATTACHMENTS MAY CONTAIN MATERIAL THAT IS CONFIDENTIAL AND PRIVILEGED FOR THE SOLE USE OF THE INTENDED RECIPIENT. ANY REVIEW, RELIANCE OR DISTRIBUTION BY OTHERS OR FORWARDING WITHOUT EXPRESS PERMISSION IS STRICTLY PROHIBITED. IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE CONTACT THE SENDER AND DELETE ALL COPIES. THANK YOU.

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Continued Coordination with IL SHPO		
Date:	April 8, 2016		

Cook
Chicago
I-290 (Eisenhower Expressway)
Job # P-201-00
IDOT Seq. # 9274, A-E

Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for the above referenced project. The attached letter notes that consultation and the March 30, 2016 site visit with the SHPO has resulted in a request for additional information regarding additional properties in the Area of Potential Effects. The SHPO has requested eligibility evaluations for the following resources:

1. St. Eulalia Catholic Church building, southeast corner of S. 9th Ave. & Bataan Dr., Maywood
2. Eisenhower Tower, 1701 S. 1st Ave., Maywood
3. Michele Clark High School, 5101 W. Harrison St., Chicago
4. Potential Historic District, south side of W. Lexington St. between S. Lavergne Ave. & S. Cicero Ave., Chicago
5. Building, 4607 W. Lexington St., Chicago
6. Genevieve Melody Public School, 412 S. Keeler Ave., Chicago
    a. *Please note that 6 is incorrectly circled on the SHPO maps. BDE verified with the SHPO that the above property is the correct resource.*
7. Potential Historic District, south side of W. Harrison St. between S. Kedvale Ave. & W. 5th Ave., Chicago
8. Chicago Community Mennonite Church, 425 S. Central Park Blvd, Chicago
9. Building, southwest corner of W. Congress Pkwy. & S. Western Ave., Chicago
10. Malcolm X College, 1900 W. Van Buren St., Chicago
11. Building, 1926 W. Harrison St., Chicago

The SHPO also requested copies of the coordination with the Chicago Park District and the agreed upon treatments of their historic resources.

The SHPO noted that coordination with the National Park Service is required for the proposed work to Columbus Park, a National Historic Landmark.

Please forward the information to IDOT's Cultural Resources Unit when it becomes available in order to continue SHPO coordination.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525
www.illinoishistory.gov

Cook County
Chicago
Highway Reconstruction and Widening/Addendum for Additional Areas
Eisenhower Expressway (I-290) from US Route 12/20/45 (Mannheim Rd.) to IL Route 50 (Cicero Ave.),
APE refined - I-290 between Mannheim Road & Racine Avenue
IDOT Seq #-9274A-E
IHPA Log #004112410

April 7, 2016

Matt Fuller
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Dr.
Springfield, IL 62703

Dear Mr. Fuller:

We are writing to thank you for the tour of the Area of Potential Effect for the I-290 improvements project. During the tour, eleven (11) properties that we feel should be evaluated for eligibility for the National Register of Historic Places were identified. As requested by Emilie Land, we noted the locations on the project maps and emailed them to her and the contractor (Aimee Paquin) for their consideration.

During the tour it was noted that the Chicago Park District (CPD) had approved treatments for their properties. May we have copies of the proposed treatments and the approval of the CDP for our files? It should be noted that Columbus Park is a National Historic Landmark (7/31/2003) and the proposed treatments also must be reviewed by the National Park Service.

If you have questions, please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998 or david.halpin@illinois.gov.

Sincerely,

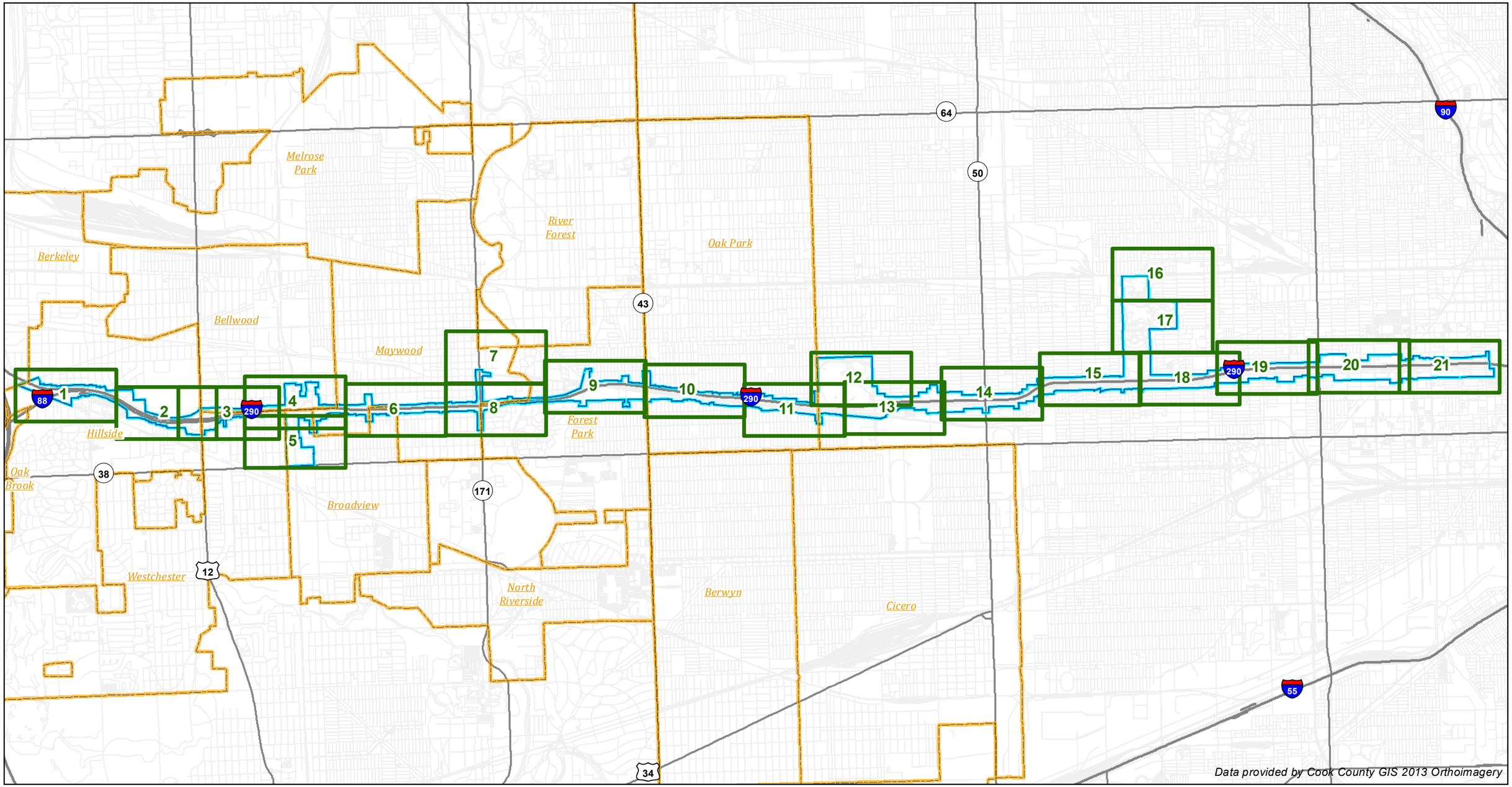
Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer
RL:djh

c: Brad Koldehoff, Illinois Department of Transportation
Emilie Land, Illinois Department of Transportation

Appendix B

Area of Potential Effects Map

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Municipal Boundary

Area of Potential Effects

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

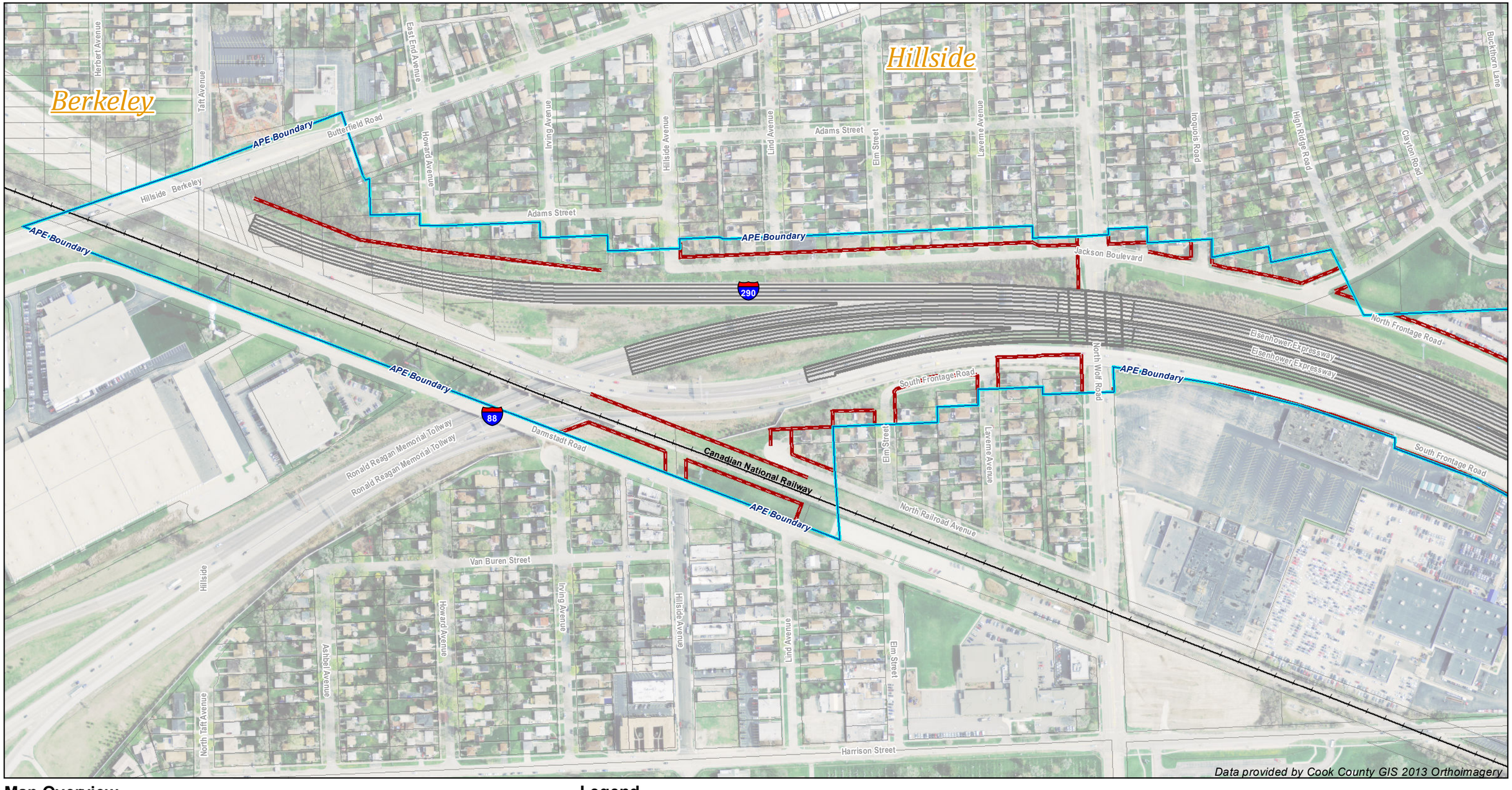
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Eisenhower expressway

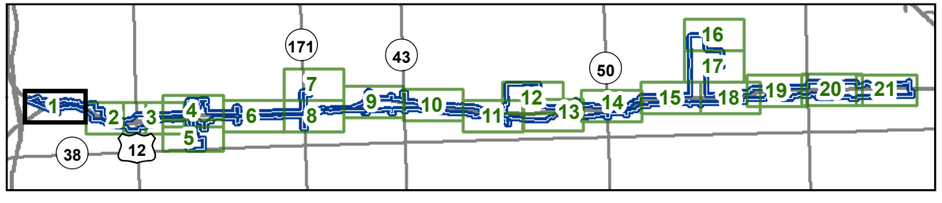
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Sheet Index

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Map Overview



1 inch = 300 feet

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- Proposed Right-of-Way
- Temporary Easement
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- Proposed Design

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 1 of 21

Date 5/11/2016

Hillside

Landfill

Bellwood

Gladys Avenue

Van Buren Street

Congress Street

Kitchener Street

APE Boundary

Hillside Drive

South Frontage Road

North Frontage Road

Eisenhower Expressway

290

Harrison Street

Canadian National Railway

North Railroad Avenue

Seno Drive

East Avenue

Fencl Lane

Maple Avenue

South Forest Avenue

Orchard Avenue

Oakridge Avenue

Oak Avenue

Mannheim Road

Westchester

Bellwood

Hillside

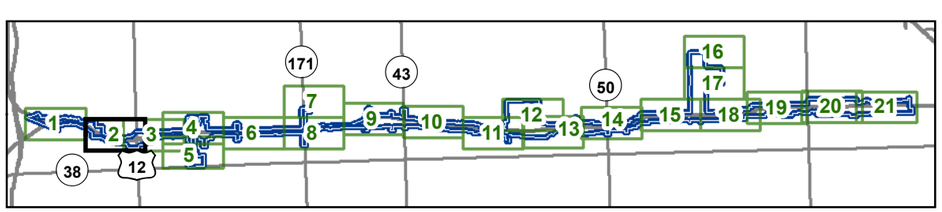
Worchester Avenue

Cromwell Avenue

12

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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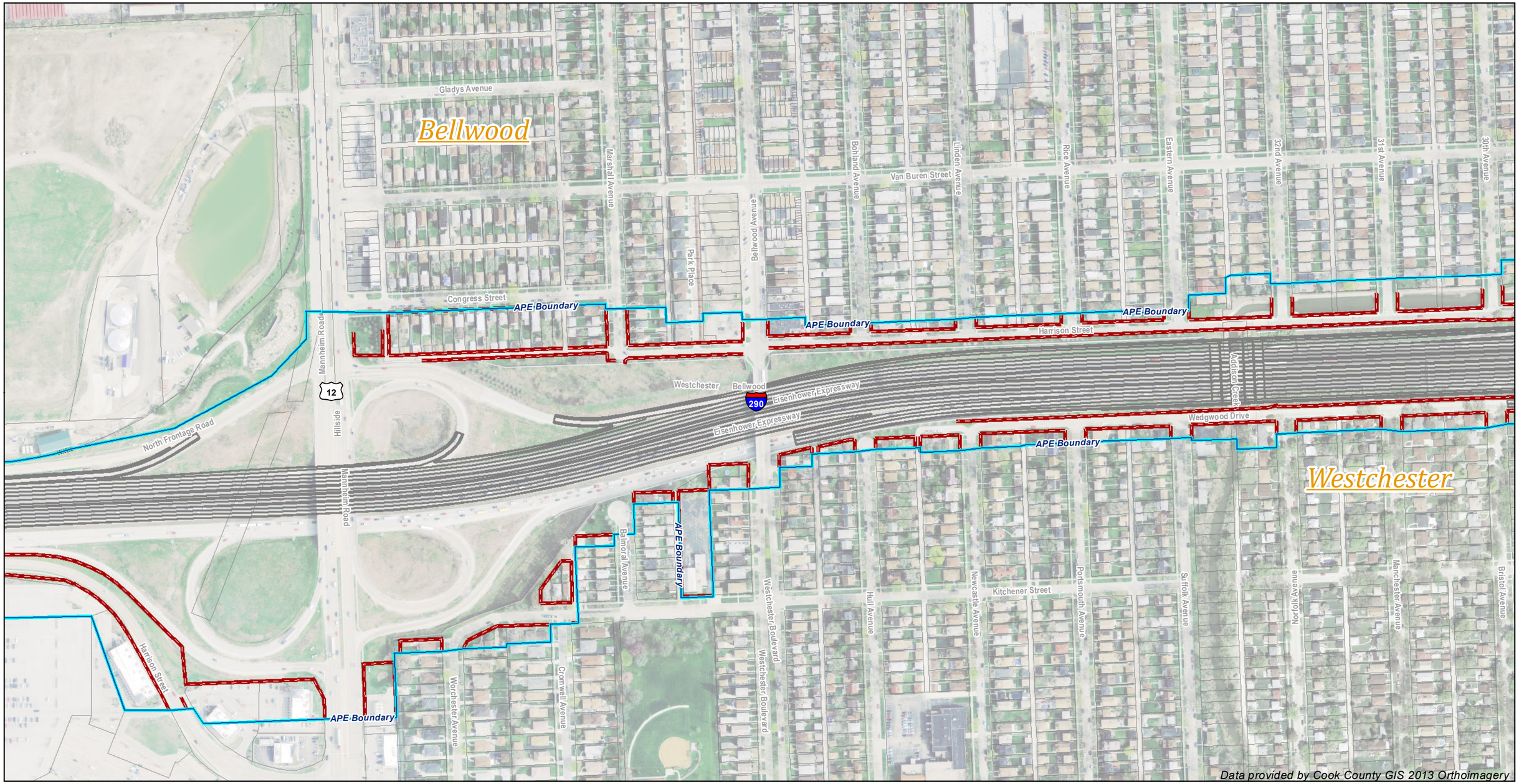
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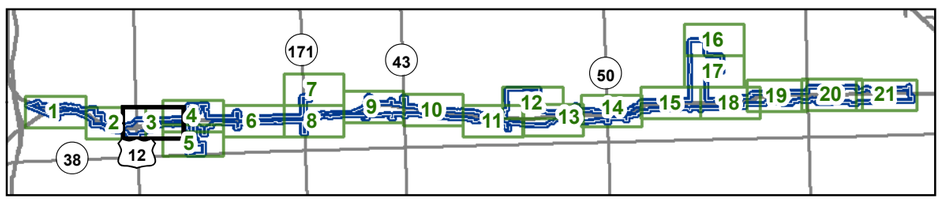
Eisenhower expressway

Sheet 2 of 21

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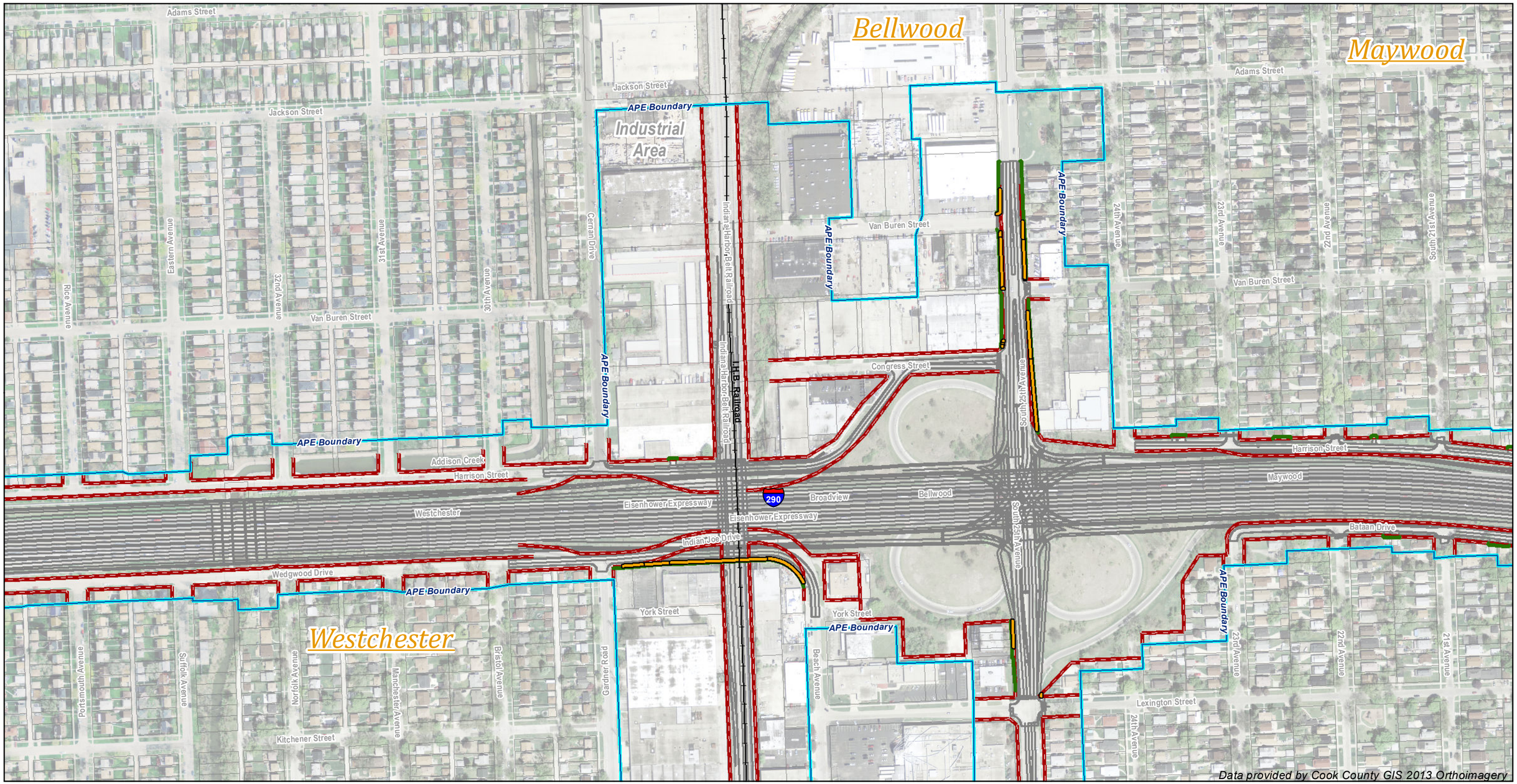
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

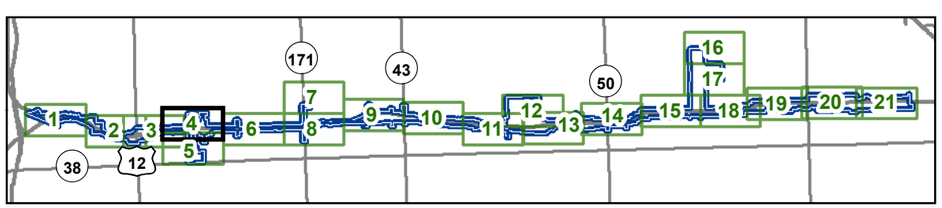
Eisenhower expressway

Sheet 3 of 21

Date 5/11/2016



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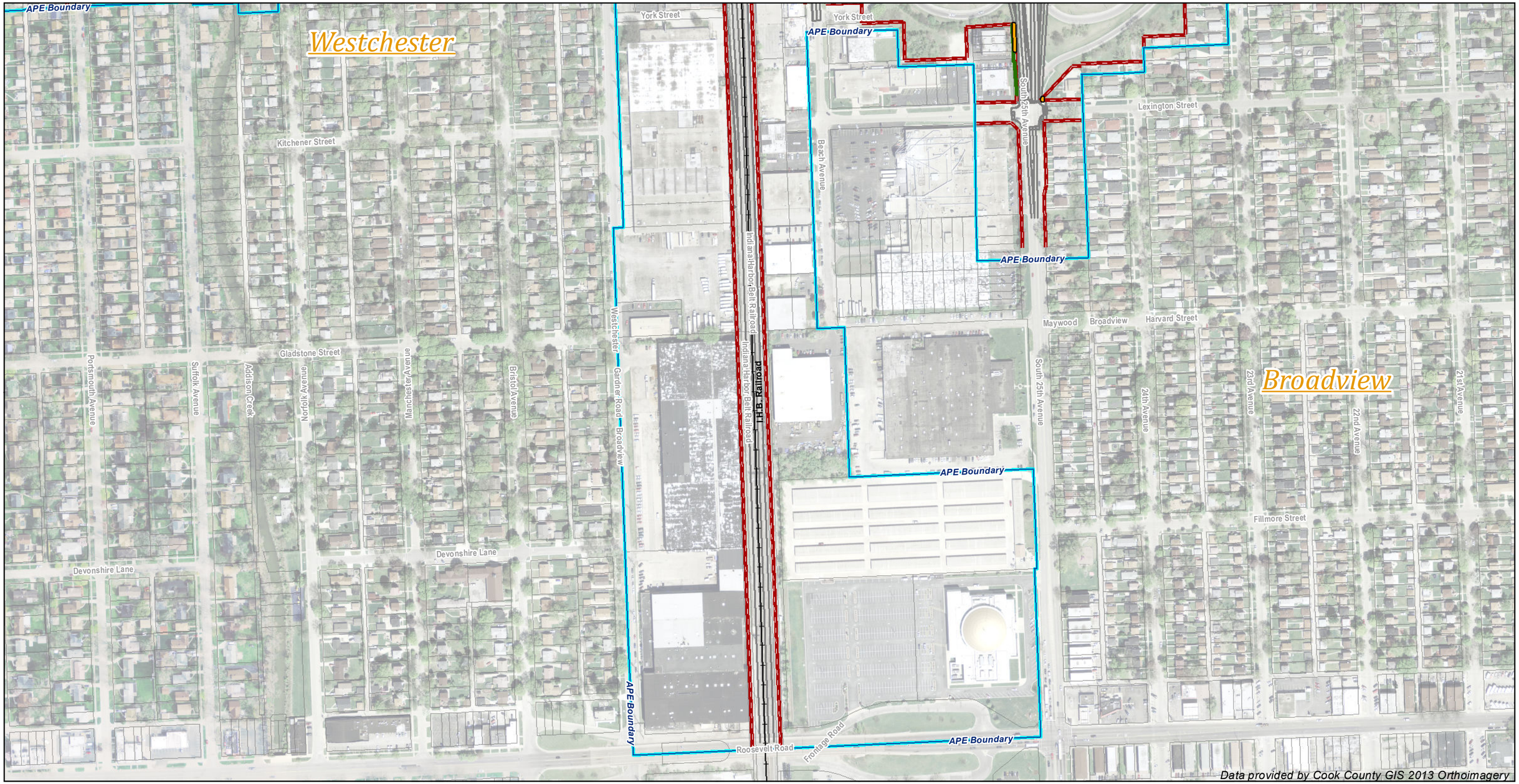
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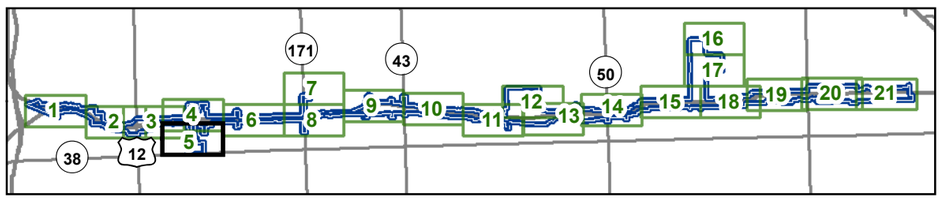
Eisenhower expressway

Sheet 4 of 21

Date 5/11/2016



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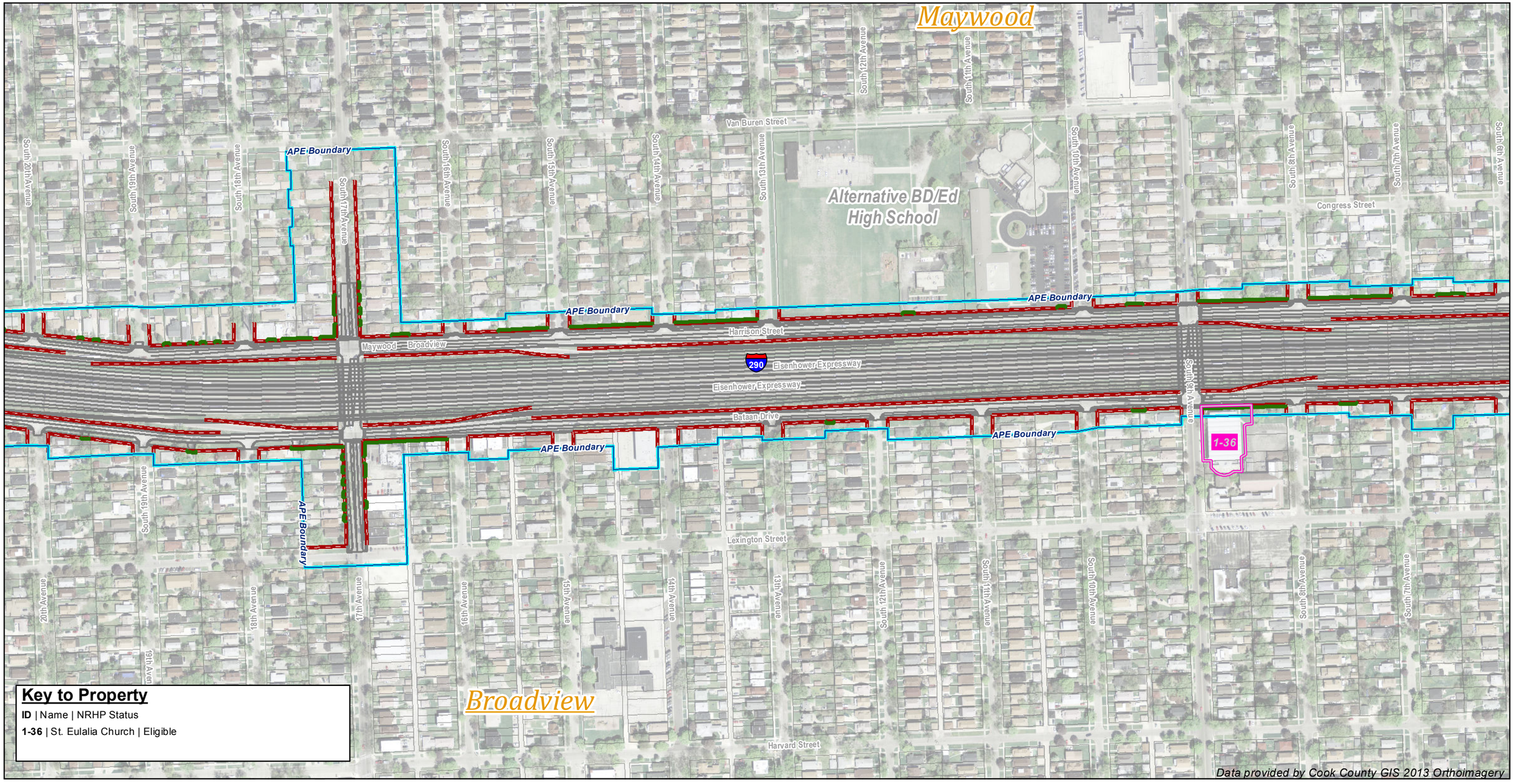
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

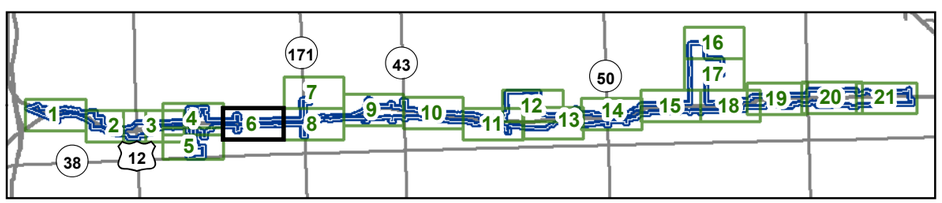
Eisenhower expressway

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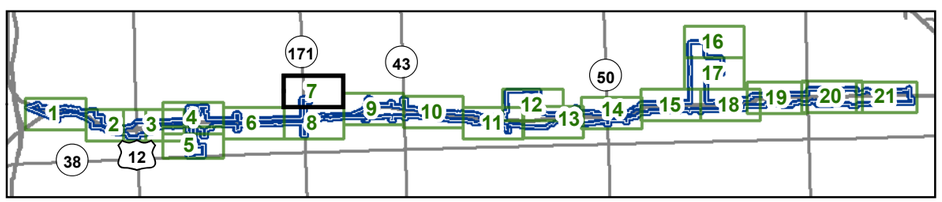
Sheet 6 of 21

Date 5/11/2016

River Forest
Forest Park
Maywood
Cemetery
Warren Street
School Street
Madison Street
Green Street
Legion Street
Wilcox Street
Quincy Street
Vine Street
River Forest
Thatcher Avenue
Gale Avenue
Keystone Avenue
Maywood
South 2nd Avenue
South 3rd Avenue
South 4th Avenue
South 5th Avenue
1st Avenue
Orchard Avenue
Greenwood Avenue
Forest Park
Des Plaines River
Des Plaines River
Des Plaines River
171
APE Boundary
Maybrook Drive
Maybrook Drive
Illinois Prairie Path
Illinois Prairie Path

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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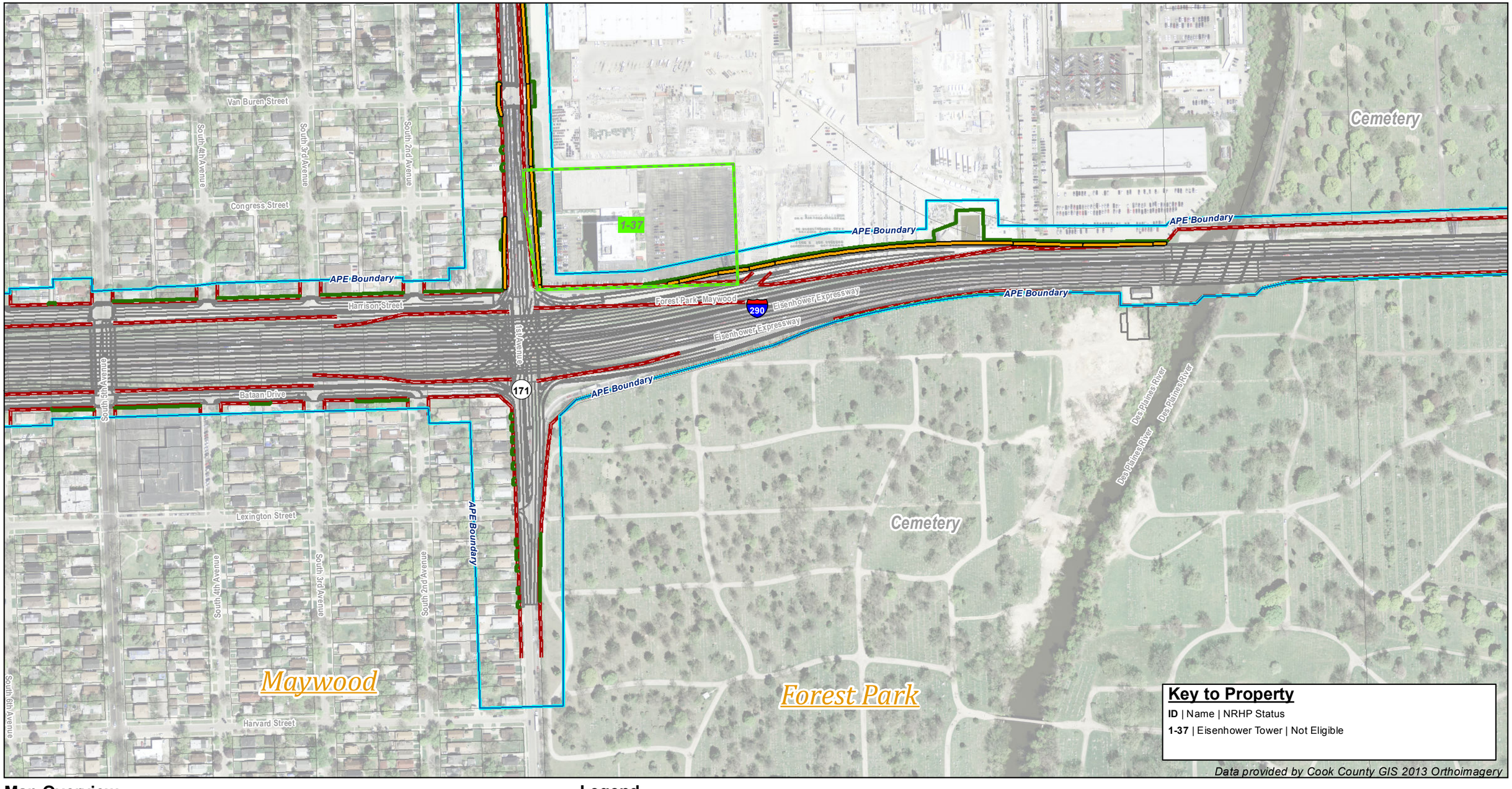
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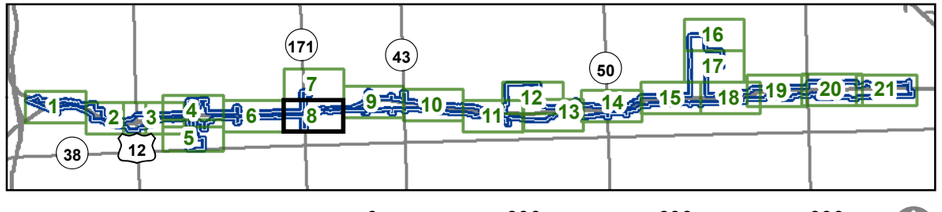
Eisenhower expressway

Sheet 7 of 21

Date 5/11/2016



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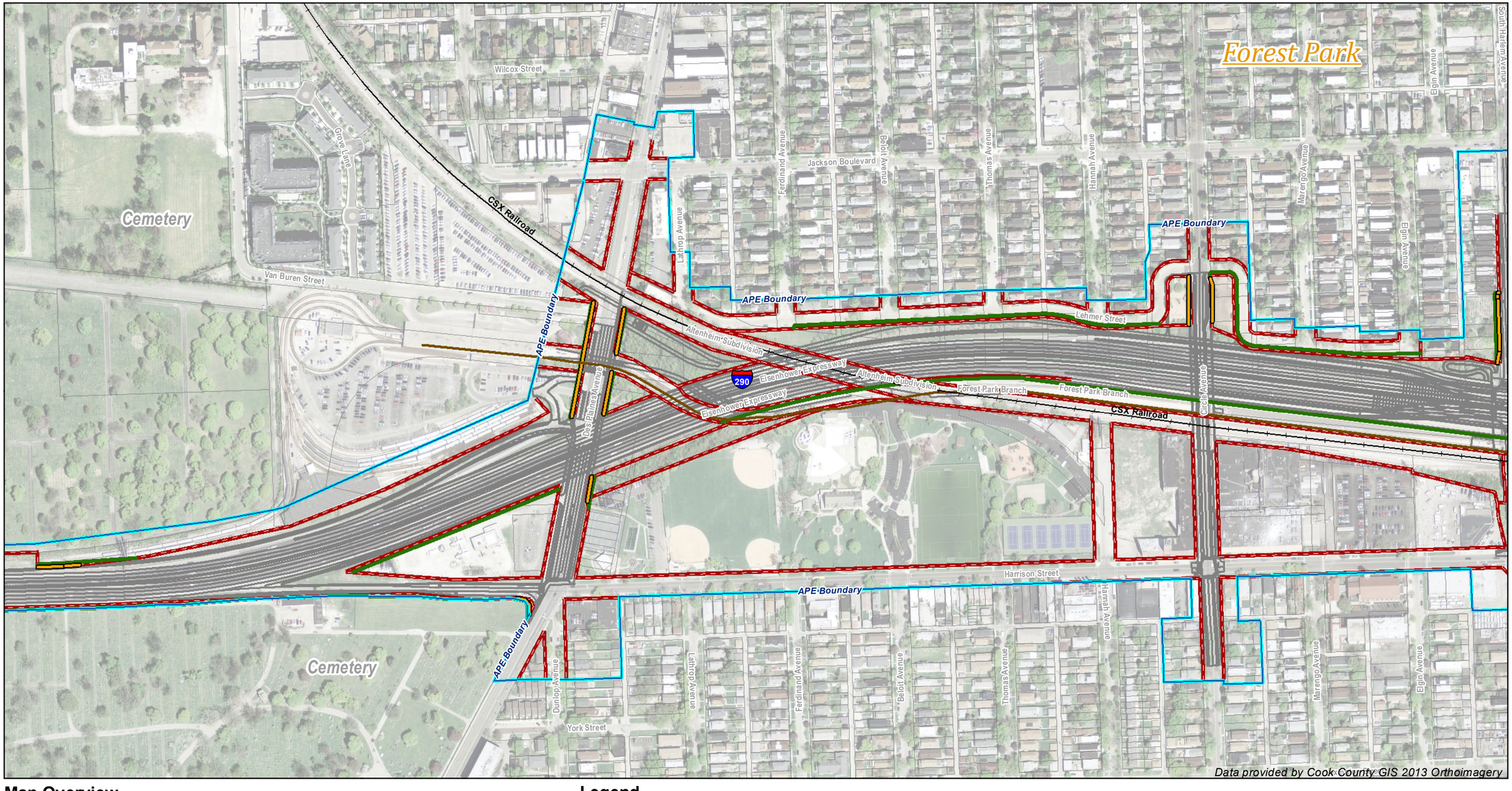
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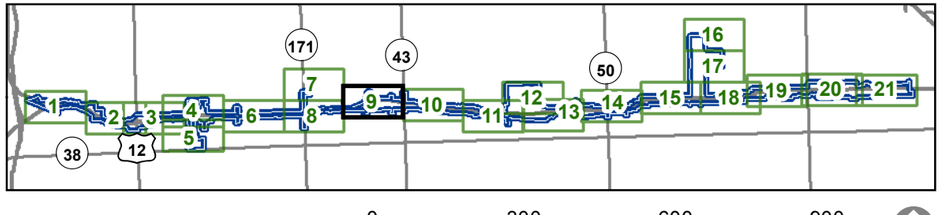
Eisenhower expressway

Sheet 8 of 21

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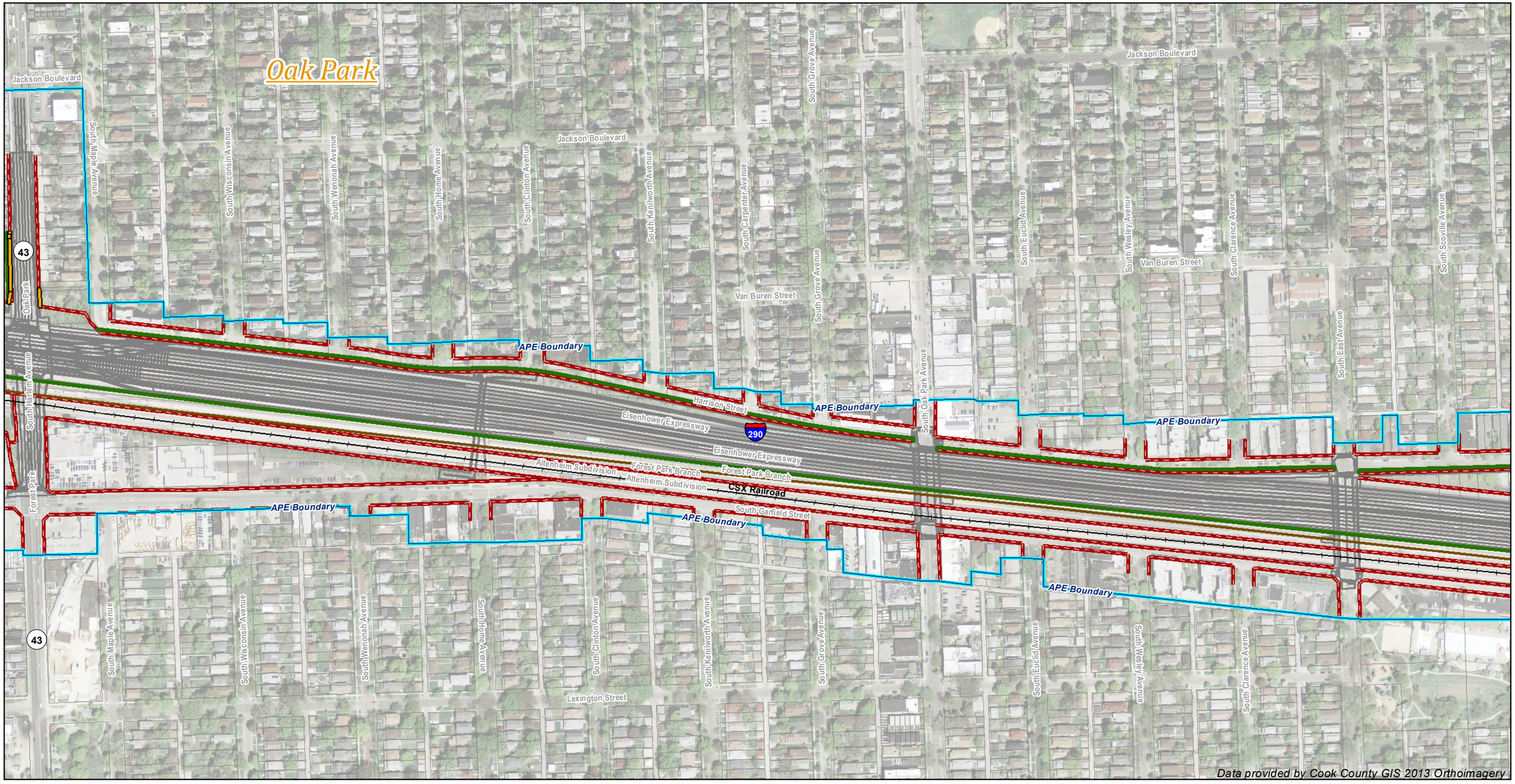
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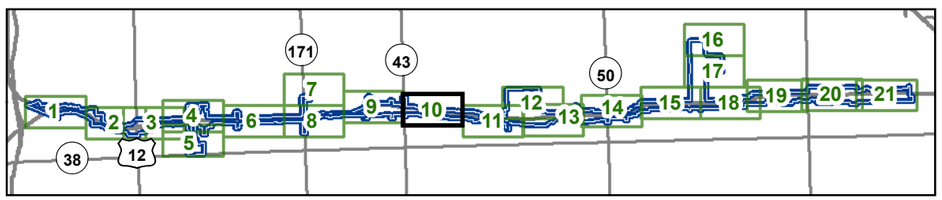
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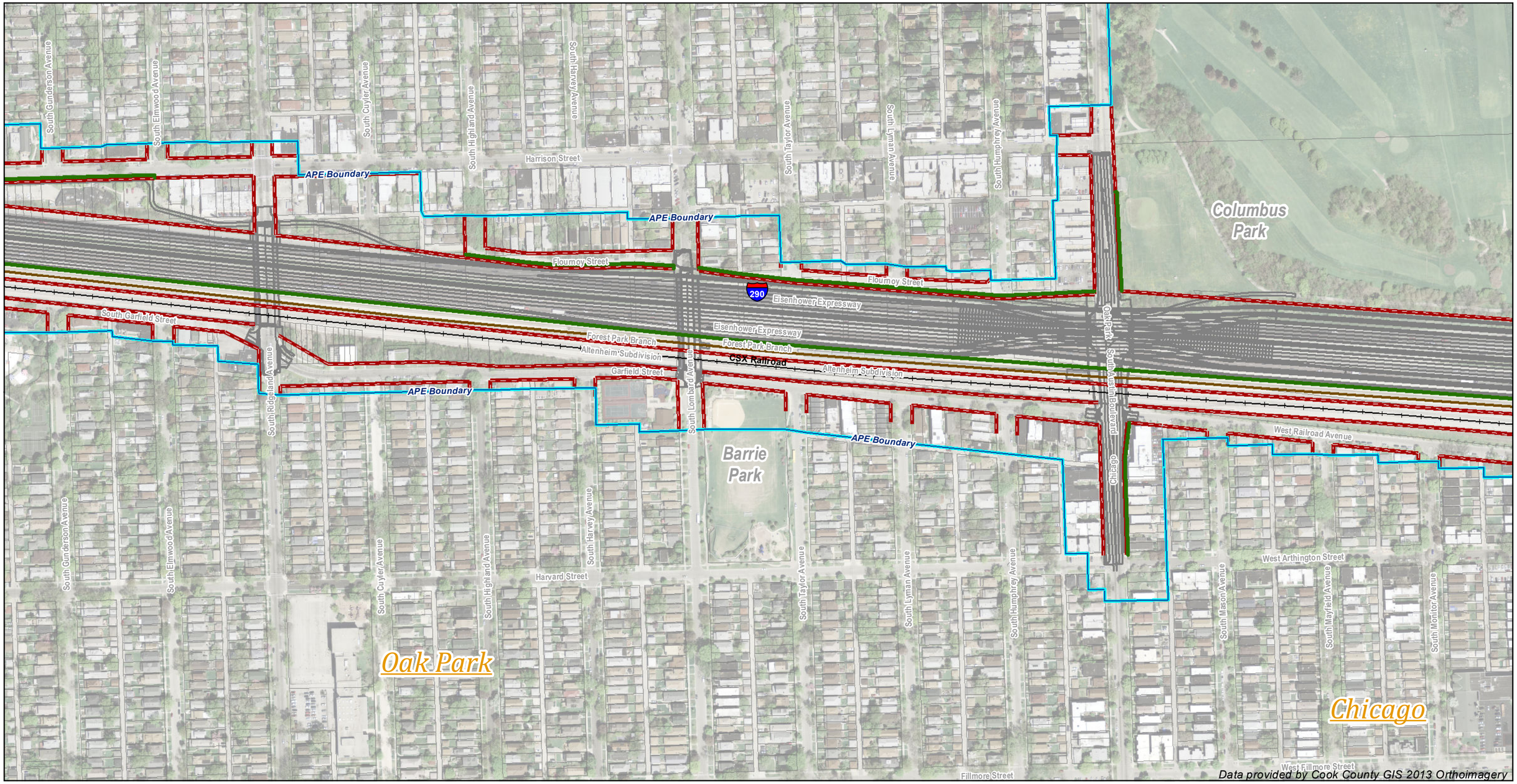
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- NRHP - Not Eligible Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

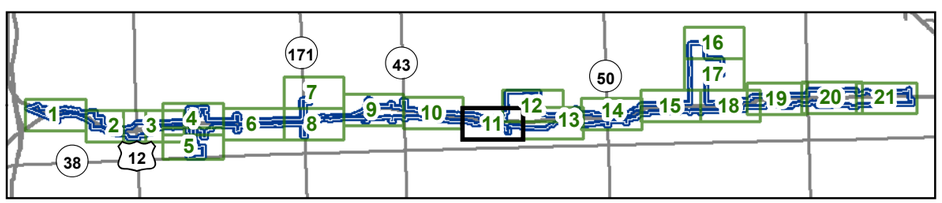
Eisenhower expressway

Sheet 10 of 21

Date 5/11/2016



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

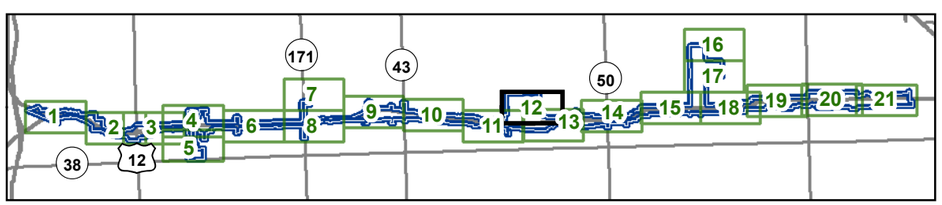
Eisenhower expressway

Sheet 11 of 21

Date 5/11/2016

APE Boundary
APE Boundary
West Adams Boulevard
South Menard Drive
West Jackson Boulevard
Jackson Boulevard
Oak Park
South Austin Boulevard
Chicago
Van Buren Street
Harrison Street
South Golf Drive
Columbus Park
South Jensen Boulevard
South Central Avenue
West Quincy Street
Chicago
West Gladys Avenue
South Lotus Avenue
West Van Buren Street
West Congress Parkway
APE Boundary
West Harrison Street
South Lotus Avenue
West Flournoy Street
290
Eisenhower Expressway
Forest Park Branch
Forest Park Branch
Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 12 of 21

Date 5/11/2016

Columbus Park

West Congress Parkway

South Lotus Avenue

South Lockwood Avenue

South Leamington Avenue

APE Boundary

I-38

West Harrison Street

South Jensen Boulevard

West Flournoy Street

290

Eisenhower Expressway

South Central Avenue

Forest Park Branch

South Long Avenue

West Lexington Street

South Laramie Avenue

West Polk Street

Altenheim Subdivision

CSX Railroad

South Menard Avenue

West Taylor Street

Chicago

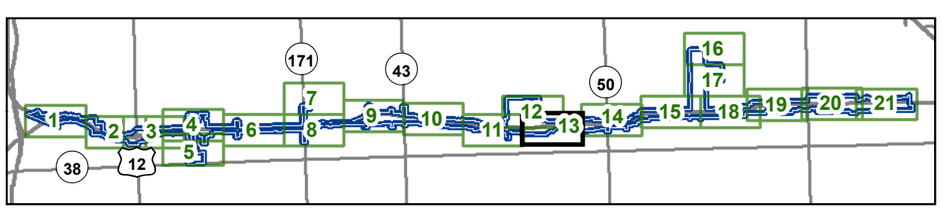
Key to Property

ID | Name | NRHP Status

1-38 | Michele Clark High School | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 13 of 21

Date 5/11/2016

Key to Property

ID | Name | NRHP Status

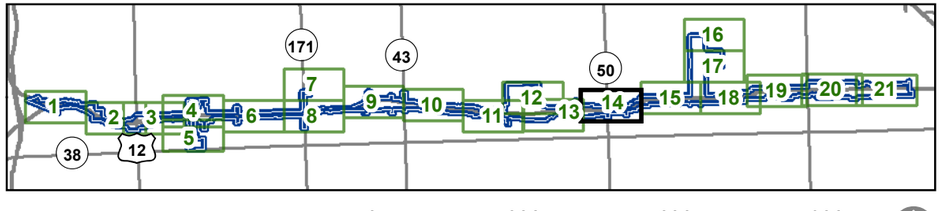
1-38 | Michele Clark High School | Not Eligible

1-39 | West Lexington Street District | Not Eligible

1-40 | Flexible Steel Lacing Company | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 14 of 21

Date 5/11/2016

Chicago

West Jackson Boulevard
West Gladys Avenue
West Van Buren Street
West Congress Parkway
Eisenhower Expressway
Forest Park Branch
Eisenhower Expressway
West Harrison Street
West Flournoy Street
West 5th Avenue
West Lexington Street
West Lexington Street
West Flournoy Street
West 5th Avenue
West Flournoy Street
West Lexington Street

South Kildare Avenue
South Karlov Avenue
South Springfield Avenue
South Keeler Avenue
South Pulaski Road
South Kostner Avenue
South Kildare Avenue
South Tripp Avenue
South Kedvale Avenue
South Karlov Avenue
South Springfield Avenue
South Independence Boulevard
South Lawndale Avenue

Garfield Park

APE Boundary
APE Boundary
APE Boundary
APE Boundary
APE Boundary
APE Boundary

1-41
1-42

290

Key to Property

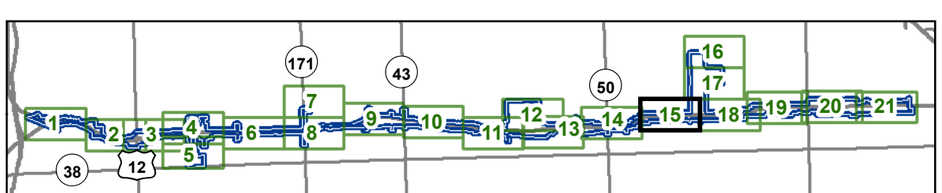
ID | Name | NRHP Status

1-41 | Genevieve Melody Elementary School | Not Eligible

1-42 | West Harrison Street District | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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- Proposed Design

Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 15 of 21

Date 5/11/2016

Chicago

APE Boundary

Garfield Park

Union Pacific Railroad

Geneva Subdivision

Lake Branch

West Lake Street

West Franklin Boulevard

West Governors Parkway

West Kinzie Street

West Ferdinand Street

Franklin Boulevard

Garfield Square

West Fulton Street

West Carroll Avenue

West Fulton Boulevard

West Walnut Street

North Hamlin Avenue

North Ridgeway Avenue

North Lawndale Avenue

North Monticello Avenue

North Central Park Avenue

North Central Park Boulevard

North Drake Avenue

North Trumbull Avenue

North Spaulding Avenue

North Sawyer Avenue

North Troy Street

North Kedzie Avenue

North Saint Louis Avenue

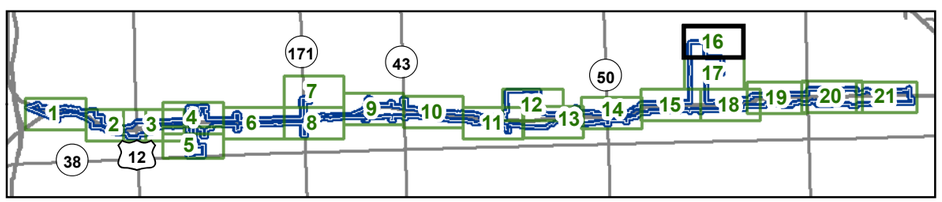
North Homan Avenue

North Conservatory Drive

WARRIORS

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

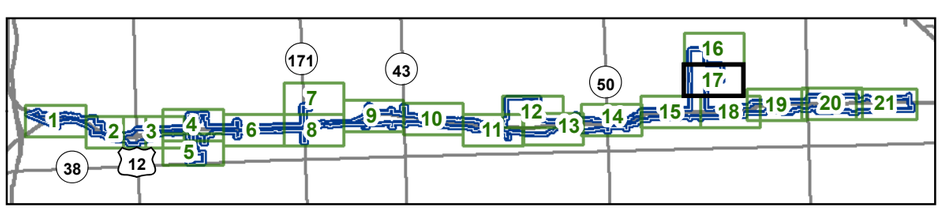
Eisenhower expressway

Sheet 16 of 21

Date 5/11/2016

Garfield Park
Chicago
Lake Branch
West Lake Street
West Maypole Avenue
West West End Avenue
West Monroe Street
West Wilcox Street
West Adams Street
West Warren Boulevard
West Madison Street
West Washington Boulevard
West 5th Avenue
North Schrader Drive
North Central Park Drive
North McCrea Drive
West End Avenue
North Hamlin Boulevard
North Homan Boulevard
North Kedzie Avenue
South Hamlin Boulevard
Music Court
Music Court Circle
South Woodward Drive
South Central Park Boulevard
South Saint Louis Avenue
South Homan Avenue
South Spaulding Avenue
South Kedzie Avenue
APE Boundary
APE Boundary
APE Boundary
COMMANDOS
Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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0 300 600 900 Feet

Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 17 of 21

Date 5/11/2016

Garfield Park

Chicago

West Jackson Boulevard
South Troy Street
South Albany Avenue
South Whipple Street
South Saint Louis Avenue
South Christiana Avenue
South Spaulding Avenue
West Gladys Avenue
West 5th Avenue
South Central Park Boulevard
West Van Buren Street
South Millard Avenue
South Homan Avenue
South Kedzie Avenue
South Sacramento Boulevard
West Congress Parkway
Eisenhower Expressway
290
Forest Park Branch
West Harrison Street
West Floumoy Street
West Lexington Street
West Polk Street

1-43

APE Boundary

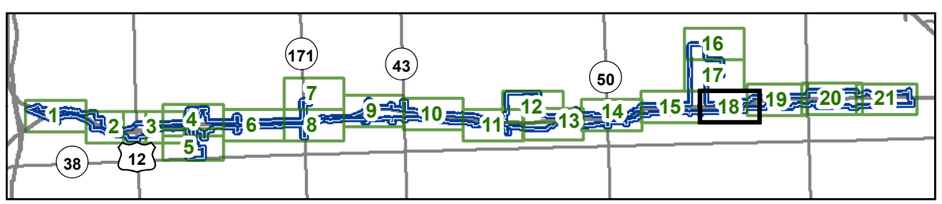
Key to Property

ID | Name | NRHP Status

1-43 | First Church of the Brethren | Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

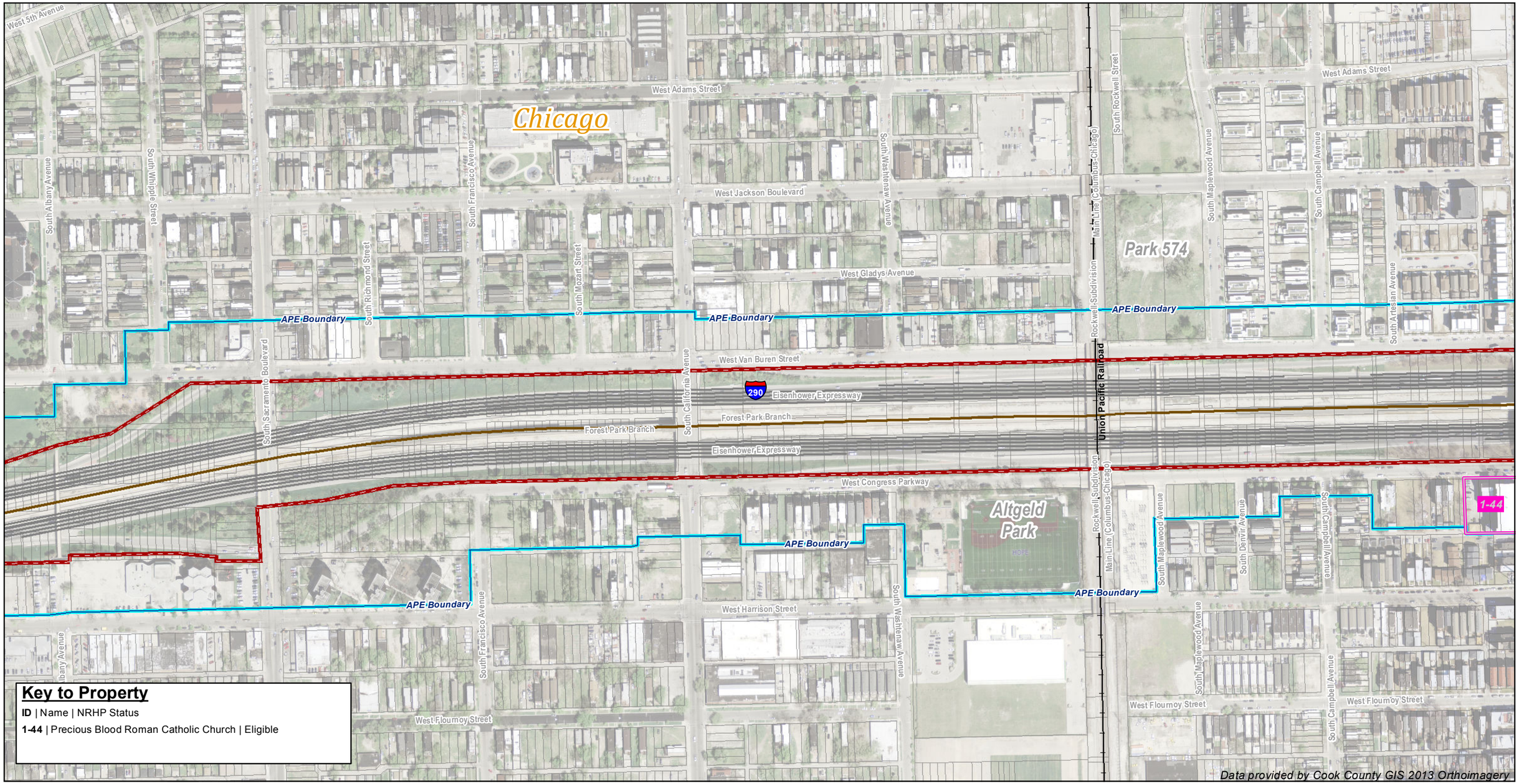
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

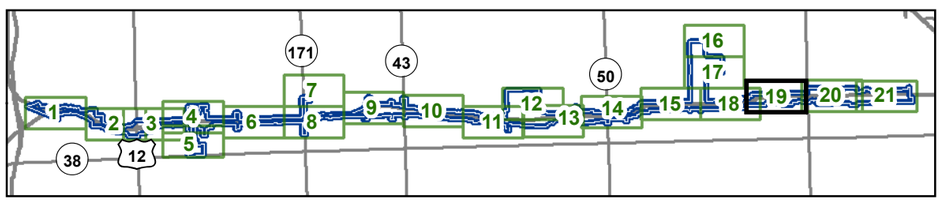
Eisenhower expressway

Sheet 18 of 21

Date 5/11/2016



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 19 of 21

Date 5/11/2016

Key to Property

ID | Name | NRHP Status

1-44 | Precious Blood Roman Catholic Church | Eligible

1-45 | Malcolm X College | Not Eligible

1-46 | Medical Center Apartments | Not Eligible

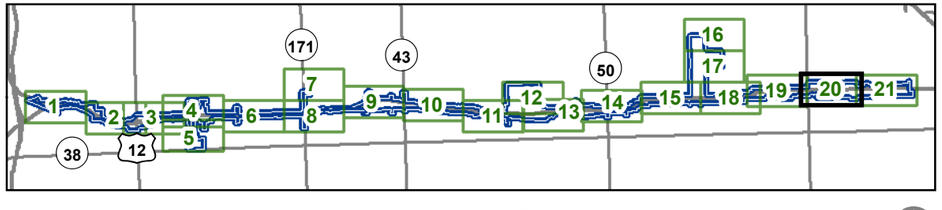
Richard T. Crane Technical Preparatory Common School

Green Space

Chicago

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

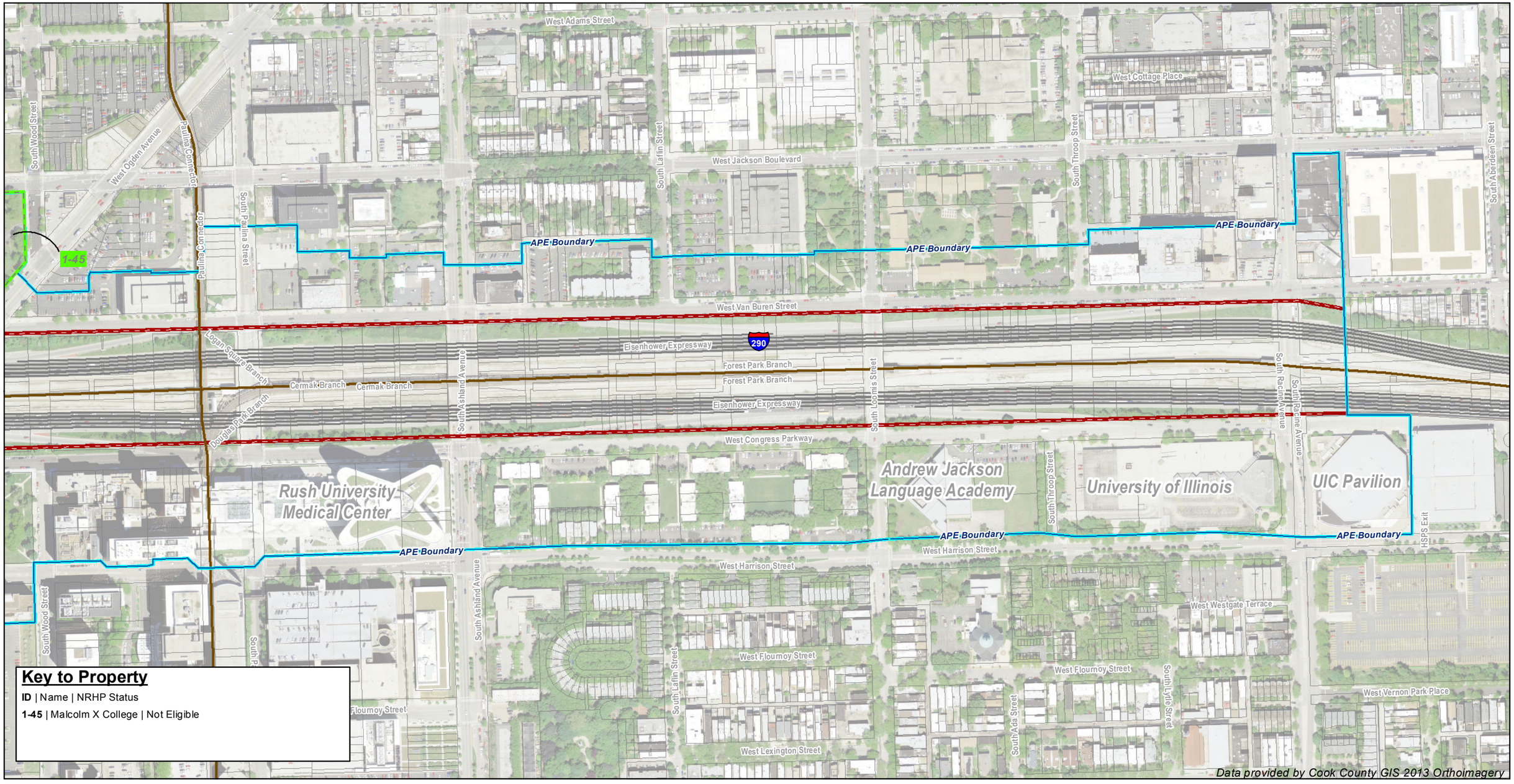
- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
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- #-# NRHP - Eligible Property
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

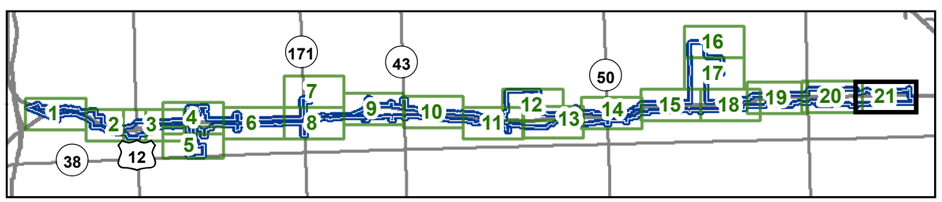
Eisenhower expressway

Sheet 20 of 21

Date 5/11/2016



Map Overview



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0 300 600 900 Feet

Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Eisenhower expressway

Sheet 21 of 21

Date 5/11/2016

Appendix C

Survey Data Summary Table

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Appendix C - Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type, Style, and/or Form	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-24	Commonwealth Edison Kolmar Substation	616 and 632 South Kolmar Avenue, Chicago	1908, 1918, 1950, 1980	Substation, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. Although the substation is associated with the Metropolitan West Side Elevated Railroad and the growth of the West Garfield Park neighborhood in the early twentieth century, the building has been substantially altered by additions, replacement materials, and non-historic openings that diminish its integrity and ability to convey these associations.								
1-36	St. Eulalia Church	1851 South 9th Avenue, Maywood	1964	Church, Neo-Formalist	Eligible	C, Criteria Consideration A	2016	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building. Its design exemplifies Neo-Formalist design principles, including the use of high-quality materials and symmetry with forms derived from classicism, as interpreted during the Modern era.								
1-37	Eisenhower Tower	1701 South 1st Avenue, Maywood	1973	Office Building, International Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The building is a good example of the International Style of architecture and embodies character-defining features of the style; it is significant under Criterion C. However, because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other International Style office buildings in Chicago, it cannot be classified as an exceptional example; it is neither a fragile or short-lived resource, and is not eligible under Criteria Consideration G at this time.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-38	Michele Clark High School	5101 West Harrison Street, Chicago	1972	School, International Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The building is a good example of the International Style of architecture and embodies character-defining features of the style; it is significant under Criterion C. However, because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other International Style public and private school buildings, it cannot be classified as an exceptional example; it is neither a fragile or short-lived resource, and is not eligible under Criteria Consideration G at this time.								
1-39	West Lexington Street District	West Lexington Street between South Cicero and South Lavergne Avenues, Chicago	1906-1950	Bungalows, Chicago Worker's Cottages, Foursquare Derivations, Two-Flats	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. Although the district is associated with the continued development of the Austin area in the 1930s and 1940s, the construction of I-290 to the north and demolition of buildings on the north side of the street diminish its ability to convey this association. Further, the district's modest vernacular interpretations of the Chicago worker's cottage, Foursquare derivations, bungalows, and two-flat forms are typical examples that are not architecturally significant and also have extensive alterations diminishing their integrity.								
1-40	Flexible Steel Lacing Company	4607 West Lexington Street, Chicago	1920	Factory, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The complex consists of typical and altered examples of light industrial and manufacturing offices and warehouses built over a fifty year period. The buildings did not embody innovative structural or architectural approaches that were being used in industrial architecture in 1920 at the time of the initial construction. Research did not reveal any historically significant associations.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-41	Genevieve Melody Elementary School	412 South Keeler Avenue, Chicago	1965	School, International Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The building is an altered example of the International Style of architecture, which was applied to educational buildings nationwide. It is neither an early or influential example of the style, particularly within the canon of Chicago Modernism. Though named to honor Genevieve Melody, a venerable figure in Chicago's educational history, the school is not associated with her productive life and research did not reveal any historically significant associations.								
1-42	West Harrison Street District	West Harrison Street between West 5th and South Kedvale Avenues, Chicago	Ca. 1904-ca. 1920	Chicago Worker's Cottages, Two-Flats, Commercial Buildings	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. Although associated with the continued development of the West Garfield Park neighborhood from the 1890s-1920s, the construction of I-290 to the north and demolition of buildings on the north side of the street diminish its ability to convey this association. Also associated with Chicago real estate firm and developer S.T. Gunderson and Sons as an earlier subdivision, it is not representative of the firm's success that was later fully realized in Oak Park. Further, the district's modest vernacular interpretations of the Chicago worker's cottage and two-flat forms are typical examples that are not architecturally significant and also have alterations diminishing their integrity.								
1-43	First Church of the Brethren	425 South Central Park Boulevard, Chicago	1897-ca. 1908	Church, Parsonage, Sunday School, Tudor Revival Two-Flat, Classical Revival	Eligible	C, Criteria Consideration A	2016	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. It is a skillful and sophisticated design that exemplifies the revivalist architectural trends of the late nineteenth century.								

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-44	Precious Blood Roman Catholic Church	2401 West Congress Parkway, Chicago	1907-ca. 1930	Church and School Building, Classically Inspired Rectory, Mediterranean Revival	Eligible	C, Criteria Considerations A and B	2016	
Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Considerations A and B as a remarkable and significant example of a purpose-built religious institution intended to provide space for worship and education. Additionally, the adjacent rectory is a good example of Mediterranean Revival architecture. Collectively, the two buildings convey significant design merit and are an important juxtaposition.								
1-45	Malcolm X College	1900 West Van Buren Street, Chicago	1971	School, International Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The building is an excellent example of Miesian International Style architecture and embodies character-defining features of the style. Its cohesive and rhythmic appearance is further enhanced by the surrounding Modernist landscape. Together, they create a masterpiece of Modern-era design. Because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other Chicago examples, it is an exceptionally important example of architecture and Modernist landscape, and would meet Criteria Consideration G at this time. However, the building is currently being demolished, and therefore, only because of the demolition, Malcolm X College is not eligible for listing in the NRHP.								
1-46	Medical Center Apartments	1926 West Harrison Street, Chicago	1964	Apartment Building, International Style	Not Eligible	N/A	2016	
Integrity/Notes: See determination of eligibility form. The building is a nondescript example of the International Style applied to a high-rise building and lacks the character-defining features of the style. It is not a particularly skillful or inspired execution of the style, particularly in Chicago where excellent examples abound. Research did not reveal any historically significant associations.								

Appendix D

NRHP Determinations of Eligibility

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Historic Resources Survey

RESOURCE TYPE Property — Commonwealth Edison Kolmar Substation
NRHP STATUS Not Eligible — **SURVEY ID** 1-24

NAME
Commonwealth Edison Kolmar Substation

OTHER NAME(S)
Metropolitan West Side Elevated Railroad Converter Station

STREET ADDRESS
616-632 South Kolmar Avenue

CITY
Chicago

OWNERSHIP
AMCORE Investment Group, N.A.

TAX PARCEL NUMBER
16-15-304-011-0000, 16-15-304-012-0000

YEAR BUILT
1908

SOURCE
Sanborn Fire Insurance Map, 1909

DESIGNER/BUILDER
Metropolitan West Side Elevated Railroad

STYLE
No Discernible Style

PROPERTY TYPE
Transportation

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The Commonwealth Edison Kolmar Substation is a utilitarian brick complex consisting of the original ca. 1908 side-gable converter substation flanked by multiple additions that were built ca. 1918, ca. 1950, and ca. 1980. The original ca. 1908 converter substation is a two-and-a-half-story, rectangular, side-gable building that is oriented perpendicularly to South Kolmar Avenue. There are two additions extending from the original substation. Along a portion of its north elevation, there is a ca. 1980 two-story, rectangular, flat-roof Chicago Transit Authority (CTA) substation and along its east and south elevations, there is a ca. 1918 two-story, rectangular, flat -roof addition facing east to South Kolmar Avenue. A ca. 1950 two-story, rectangular, flat-roof addition faces the north side of the I-290 expressway and is located along the ca. 1918 addition's south elevation. The ca. 1950 addition's appearance and massing are similar to the ca. 1918 addition. Along the west elevations of the ca. 1918 and ca. 1950 additions, there is a ca. 1950 two-story, rectangular, flat-roof switch house.

The two-and-a-half-story ca. 1908 converter station is clad in common brick. The side-gable roof has original clay tiles and an ornate brick slope chimney at the roof's southwest corner. The north elevation has three two-story openings with large arched brick lintels. The ca. 1980 CTA substation obscures the two westernmost openings. The easternmost opening contains a metal overhead door and three metal mesh panels covering the arch. The north elevation has a slightly projecting brick cornice. The east elevation facing South Kolmar Avenue and the south elevation are covered by the ca. 1918 addition. The east elevation's half-story brick gable-end projects above the ca. 1918 facade. The west rear elevation was not accessible during survey.

The ca. 1918 addition is a large, two-story, rectangular block. Its north elevation abuts the ca. 1908 converter station's south elevation and its east elevation covers the ca. 1908 converter station's east elevation. Facing South Kolmar Avenue, the addition's east elevation is clad in red brick, sits on a concrete foundation, and has a modest concrete watertable. Raised courses of header brick outline eight original openings across the east elevation and a small square brick modillion is located between each opening. A brick-header stringcourse extends across the entire east elevation above the modillions. A diamond-shaped tile modillion or stone eave spout with diamond-shaped brick surrounds is located on the cornice between each opening. Stone coping projects above the decorated cornice. Modern floodlights project over the cornice across the northern two-thirds of the east elevation. Metal clamps are anchored to the cornice at the south end of the east elevation.

The ca. 1918 addition's east elevation contains either a window, door, and overhung garage door in each of its eight openings. The northernmost opening has a set of three, fifteen-light factory wood-sash ribbon windows with

a stone sill and vertical brick lintel on the second story. A decorative brick square panel is located in the middle of the elevation below the window, and has a brick frame with stone tiles in each corner. From north to south, the fourth, fifth, and seventh openings are identical to the northernmost opening. The second northernmost opening and the southernmost opening have a brick-filled window opening and a new garage door opening cut into the original header brick surround and opening. The third northernmost opening has a replacement overhung garage door topped by a three original six-light, wood-sash factory ribbon windows with a stone sill and vertical brick lintel on the second story. The sixth opening, from the north end, is nearly identical to the third northernmost bay, except it contains an original first-story entrance opening with a replacement door. The entrance now consists of a metal replacement door with a fifteen-light transom and a brick door surround with a stone entablature and brick side panels outlined with header brick. A cross-shaped stone modillion flanks either side of the transom. The entablature has a vertical brick architrave, a modern floodlight on the frieze, and a stone cornice.

The ca. 1918 addition's south elevation abuts the north elevation of the ca. 1950 addition while its west elevation is partially covered by the ca. 1950 switch house; the west elevation was not accessible during survey. The ca. 1950 addition is a two-story, square block that is nearly indistinguishable from the ca. 1918 addition in appearance. Indications of the transition between the two buildings on their east elevations include slightly lighter brick and mortar on the ca. 1950 facade, a slightly different brick pattern on the ninth bay, and a visible crack in the foundation between the two additions. The ca. 1950 addition's east elevation has two openings. The north opening has a centered overhung garage door opening under a brick-filled window opening with header brick surrounds, similar to the ca. 1918 addition's southernmost opening on the east elevation. The ca. 1950 addition's south opening is nearly identical to the ca. 1918 addition's northernmost bay, except it has a first story door with a metal grate screen and slightly projecting brick surrounds. Its second story window has been infilled with metal siding and a metal grate vent has been installed underneath the opening. The ca. 1950 addition's south elevation faces I-290 and has no openings. Its west elevation abuts the east elevation of the ca. 1950 switch house.

The ca. 1950 switch house is two stories and has a flat roof with an irregular roofline. The east half of the roof is several feet taller than the west half. The east elevation abuts the ca. 1950 addition and a portion of the ca. 1918 addition. Its south elevation, which has no openings, faces I-290. The ca. 1950 switch house's west elevation was not accessible during survey.

The ca. 1980 CTA substation is located at the complex's north end; its south elevation abuts the ca. 1908 converter station's north elevation. It is a modern, two-story, rectangular, flat-roof, brick-clad building. The bottom portion of the building is painted cream while the upper portion is red brick. Metal flashing runs along the roofline. Facing South Kolmar Avenue, the east elevation has a metal entrance door at the elevation's north end. A brick-filled window opening is above the door. There is a square utility light at both ends of the elevation. Off-centered metal letters spelling "cta" are affixed to the east elevation. The north elevation has overhung garage doors at the east end and in the middle of the elevation. Square utility lights are located next to each entrance and at the elevation's west end. A portion of the south elevation abuts the north elevation of the ca. 1908 converter station. The west elevation was not accessible during survey.

An asphalt-paved lot surrounds the complex and several cell phone towers are located at the property's north end. The surrounding neighborhood is largely industrial and includes industrial and warehouse buildings along with a few houses and some apartment buildings.

HISTORY/DEVELOPMENT

According to the 1909 Chicago Sanborn Map, the oldest building in the Commonwealth Edison Kolmar Substation complex was constructed ca. 1908 as part of the Metropolitan West Side Elevated Railroad Converter Station in southwest West Garfield Park. The Metropolitan West Side Elevated Railroad constructed the converter station directly south of the Garfield Park branch of the Metropolitan West Side "L." This L-shaped complex included a gabled wing converter house that contained two converters and six transformers. A large non-extant storage building was located perpendicular to the converter house's west elevation. A small square building was located within the interior corner of the L-shape. In 1915, the substation was equipped for DC conversion. By 1918, Commonwealth Edison owned the Commonwealth Edison Kolmar Avenue Substation. Around the same time, the small square building was demolished and a large addition was constructed along the south elevation of the converter house and east elevation of the warehouse. The facade of the new addition extended to cover the east elevation of the converter house. At this time, the station continued to power the

elevated Garfield Park branch of the Metropolitan West Side "L." The substation converted raw alternating current (AC) to 600 volts direct current (DC) utilizing 25 hertz rotary. The original ca. 1908 building housed the rotary converters.

By 1950, two additions were added to the south elevation of the ca. 1918 building, including a square building adjacent to the ca. 1918 building and a switch house. During the Eisenhower Expressway construction in the mid -1950s, the Garfield Park "L" branch directly north of the substation was discontinued, dismantled, and replaced by the new CTA Congress Line located south of the substation along the Eisenhower Expressway. The CTA began using the substation to power the new CTA Congress Line. Commonwealth Edison modernized the station in the early 1970s by installing 60 hertz rectifiers.

Ten years later, the CTA built a new substation along the north elevation of the original ca. 1908 converter building. By this time, the original ca. 1908 warehouse wing had been demolished. The CTA discontinued use of the older buildings and today uses only the 1980 substation to power the CTA Blue Line (previously Congress Line).

Metropolitan West Side Elevated Railroad and the Garfield Park Branch

The West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway serviced the area beginning in 1848. It was a rural area characterized by scattered farms. Urbanization began after the West Side Park Board established three major West Side parks in 1870. The Chicago Fire of 1871 prompted land speculators and residents to move further west to rebuild and avoid the crowded conditions of the city. Around the same time, the Chicago & Northwestern Railway established train shops in 1873 north of Kinzie Street, which contributed to the growth of West Garfield Park. The employees of the Chicago & Northwestern Railroad formed the first major wave of settlement in West Garfield Park; the group comprised mainly Scandinavian and Irish immigrants. The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park "L" on Harrison Street soon after. The "L" lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure . At the turn of the twentieth century, another surge of settlement brought a group of police officers and factory workers employed at the new Sears plant in North Lawndale.

The Metropolitan West Side Elevated Railroad was the third elevated railroad company in Chicago. The company incorporated in 1892 to service the growing western suburban population, and was the first to use electric traction technology from the start. The four-track main line ran from downtown Chicago to Marshfield Avenue with branches to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. The Garfield Park Line continued westward from Marshfield Avenue, parallel to Van Buren Street and Harrison Avenue, to the city limits at Cicero Avenue. The Garfield Park Branch officially entered service on June 19, 1895, and was eventually extended west to the Forest Park, Maywood, and Bellwood suburbs. In 1902, the line was extended to Laramie Avenue with a connecting interurban service on the Aurora Elgin & Chicago Railway between Laramie Avenue and Aurora. The line was extended again in 1905 to Des Plaines Avenue in Forest Park, providing local service over the Aurora Elgin & Chicago Railway ground-level trackage. In 1926, the Garfield Park Line was extended to Roosevelt Road in Westchester on a new branch extending south from the Chicago Aurora & Elgin Railroad (formerly the Aurora Elgin & Chicago Railway) at Bellwood.

In 1913, the Metropolitan West Side Elevated Railroad Company, along with three other elevated railroad companies, formed the Chicago Elevated Railways Collateral Trust to establish cross-town services in Chicago for the first time. This partnership, and consolidation of "L" companies, was formalized in 1924 with the incorporation of the Chicago Rapid Transit Company (CRT), a privately owned firm. In 1947, the newly formed Chicago Transit Authority (CTA), an independent governmental agency, took over the CRT "L" and CSL streetcar system operations. The CTA purchased the assets of the Chicago Motor Coach Company in 1952, unifying the public transportation system in Chicago and its surrounding suburbs. The CTA soon began making changes to the city's public transportation system. Under the CTA's purview, new "L" lines were constructed, existing lines were extended or renovated, and others were closed.

In 1949, plans were underway to begin construction of the Congress Expressway, which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line was demolished to

accommodate the expressway; in its place, a new rapid transit line was constructed in the expressway median. During construction, the Garfield Park Line was rerouted to a temporary ground-level operation next to Van Buren Street between Sacramento and Aberdeen Streets. Stops between Halsted and Kedzie Streets on the temporary line were closed. The Chicago Aurora & Elgin Railroad interurban had difficulties accessing the temporary line, cutting their service back to Des Plaines Avenue and eventually ending passenger service in 1957.

On June 22, 1958, the CTA opened its first newly designed rapid transit line, the Congress Line, from Forest Park on the west end to the Dearborn Street Subway at LaSalle/Congress station, to Logan Square on the east end. Initially called the West Side Subway, the Congress Line replaced the elevated Garfield Park Line, which was more than fifty years old. At a route length of 8.7 miles, the Congress Line had fourteen stations, three of which have since been abandoned, and was linked with the CTA Douglas branch. In 1994, the CTA changed its route names to color designations and the Congress Line became the Forest Park branch of the longer 26.93 - mile-long Blue Line.

Commonwealth Edison

The “L” system is powered by substations that convert electricity from the local power utility to usable direct current volts. The Commonwealth Edison Kolmar Substation is one of these substations, owned and operated by the Commonwealth Edison (ComEd) power company. The company was founded as the Western Edison Light Company in 1882 after Thomas Edison invented a practical lightbulb. The company became the Chicago Edison Company in 1887. Samuel L. Insull, president of the company in 1892, founded a second utility company, the Commonwealth Electric Light and Power Company, in 1897. He merged the two companies in 1907 and created the Commonwealth Edison Company. The new Commonwealth Edison Company had a monopoly on the electric utilities of the growing city of Chicago. This included servicing the growing “L” industry with substations scattered along the routes. The company survived the Great Depression, though Insull went bankrupt. Chicago granted Commonwealth Edison a 42-year contract with the city after World War II, and over the following decades, the company grew to become a nationwide nuclear power plant operator. Commonwealth Edison merged with Unicom in 1994, and Unicom merged with PECO Energy Company in 1999 to from Exelon. Today, ComEd continues to serve the Chicago area under the Exelon corporate name .

Chicago Substations

Commonwealth Edison substations in Chicago served an important role in the development of transportation in Chicago. The “L” system was the impetus for growth in neighborhoods such as Garfield Park, allowing residents of the community to commute into downtown Chicago for work. Much like the Commonwealth Edison Kolmar Substation, early and mid-twentieth century substations were largely replaced in the late twentieth century by the CTA, and many have been demolished.

Other extant substations in the Chicago area include in-service and out-of-service branches. The Franklin substation, located at 321 South Franklin Avenue, features Neoclassical architectural details and continues to service the Elevated Loop. The tall Art Moderne substation designed by Holabird & Root at 115 North Dearborn Street (1931) still houses electrical equipment. The Clifton substation, located at 4401 North Clifton Avenue, remains a Commonwealth Edison substation but was replaced by a separate CTA substation in the mid-1970s. It has a similar footprint to the ca. 1918 Commonwealth Edison Kolmar Substation , and retains much of its original fenestration pattern and Art Deco and Prairie Style details. The School Street substation, located at 6405 West School Street, also remains a Commonwealth Edison substation but was decommissioned as a CTA substation. The station is also similar in footprint to the ca. 1918 Commonwealth Edison Kolmar Substation, and its Beaux Arts and Tudor-Revival architectural details and original fenestration pattern remain largely intact.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

Historic Resources Survey

RESOURCE TYPE Property — Commonwealth Edison Kolmar Substation
NRHP STATUS Not Eligible — **SURVEY ID** 1-24

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Commonwealth Edison Kolmar Substation was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Commonwealth Edison Kolmar Substation is associated with the Metropolitan West Side Elevated Railroad, which constructed the substation in ca. 1908 to power the Garfield Park branch that serviced the growing West Garfield Park neighborhood in the early twentieth century. This substation is associated with the growth of the area through the arrival of the "L," which provided residents with an efficient and affordable means to travel to employment in Chicago while enjoying the benefits of suburban life. However, numerous additions and replacements to the original ca. 1908 building diminish its ability to convey this association, and therefore, the Commonwealth Edison Kolmar Substation is not eligible for the NRHP under Criterion A.

The substation is not known to be associated with the lives of persons significant in the past. Therefore, Commonwealth Edison Kolmar Substation is not eligible under Criterion B.

The Commonwealth Edison Kolmar Substation is an example of growing and changing infrastructure supporting the "L" and other electric transit operations. A substation is a unique building type in Chicago representing the development of the transportation system in Chicago. Although the ca. 1908 station is one of the oldest extant, over the years, it has experienced extensive alterations that diminish its integrity and alter its historic appearance, including multiple large additions as recently as the 1980s and the demolition of a significant portion of the original building. The original ca. 1908 converter station is almost completely obscured by additions. Though it retains modest vernacular architectural detail, the Commonwealth Edison Kolmar Substation is utilitarian in design and has been substantially altered by non-historic openings and additions. Better examples of intact substations remain in Chicago that have kept their original form and have greater architectural detail. The Commonwealth Edison Kolmar Substation does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the Commonwealth Edison Kolmar Substation is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 1 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade of ca. 1980 CTA substation (at right), north side elevation of ca. 1908 converter station (at center), and east-facing facade of ca. 1918 addition from South Kol

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 2 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade and north side elevation of ca. 1980 CTA substation from South Kolmar Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 3 - Commonwealth Edison Kolmar Substation



Facing southwest to north side elevation of ca. 1908 converter station (at center) and east-facing facade of ca. 1918 addition (at center, left) from South Kolmar Avenue

Photo 4 - Commonwealth Edison Kolmar Substation



Facing west to east-facing facade of ca. 1918 addition (at right, center) and ca. 1950 addition (at left)

Photo 5- Commonwealth Edison Kolmar Substation



Facing west to the central entrance on east-facing facade of ca. 1918 addition

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 6- Commonwealth Edison Kolmar Substation



Facing west to east-facing facade of the ca. 1950 addition

Photo 7- Commonwealth Edison Kolmar Substation



Facing northeast to west side elevation and south rear elevation

Figure 1 - Comparative Examples



Top Left Photo: 4401 North Clifton Avenue (Cook County Assesor's Office); Top Right Photo: 321 South Franklin Avenue (Google Maps November 2015); Bottom Left Photo: 6405 West School Street; Bottom Right Photo: 115 North Dearborn Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Map - Commonwealth Edison Kolmar Substation



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Historic Resources Survey

RESOURCE TYPE Property — St. Eulalia Church
NRHP STATUS Eligible — **SURVEY ID** 1-36

NAME
St. Eulalia Church

OTHER NAME(S)
N/A

STREET ADDRESS
1851 South 9th Avenue

CITY
Maywood

OWNERSHIP
St. Eulalia Parish

TAX PARCEL NUMBER
15-14-300-025-0000, 15-14-300-012-0000

YEAR BUILT
1964

SOURCE
St. Eulalia Parish, "Brief History."

DESIGNER/BUILDER
Gaul & Voosen

STYLE
Neo-Formalism

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
St. Eulalia Church is located at the southeast corner of Bataan Drive and South 9th Avenue. A church-related school and parsonage are also located on the block, but the 1964 church building is the subject of this determination of eligibility. Other buildings on the parcel were not evaluated as part of this assessment.

St. Eulalia Church is a Neo-Formalist church design built in 1964. The open congregation plan results in a tall, single story with an open interior space. The side elevations are dominated by a striking round-arch colonnade. The church embodies mid-century Modernist architectural ideals and is an excellent example of the Neo-Formalist style of architecture as applied to a religious building.

The north elevation that faces Bataan Drive has three bays that are each surrounded by an individual projecting concrete gable frame. The bays on each end are filled with concrete panels that are slightly irregularly arranged, resulting in a dimensional surface. The center bay contains a set of double pedestrian doors with a centrally placed cross that is inset in concrete panels. The top of the cross, which is formed from pale blue painted metal, is located above the doors, and the bottom is integrated into the door design, which results in a door design that is well-incorporated into the greater building concept. Full-height, multi-pane stained glass windows, executed in a geometric motif and inset in small panes with metal frames flank the entrance. The underside of the projecting concrete gable form in the central bay is covered with blue mosaic tiles.

The building's east and west side elevations are identical. On these elevations, the building is clad in pale buff-colored brick and dominated by full-height, round-arch colonnades executed in concrete. The brick walls are only partial height, with clear glass panes comprising the round-arch areas formed by the arcade that surmounts the colonnade.

Both side elevations contain projecting, double, metal, pedestrian doors at their south and north ends. The entrances are enclosed in vestibule boxes clad in stone with copper coping. An attenuated cross adorns each door. Three-pane vertical glass sidelights flank the entrances. The central bays feature vertical bands of multi-pane stained glass in both geometric and allegorical arrangements that extend to the full brick-wall height. The stained glass bands alternate with partial-height, concrete-panel projecting bays that are adorned with simple incised centrally placed crosses. The flat roofs of these projecting bays are topped with copper.

The south rear elevation contains a single-story extension with a semi-circular footprint. This portion of the

church is largely devoid of openings or ornament with the exception of brightly colored square glass blocks that are arranged randomly. Cement coping tops the wall and surrounds the flat roof.

The undulating roof form results from the rounded arches that are present on the side elevations. The reinforced concrete shell roof is covered in synthetic sheathing.

The interior of St. Eulalia Church could not be accessed as part of this survey. However, research indicates that Kramer + Olson Architecture recently completed an interior renovation and restoration for the church. Photographs from 1965 were also identified and reviewed to compare the original conditions to the recent renovation and restoration. Photographs of the restoration work show that the interior retains many original mid-century character-defining features and materials, and has a high degree of integrity.

A stylized bell tower is located northeast of the church building. Constructed of poured concrete in a three-point form, the tall tower is topped with a spire and features panels depicting the crucifixion.

Landscaping around the church is limited to grassy panels and some evergreen foundation plantings. Concrete sidewalks and a parking lot are also adjacent. The church is in an urban setting, and the building and its associated facilities occupy the block on which it is located. The Interstate 290 (I-290) expressway is located directly to the north of the parcel.

HISTORY/DEVELOPMENT

Maywood Community History

Maywood was established in 1869 on the site of two Indian trails and 450 acres of several large farms along the west bank of the Des Plaines River, originally part of a larger area known as Noyesville. It was founded by the Maywood Company, a stock corporation formed by Colonel William T. Nichols and six other Vermont businessmen. The Maywood Company chose the new village's location for its proximity to Chicago, 5.5 miles from that city's west limits, and the presence of the Chicago and Northwestern Railway through the village. When Maywood was established, the Chicago and Northwestern Railway Company agreed to build a depot there and put in sidetracks to facilitate freight transportation. This directly contributed to the village's early boom period and development into a thriving suburban community by the turn of the twentieth century.

The village was named for Colonel Nichols' recently deceased daughter, May, and the 20,000 elm, maple, oak, and ash trees that were planted along all of the village's streets. Following incorporation, the Maywood Company immediately began subdividing the land, made infrastructure improvements, and laid out wide streets in a grid pattern. Building commenced on the north side of the Chicago and Northwestern Railway tracks with no less than thirty houses built on speculation within the year. A post office, school, grocery store, hotel, churches, and a park soon followed. In 1881, the village was formally incorporated.

This suburb housed Chicago workers as well as its own industries, such as Chicago Scraper and Ditcher, an agricultural machinery manufacturer established in 1884, and the Norton Can Works, later the American Can Company, which moved to Maywood in 1885. Maywood's industries were primarily concentrated within the factory district along the north side of the railroad tracks. Public transportation, including the Chicago and Northwestern Railway line and Chicago's rapid transit system, provided service to Maywood's industries and residents and connected the village to Chicago.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veteran's Hospital was founded in Maywood. The American Can Company and various other industries prospered through the Depression and mid-twentieth century. In 1969, the community gained the Loyola University Medical Center. However, the village faced economic decline in the 1970s when the American Can Company, among others, moved out of Maywood and the village's main shopping street, Fifth Avenue, suffered from a declining retail base. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth and Maywood began to rebound from the economic decline of previous decades.

Parish History

On June 13, 1927, George Cardinal Mundelein created the parish of St. Eulalia and appointed the Reverend William F. Owens as its first pastor. Serving the people of Maywood, Broadview and portions of Westchester, Owens quickly established an associated parochial school, which opened in September 1928 with 279 pupils. The Parish and School flourished over the next 40 years, adding a smaller school building across Lexington Avenue in 1963. The school remained an important centerpiece in the community until it closed in 2002 due to declining enrollment.

Under the leadership of Monsignor Martin Muzik, the church launched an ambitious campaign in 1962 to secure funds to expand the church. The existing church accommodated 525 parishioners, and the church hoped to build a sanctuary that would hold up to 1,250 people.

The same campaign, which had a goal of $1 million, also supported expanding school facilities and a new rectory. The church had retained local architecture firm Gaul & Voosen to develop a church that was “unique in design.” The church was to retain the Roman basilica form while incorporating Modern design appeal. Plans also included air conditioning, forced-air heating, a suspended ornamental ceiling, permanent marble altar, free standing baptistry, and concealed lighting.

As built, the new church, which was completed in 1964, strongly resembles a rendering in the Chicago Daily Tribune in 1962.The new church building was built in 1964 and remains in use. Monsignor William Quinn, who was committed to social justice—a cause that remains at the center of the church community today—was named pastor after the death of Monsignor Muzik in 1967.

In 1986, Father James Quinlan was named pastor. Father Quinlan was committed to maintaining and improving the church buildings, and proved to be a gifted fundraiser.

Father Frank Latzko arrived at St. Eulalia in 2004 and under his tenure, the church consolidated with nearby St. James. This change, which was at times difficult, ultimately improved both the enrollment and diversity of the church.

In 2008, Father Carmelo Mendez assumed responsibility as the pastor. He began utilizing the school building as a community center that has taken on an important role in the neighborhood by offering various classes to local residents as well as offering the services of a food pantry and soup kitchen.

Mid-Century Catholic Design Tenets

Thousands of new churches were constructed across the United States in the period between the end of World War II and the late 1960s. This era was one of the largest religious building booms in American history, coinciding with the development of postwar suburbs. Architects designed mid-twentieth century sacred buildings in a wide variety of styles, including modest vernacular examples, traditional styles and forms that referenced both the Colonial and Gothic Revivals, and designs that embraced Modernist design tenets.

Architectural symbolism was a defining factor in nearly all of the styles associated with the eclectic revivals of the late nineteenth and early twentieth centuries. Church steeples pointed heavenward and bell towers called people to worship. However, the Modernist movement discarded nearly all traditional symbolism, instead attempting to express religious identity using new, often abstract forms. The Catholic Church, with a rich tradition of form, imagery, and decoration, found the new language of Modernism quite challenging.

Traditionally, both Catholic and Protestant worship space was basilican in form, with the worship space longitudinally arranged with a long, narrow nave for the laity who sat in two rows separated by a central aisle and faced the chancel where the clergy performed their religious duties. A popular late nineteenth- and early twentieth-century American contrast to this was called the Akron Plan. The worship space in the Akron Plan was akin to an auditorium plan, with the congregation facing a prominent pulpit, sometimes located in the off-center or in the corner of the space. In the 1960s, the central plan, also called church in the round, where the altar was the focus emerged. The central plan was the result of a movement within the church for a more liturgical, or public, worship space where the focus was on the altar rather than on the pulpit only as was common in Calvinist or Evangelical architecture. Postwar religious architecture indicates that mainline Protestantism came to embrace

liturgical worship while American Catholics sought greater participation by the laity.

Established in 1928, the Liturgical Arts Society advocated for improved architecture and art. The society's journal raised awareness of the integration of liturgy, art and architecture while resisting a staid liturgy whereby congregations engaged in repetitive practices or were passive observers witnessing priests conduct services equally devoted to ceremony.

Another stimulus for change was Mediator Dei, a papal encyclical issued by Pope Pius XII in 1947. It suggested a new direction for active participation in the liturgy by the faithful instead of a passive role. It also addressed Modern-era architecture, cautioning that these designs were acceptable only if they were not too radical. The first National Catholic Building Convention was held in 1948. The conference emphasized the modern style over a revival style and embraced an approach to design that was both Catholic and contemporary. The Business and Industry Foundation evolved from the convention, serving to guide support for the massive American Catholic postwar construction program.

Pragmatism was central to Catholic postwar construction, whereby the church plant, consisting of a church, school and rectory, was designed to serve a community that was already part of the Catholic Church. Efficient function and community service was given a high priority.

During the post-war era, many Americans were intrigued by Modern architecture, but people wanted their religious structures to be more expressive or indicative of their use and not easily confused with public architecture, which was also embracing Modernism in governmental and educational buildings. While some of these secular designs were truly remarkable, much of it was undistinguished. Modern-era styles often proved to be cost-efficient and time-efficient to build due to the lack of ornamentation and the use of less expensive materials. Skilled architects were able to create successful designs that incorporated the benefits of Modernism while retaining the sacred appeal that congregants desired. Post-war economic prosperity, changing generational tastes, and American mass-production technology also spurred design changes. In addition, much of postwar construction was so common as to be unremarkable.

Modern Movement

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century.

While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

Modernism and Sacred Architecture

While many Modern-era architects, including some of the more renowned practitioners, experimented with designs for religious architecture, many scholars identify master architects Eliel and Eero Saarinen as the most influential and successful. They brought a sophisticated sense of liturgical design and sacred architecture, which was well-suited for creating a new simplified style of church design that also satisfied a sense of spiritual drama (Howe 2003: 311).

Eliel Saarinen's 1949 design for Christ Church Lutheran uses concrete, wood, brick, and stone with a resulting simplicity that is stunning, ushering in an era of minimalism in sacred architecture. Taking over the mantle from his father, Eero Saarinen became well-known for his simple, sweeping and arching structural curves. The younger Saarinen's inspiration derived from a combination of medieval and modern forms. His church plans used soaring heights, liturgical arrangements, and stained glass that hearkened back to medieval designs, seeking to regain the monumentality if not the ornament of traditional cathedrals (Price 2013:132, 151). His work also established the trend of symbolic rather than realistic expression to elicit emotional responses.

Other trained architects followed the lead of the Saarinens and other master architects who executed high-profile commissions that applied modern concepts to religious buildings. Results were decidedly mixed, with successes and failures. Generally, many designs were solid attempts to integrate new approaches, but budget constraints, client reticence, and a desire to not stray too far into untested design led to designs that did not fully embrace Modern-era forms and materials.

Modern architecture received additional support from the Second Vatican Council (known as Vatican II), which was held in Rome from 1962 to 1965. Religious architecture ideals were described in the Constitution of the Sacred Liturgy (Sacrosanctum Concilium) promulgated by Pope Paul VI in 1963; it was the most influential document to come out of Vatican II. Among the significant changes was the requirement for freestanding altars and the removal of traditional elements, such as altar rails, from worship spaces (Price 2013: 152). Discussions centering on the issue of whether bell towers and steeples remained necessary in designating a building as a church were often heated.

Architects of St. Eulalia Church

The architecture firm of Gaul & Voosen designed the 1964 Neo-Formalist church building for the St. Eulalia Parish. In 1902, Hermann J. Gaul established the firm's earliest iteration as Hermann J. Gaul & Sons. Gaul began his career in Louis Sullivan's office before venturing out on his own. He was known for his ecclesiastical designs, developing architectural plans for numerous Catholic Churches in the Midwest during the first half of the twentieth century.
John C. Voosen joined the firm, and later partnered with Gaul's son, Michael F. Gaul. Educated at the University of Notre Dame, the younger Gaul joined his father's firm upon graduation and assumed responsibility for the business in 1948, the year before his father passed away.

Gaul & Voosen continued the tradition of designing sacred buildings. In addition to their sophisticated Neo-Formalist design for St. Eulalia Church, their other notable Modern-era designs are St. Mary of the Woods (1953) in Chicago, where they were both parishioners; Divine Providence Parish (1958) in Westchester, Illinois; St. Mel-Holy Ghost community center (1961-1962) in Chicago; St. Walter Church's rectory admission center (1963) in Chicago; and St. John Brebauf (1964-1966) in Niles, Illinois. The partners worked skillfully in a range of Modern-era designs, including various interpretations of Neo-Formalism, Expressionism, and the International Style for these church buildings. They also designed libraries, hospitals, and university buildings, employing Modern-era designs for these clients as well.

As a whole, the firm's body of work is a refined collection. Unlike other Modern-era buildings that were undistinguished, Gaul & Voosen employed unique elements, forms, and high-quality materials that resulted in successful designs that conveyed importance, permanence, and for their sacred buildings, a sense of spirituality in ways that were new and interpretive at the time.

In 1968, Voosen's son, also named John C. Voosen, joined the firm. However, by the mid-1970s, the Voosens

had left the partnership to form their own eponymous firm. Michael F. Gaul went on to serve as a consultant architect and engineer for the Chicago Archdiocesan Cemetery Association, where he was widely respected for his professional skills.

Neo-Formalism and Modern-Era Architecture

In the 1950s, 60s, and 70s, Modern architecture took many forms in numerous styles, some academically recognized and others less stylistically distinct. As in previous eras, many buildings blended elements of more than one style or adopted only one or two elements of a style. Gaul & Voosen skillfully executed St. Eulalia Church in the Neo-Formalist style of architecture. Generally, high-style examples are characterized by flat, projecting rooflines; smooth wall surfaces; high-quality materials; columnar supports; and strict symmetry. Neo-Formalism, more than other Modern-era styles such as Expressionism or the International Style, evokes classicism in form and motif. However, Neo-Formalism interprets these elements in a way that is wholly new and not simply derivative or revivalist. St. Eulalia Church embodies the tenets of the style. The reserved symmetrical facade that faces Bataan Street is appropriate for a sacred building, while the stately, tall, arched colonnades on the two side elevations evoke classical precedents while eschewing ornament and idealizing mid-century stylized forms.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☑ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

St. Eulalia Church was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

St. Eulalia Church is not associated with significant events in history and is not eligible under Criterion A.

Research did not reveal any significant associations with the lives of persons significant in the past and therefore, St. Eulalia Church is not eligible under Criterion B.

St. Eulalia Church is eligible under Criterion C. It is an excellent example of Neo-Formalism applied to a religious building. The church’s design exemplifies Neo-Formalist design principles, including the use of high-quality materials and symmetry with forms that are derived from classicism, as interpreted during the Modern era. In an era when many church designs still exemplified Colonial Revival precedents or alluded to Modern-era tenets with hesitation, St. Eulalia Church is both a skillful and sophisticated design that embodies Neo-Formalism.

The property was not evaluated under Criterion D as part of this assessment.

Because the church is a religious property, it must also meet Criteria Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. St. Eulalia Church is eligible for its architectural merit as an excellent example of Neo-Formalism and is eligible under Criteria Consideration A.

St. Eulalia Church retains high levels of integrity. It retains integrity of location, setting, design, workmanship, materials, feeling, and association. The period of significance for St. Eulalia Church is 1964, the year of construction.

NRHP BOUNDARY

The NRHP boundary for St. Eulalia Church includes the footprint of the 1964 building, the bell tower, and landscaping on the north, east, and west elevations. This includes portions of legal parcels 15-14-300-025-0000 and 15-14-300-012-0000. This is the historic location of the 1964 building and bell tower and contains all

associated historic features.

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Historic Resources Survey

RESOURCE TYPE	Property	St. Eulalia Church	
NRHP STATUS	Eligible	**SURVEY ID**	1-36

Photo 1 - St. Eulalia Church



Facing southeast to north-facing facade and west side elevation from South 9th Avenue and West Bataan Drive. Bell tower visible at left

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 2 - St. Eulalia Church



Facing south to north-facing facade and west side elevation from West Bataan Drive

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 3 - St. Eulalia Church



Facing southeast to north-facing facade and bell tower from West Bataan Drive

Photo 4 - St. Eulalia Church



Facing west to east side elevation from South 8th Avenue

Photo 5 - St. Eulalia Church



Facing northeast to south rear and west side elevations from South 9th Avenue

Photo 6 - St. Eulalia Church

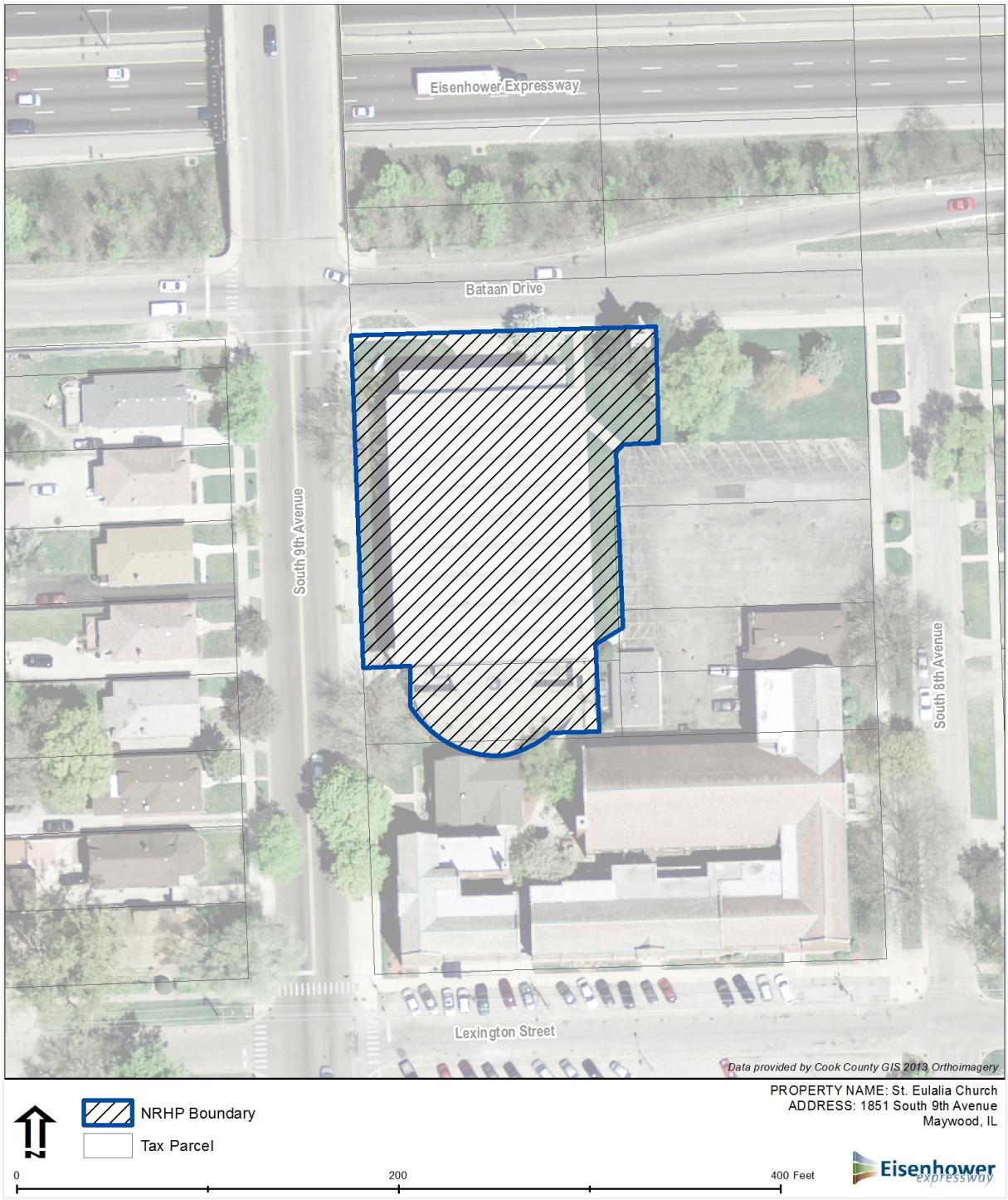


1965 historic photograph of St. Eulalia Church (University of Michigan Library Digital Collections)

Historic Resources Survey

RESOURCE TYPE	Property		St. Eulalia Church
NRHP STATUS	Eligible	**SURVEY ID**	1-36

Map - St. Eulalia Church



PREPARED BY	Stephanie Foell, WSP|Parsons Brinckerhoff		
SURVEY PREPARED	5/9/2016		
LAST MODIFIED	5/11/2016		5/11/2016 2:57:05 PM

Historic Resources Survey

RESOURCE TYPE Property — Eisenhower Tower
NRHP STATUS Not Eligible — **SURVEY ID** 1-37

NAME
Eisenhower Tower

OTHER NAME(S)
Intercontinental Center

STREET ADDRESS
1701 South 1st Avenue

CITY
Maywood

OWNERSHIP
Imperial Realty

TAX PARCEL NUMBER
15-14-210-013-0000

YEAR BUILT | SOURCE
1973 | Emporis, "Eisenhower Tower."

DESIGNER/BUILDER
George Schipporeit, Schipporeit, Inc. Architects/Planners

STYLE
International Style

PROPERTY TYPE
Commerce

FOUNDATION
Concrete

WALLS
Glass

ROOF
Built-Up

DESCRIPTIVE NOTES
Eisenhower Tower is a thirteen-story office building completed in 1973. The exterior is a curtain wall with alternating bands of dark glass windows and metal spandrel panels with no architectural ornament. The building is an interesting example of the International Style of architecture. It is located on the northeast corner of Harrison Street and South 1st Avenue in Maywood, Illinois.

Eisenhower Tower has a square footprint and is essentially identical on all elevations. Concrete pilotis at the ground floor support the upper stories, which are slightly cantilevered at an equal distance over the pilotis on all sides. The exterior of the ground floor is clad in black glass and metal panels. Entrances consist of glazed pedestrian doors. The upper stories are clad in horizontal bands of black glass windows that are individually oriented vertically and are set in metal frames. Narrow horizontal bands of metal spandrel panels alternate with the bands of windows. Throughout the building, only a few windows have been replaced, some with a two-pane vertical configuration and some with a four-pane horizontal replacement. These alterations are minimal and do not detract from the overall impact of the repetitive window design. The building is devoid of any other architectural detail or ornament.

The flat roof is covered in built-up roofing. A mechanical room, also with a flat roof, covers a portion of the roof.

A single-story, flat-roof hyphen clad in bronzed dark glass set in black metal frames extends from the north of the building's first story. The hyphen connects to a single-story concrete parking structure to the north.

Eisenhower Tower is located directly north of Interstate 290 (I-290). Landscaping directly around the building consist of grass panels and deciduous trees. Parking lots surround the building on its west, south, and east sides.

HISTORY/DEVELOPMENT
Maywood Community History

Maywood was established in 1869 on the site of two Indian trails and 450 acres of several large farms along the west bank of the Des Plaines River, originally part of a larger area known as Noyesville. It was founded by the Maywood Company, a stock corporation formed by Colonel William T. Nichols and six other Vermont businessmen. The Maywood Company chose the new village's location for its proximity to Chicago, 5.5 miles from that city's west limits, and the presence of the Chicago and Northwestern Railway through the village. When

Maywood was established, the Chicago and Northwestern Railway Company agreed to build a depot there and put in sidetracks to facilitate freight transportation. This directly contributed to the village's early boom period and development into a thriving suburban community by the turn of the twentieth century.

The village was named for Colonel Nichols' recently deceased daughter, May, and the 20,000 elm, maple, oak, and ash trees that were planted along all of the village's streets. Following incorporation, the Maywood Company immediately began subdividing the land, made infrastructure improvements, and laid out wide streets in a grid pattern. Building commenced on the north side of the Chicago and Northwestern Railway tracks with no less than thirty houses built on speculation within the year. A post office, school, grocery store, hotel, churches, and a park soon followed. In 1881, the village was formally incorporated.

This suburb housed Chicago workers as well as its own industries, such as Chicago Scraper and Ditcher, an agricultural machinery manufacturer established in 1884, and the Norton Can Works, later the American Can Company, which moved to Maywood in 1885. Maywood's industries were primarily concentrated within the factory district along the north side of the railroad tracks. Public transportation, including the Chicago and Northwestern Railway line and Chicago's rapid transit system, provided service to Maywood's industries and residents and connected the village to Chicago.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veteran's Hospital was founded in Maywood. The American Can Company and various other industries prospered through the Depression and mid-twentieth century. In 1969, the community gained the Loyola University Medical Center. However, the village faced economic decline in the 1970s when the American Can Company, among others, moved out of Maywood and the village's main shopping street, Fifth Avenue, suffered from a declining retail base. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth and Maywood began to rebound from the economic decline of previous decades.

Modern Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

The International Style

Eisenhower Tower is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern

Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office buildings throughout the United States from the 1950s through the 1970s. Eisenhower Tower is a late example.

Architect George Schipporeit

George Schipporeit (1933-2013) designed Eisenhower Tower, which was initially called the Intercontinental Center. Schipporeit attended the Illinois Institute of Technology (IIT) from 1955-1957 and was a student of Ludwig Mies van der Rohe, dropping out before graduation to work for Mies from 1957-1960. Mies was reportedly impressed with Schipporeit's drawing skills and initially paid him ninety cents per hour. While at Mies' office, he worked on the Lafayette Park urban redevelopment complex in Detroit and three residential towers in Newark, New Jersey. He then went on to work for New York developer Hartnett-Shaw, Inc. in 1963 and then formed a partnership with John Heinrich, an IIT classmate. Lake Point Tower (1968) is his most well-known and first commission in Chicago. He and Heinrich were co-designers of the building, which was inspired by an unrealized Mies design. The 70-story, Y-shaped, high-rise was the first skyscraper with curved glass walls and the tallest residential high-rise until 1993. It is also notable for being the only building east of Lake Shore Drive. Schipporeit received an American Institute of Architects National Honor Award (1970) for Lake Point Tower, and the AIA's Chicago Chapter 25-Year Award, also for Lake Point Tower, which honors "design of enduring significance."

He later formed Schipporeit, Inc. Architects/Planners in 1970, and it was during that time that he developed the plan for the Intercontinental Center, which was renamed Eisenhower Tower approximately twenty years ago.

Schipporeit was also a longtime associate professor at IIT where he established the International Center for Sustainable New Cities; was chairman of the Department of Architecture; and twice served as the College of Architecture's interim dean in the 1990s. While Lake Point Tower was by far his best-known work, other projects include the IBM self-park garage at 401 North State Street and Asbury Plaza at 750 North Dearborn Street, both in Chicago; the former Searle headquarters in Skokie, Illinois; and the Chase Building and One Rotary Center in Evanston, Illinois.

Eisenhower Tower Building History

Constructed in 1973 as the Intercontinental Center, Eisenhower Tower is a multi-story office building that embodies the design principles of the International Style. The building is currently occupied by various offices/tenants, including the Cook County Department of Public Health; Illinois Department of Human Services – Maywood Women, Infants, and Children; and Maywood Workforce Center Employment & Employer Services, among others.

NRHP STATUS — DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Eisenhower Tower was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Eisenhower Tower is not associated with significant events in history and is not eligible under NRHP Criterion A.

Eisenhower Tower is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building is named for President Dwight Eisenhower, it derives its name as a locational reference to its proximity to I-290, the Eisenhower Expressway. The building was originally named the Intercontinental Center and is not associated with President Eisenhower's productive life.

Eisenhower Tower is significant under Criterion C. It is a good example of the International Style of architecture, a popular style in Chicago in the 1960s and early 1970s. The building embodies character-defining features including the absence of architectural ornamentation; a box-like shape; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials. Eisenhower Tower retains a high level of integrity of location, design, setting, materials, workmanship, association, and feeling.

The property was not evaluated under Criterion D as part of this assessment.

Because Eisenhower Tower is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Eisenhower Tower is a good example of the International Style of architecture, but it is a late interpretation of the style. Research did not indicate that it was influential in Chicago, an omphalos of excellent International Style buildings, or elsewhere. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Eisenhower Tower is not an exceptionally important example of architecture. At the time of its construction, many private office buildings and public buildings with similar appearances—box-like forms with bands of windows—were being built. While the building remains a good example of the style, it cannot be classified as an exceptional example when evaluated comparatively as required for assessments for properties that are less than fifty years of age. The building is also not a fragile or short-lived resource and therefore it is not eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, upon reaching fifty years of age, the building may be eligible for the NRHP under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met. It should be re-evaluated in the future after reaching fifty years of age.

Therefore, Eisenhower Tower is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 1 - Eisenhower Tower



Facing east to west-facing facade from South 1st Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 2 - Eisenhower Tower



Facing east to west-facing facade from South 1st Avenue

Photo 3 - Eisenhower Tower



Facing northwest to south side and east rear elevations from West Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 4 - Eisenhower Tower



Facing southwest to east rear and north side elevations from south rear parking lot

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 5 - Eisenhower Tower



Facing southeast to north side and west-facing facade from South 1st Avenue

Historic Resources Survey

RESOURCE TYPE	Property		Eisenhower Tower
NRHP STATUS	Not Eligible	**SURVEY ID**	1-37

Map - Eisenhower Tower



Property Boundary

Tax Parcel

0 200 400 Feet

PROPERTY NAME: Eisenhower Tower
ADDRESS: 1701 South 1st Avenue
Maywood, IL

PREPARED BY	Stephanie Foell, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	5/9/2016	
LAST MODIFIED	5/11/2016	5/11/2016 2:50:42 PM

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Historic Resources Survey

RESOURCE TYPE Property — Michele Clark High School
NRHP STATUS Not Eligible — **SURVEY ID** 1-38

NAME
Michele Clark High School

OTHER NAME(S)
Austin Middle School; Michele Clark Middle School; Michele Clark Magnet High School

STREET ADDRESS
5101 West Harrison Street

CITY
Chicago

OWNERSHIP
Chicago Public Schools

TAX PARCEL NUMBER
16-16-400-026-0000

YEAR BUILT
1972

SOURCE
Michele Clark Academic Preparatory High School, "History of the School."

DESIGNER/BUILDER
Vickrey, Wines Associates, Inc.

STYLE
International Style

PROPERTY TYPE
Education

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Michele Clark High School is a 1972 school building that was designed with elements of the International Style. The two-story building is clad in alternating areas of dark polychrome brick and black glass with metal spandrels. The school has a cruciform footprint with two interior courtyards and a flat roof. The appearance, form, and materials are consistent on each elevation. The school is located on the western half of the block bound by West Harrison Street, South Laramie Avenue, South Lavergne Street, and West Flournoy Street.

The symmetrical facade faces north on West Harrison Street and consists of five bays. The central bay is a projecting brick wall that has no openings. The brick is a polychromatic mix of red, grey, and black with “Michele Clark Magnet High School” spelled out in metal letters on the wall. Two recessed hyphens flank the central bay, and are clad in a dark reflective glass with many small panes inset in anodized metal frames. Pedestrian entrances with double metal doors are present on the hyphens; the entrances are sheltered by flat-roof marquees. The end bays project slightly from the hyphens, but are still set back substantially from the brick center bay. The end bays are clad in bands of horizontal glass windows that alternate with metal spandrel panels.

The east and west side elevations are identical. Each elevation has three bays: a central bay with alternating bands of horizontal glass windows and metal spandrel panels and flanking bays of uninterrupted brick walls.

The south rear elevation is very similar in design to the side elevations, with the exception that the ratio of brick to glazed surface is smaller, and the central bay with windows and spandrels is taller and projects above the flanking brick bays.

The building’s exterior within the courtyards is clad in the same horizontal glass windows with alternating spandrels. Landscaping within the courtyards consists of deciduous trees and foundation plantings as well as hardscape features.

The flat roof is covered with built-up roofing and contains various ventilators and HVAC equipment.

Michele Clark High School is in an urban setting and is located directly north of Interstate 290 (I-290). The grounds are landscaped with grass panels, deciduous trees, foundation plantings, and raised concrete planters with evergreen shrubs. A parking lot is located southeast of the building and tennis courts are to its east.

HISTORY/DEVELOPMENT

Austin Community History

Austin is Community Area 25, encompassing the Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, seven miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in South Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century, large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In North Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while South Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

Modern Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and

construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

The International Style

Michele Clark High School is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s. Michele Clark High School is a late example.

Chicago Schools History

Chicago's earliest schools were modest buildings dating to the early nineteenth century. Schools provided basic education but also served other purposes to students in the community, including monitoring health and physical development, providing vocational training, acclimating immigrants to America, and addressing problems of social and economic inequality. Chicago's first schools were established in the early 1830s, as the small settlement of Chicago began to expand. By 1850, less than a fifth of eligible children were enrolled in public schools. Larger numbers attended private and parochial schools, but thousands did not enroll at all. Public school classes remained large, often conducted in poorly maintained rooms and with inadequate materials.

During the 1850s and 1860s, progressive reformers worked diligently for improved teachers, a longer school year, smaller class sizes, and better facilities. Chicago gradually developed a system of public education similar to those in large cities elsewhere in the country. In 1872, the state legislature established a Board of Education to oversee all aspects of public education in the city. Throughout the end of the nineteenth century, school enrollment skyrocketed, and the system struggled to improve instruction. Administrators supported efforts to encourage teachers to provide a variety of opportunities and approaches, and to support critical and analytical thought in students.

In the early twentieth century, reformers established new experiential curricula, community programs linked to the schools, and teachers' councils and officials recommended ways of improving the welfare of students. Particular attention was given to exercise and children's physical development. As Chicago's immigrant population expanded, the schools were called upon to assist in its assimilation into American life and to teach loyalty and support of American principles and institutions.

In the 1910s, Chicago's public schools entered a period of enrollment stability at about 400,000 students, and an era of corruption and controversy over issues ranging from the curriculum to school finance. This continued through the 1940s. Suburban communities grew steadily after World War I, and their school systems began to gain public favor. In the 1940s, the ongoing crisis over mismanagement of the Chicago Public Schools resulted in an investigation by the National Education Association and regional accreditors threatened sanctions.

In the post-World War II era, the economy thrived and Chicago schools embarked on a building campaign that added significantly to the system's capacity. Enrollments surged, peaking at nearly 600,000 in the 1960s.

Specialized vocational training, arts education, and new services, such as free summer programs and expanded guidance counseling were offered. Salaries for teachers increased, but budgets were stable and political interference was minimal.

Also at this time, audio-visual technology enabled teachers to introduce new methods of teaching into everyday instruction. Films, visual aids, and scientific experimentation equipment all contributed to changes in education. At the same time, racial inequality in education was becoming more apparent to the greater public. Schools in African-American neighborhoods were overcrowded and in disrepair.

Leadership attempted to develop integration plans that would send black students to predominantly white schools and hostile demonstrations erupted. The failure of initiatives led to threatened federal intervention, resulting in a 1980 consent decree and school desegregation plan. Also at this time, the enrollment of white school children plummeted as white Chicagoans were moving to the suburbs or enrolling their children in private or parochial schools.

Suburban communities grew rapidly in the postwar period, and their school systems were praised for quality educational offerings. School districts in these areas, funded by an expansive local economy and an electorate willing to invest substantially in education, were able to accommodate the rapid suburban growth. Beginning in the early 1960s, the differences between schools in the city and the suburbs became more apparent as newer suburban facilities and better funding resulted in superior schools.

In the 1980s, declining enrollments, escalating costs, and poor performances on standardized tests, contributed to a perception of failure. In the fall of 1987, U.S. Secretary of Education William Bennett declared Chicago's public schools the “worst in the nation.” A coalition of community groups, business leaders, and reformers helped to draft a series of proposals to transform the schools. Passed by the state legislature in 1988, the Chicago School Reform Act created a Local School Council for each of the system's schools. Consisting of parents, community members, and educators, these improved public confidence in the system, although problems remained.

The Chicago Public Schools continue to experience profound demographic changes and organizational issues. The suburban districts enjoy substantial advantages, and the region's private schools serve a largely white and affluent clientele, while urban schools are largely black and Hispanic. By 2000, more than three-quarters of Chicago's public school students were from low-income or poor families. Educational opportunities are highly unequal across the region and improving this situation remains a challenge.

Michele Clark High School History

Michele Clark High School originally opened in 1972 as Austin Middle School. The school was built and financed by the Public Building Commission, which leased the building to the school board. The architect of record was Vickrey, Wines Associates, Inc., a Chicago firm headed by Wilmont Vickrey, who established the office in 1969.

The Public Building Commission of Chicago was established on July 25, 1956. Organized under the Public Building Commission Act passed by the Illinois State Legislature in 1955, this act provided that any county or county seat in the state may organize a Public Building Commission, with the power to issue revenue bonds for the construction of government buildings. In 1968, the Chicago Board of Education requested that the Public Building Commission build a number of school projects. Subsequently, it was decided to develop the recreation facilities for many of these schools through a cooperative agreement with the Chicago Park District as a joint School-Park Program. The School-Park Program encompassed 26 projects that served almost 40,000 students in eight new high schools, five high school additions, three new middle schools and ten new elementary schools - all built within a five-year period. Austin Middle School was one of these projects. In 1969, the school board approved plans to purchase a 5.7-acre parcel of land for the school, and in 1970, the Board of Education approved sites for three West Side schools to be built under cooperative agreement with the Public Building Commission. Austin Middle School was to have a 1,500-pupil capacity and include recreational area in cooperation with the Chicago Park District. Architectural meetings started in 1970 with a September 1971 completion scheduled. Later in 1970, Chicago Public Building Commission authorized issuance of revenue bonds to build schools. The school was completed and opened in 1972.

The school was renamed in 1974 as Michele Clark Middle School to honor a Chicago-based journalist who was killed in a plane crash in December 1972. Clark, an Indiana native, was the first African-American woman to be a CBS television network correspondent. Her most prominent assignment involved covering the 1972 presidential primaries.

The Public Building Commission of Chicago renovated the school in 1992, primarily removing asbestos, and again in 1996. In 2002, the school transitioned into a high school when its first ninth-grade class was added. In 2013, the school became one of five Early College STEM (science, technology, engineering, mathematics) schools, offering specialized classes and opportunities to students. High-profile corporate partners provide mentors, internships, and feedback on curricula so students are well-prepared for higher education and employment. The school now serves grades 6-12 and is known as Michele Clark Academic Preparatory Magnet High School.

Vickrey, Wines Associates, Inc.

The architect of record for Michele Clark High School, built as Austin Middle School, was Vickrey, Wines Associates, Inc. Established in 1969, shortly before the school commission and with Wilmont “Vic” Vickrey as one of the name partners, the firm has gone through several iterations with various names since that time, including Vickrey, Ovresat, Awsumb Associates and VOA, which remains in practice with Vickrey still actively engaged in project work that includes planning, design, and project management, primarily in the entertainment and cultural markets. Vickrey is a fellow of the American Institute of Architects and board member and past president of the Chicago Architecture Foundation.

NRHP STATUS — DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Michele Clark High School was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

Michele Clark High School is not associated with significant events in history and is not eligible under NRHP Criterion A.

The school is also not associated with persons significant in the past and is not eligible under Criterion B. While the high school was named to honor Michele Clark and her accomplishments, it is not associated with her productive life and she did not attend classes or teach at the school.

Michele Clark High School is significant under Criterion C. It is a good example of the International Style as applied to an educational building. The building successfully employs bands of glass and box-like forms, both hallmarks of the International Style, with Miesian design tenets that are common in the Chicago area. The school retains a high level of integrity of location, design, setting, materials, workmanship, feeling, and association.

The property was not evaluated under Criterion D as part of this assessment.

Because Michele Clark High School is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Michele Clark High School is a good example of the International Style of architecture applied to a school

building, but it is a late interpretation of the style. Research did not indicate that it was influential in Chicago, an omphalos of excellent International Style buildings, or elsewhere. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Michele Clark High School is not an exceptionally important example of architecture. At the time of its construction, many public and private school buildings with similar appearances—box-like forms with bands of windows—were being built. While the building remains a good example of the style, it cannot be classified as an exceptional example when evaluated comparatively as required for assessments for properties that are less than fifty years of age. The building is also not a fragile or short-lived resource. Furthermore, Wilmont Vickery, whose firm was the architect of record, is still practicing and producing new work, so it is not possible to accurately assess the significance of the building within Vickery's canon of work, which is still developing. Therefore, Michele Clark High School is not eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, upon reaching fifty years of age, the building may be eligible for the NRHP under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met. It should be re-evaluated in the future after reaching fifty years of age.

Therefore, Michele Clark High School is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 1 - Michele Clark High School



Facing southeast to north-facing facade and west side elevation from West Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 2 - Michele Clark High School



Facing east to north-facing facade's central bay from west side elevation

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 3 - Michele Clark High School



Facing southwest to north-facing facade and east side elevation from West Harrison Street

Photo 4 - Michele Clark High School



Facing west to east side elevation from tennis courts near West Harrison Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 5 - Michele Clark High School



Facing northwest to south rear elevation from West Flournoy Street

Photo 6 - Michele Clark High School



Facing northwest to south rear elevation's central bay from West Flournoy Street

Photo 7 - Michele Clark High School



Facing northeast to south rear elevation from West Flournoy Street

Historic Resources Survey

RESOURCE TYPE	Property	Michele Clark High School	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-38

Photo 8 - Michele Clark High School



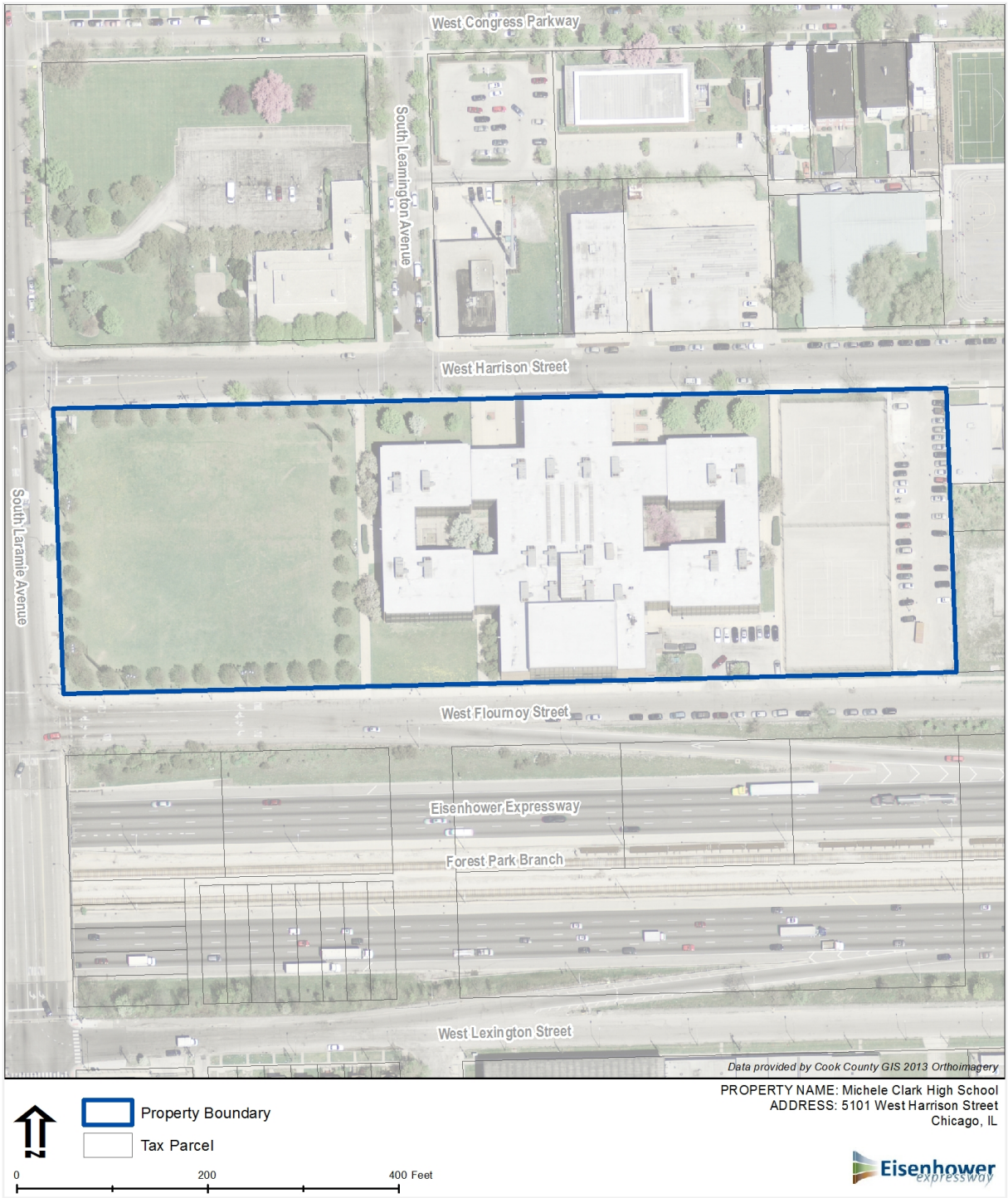
Facing east to west side elevation

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Map - Michele Clark High School



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 5/10/2016
LAST MODIFIED 5/11/2016

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Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

NAME

West Lexington Street District

OTHER NAME(S)

N/A

CITY

Chicago

APPROXIMATE BOUNDARIES

West Lexington Street, roughly bounded by South Cicero Avenue to the east and South Lavergne Avenue to the west. Includes all buildings located on the south side of the street.

DATES OF DEVELOPMENT

1906-1950

DESCRIPTIVE NOTES

The West Lexington Street District is located on West Lexington Street between South Lavergne and South Cicero Avenues. All buildings are located on the south side of the street; buildings on the north side of the street were demolished or moved to accommodate the construction on Interstate 290 (I-290), which is a dominant presence within the district. Landscaping in the district in minimal. Buildings are setback slightly from the street and are separated by narrow grass panels. A few deciduous street trees are present on the block and a few houses have evergreen shrubbery or foundation plantings.

There are twenty-eight buildings within the area surveyed. These buildings consist of five basic forms: two-flats, Chicago bungalows, Colonial Revival Foursquare derivations, Chicago worker's cottages, and one multi-family apartment building.

The buildings within the district were constructed between 1906 and 1950, with the majority constructed in 1906 and 1946 specifically. Most of the buildings have been substantially altered by the installation of incompatible replacement windows; application of vinyl siding; porch enclosures; and additions. Seven buildings, all two-flats, in the district were moved to their present location from the north side of West Lexington Street when I-290 was constructed.

The buildings will be described collectively by type.

Chicago Worker's Cottages

A disparate collection of Chicago worker's cottages are located within the district at 4855, 4901, 4903, 4907, 4909, 4911, 4915, 4917, and 4919 Lexington Avenue. They were built between 1906 and 1907 and are the most substantially altered in the district. The cottages all have front-facing gable or gambrel forms and are one-and-one-half-story in height. The roof pitches and heights vary slightly from building to building. Exterior materials include some original brick, but most have been covered in vinyl siding, which has obscured original architectural detail. Most have asymmetrical facades with side hall entrances, but some have been reconfigured to have central entrances above raised basements. These entrances are all reached by small flights of stairs.

Several have first-story additions on the facades; these may be enclosed porches that were added then later enclosed. These alterations are particularly obtrusive as they obscure the buildings and also alter the consistent setback of buildings on the street. Other buildings have first and second-story porches or decks, as well as second-story additions on their side elevations. Replacement windows are prevalent throughout and are one-over-one vinyl configurations.

Two-Flats

Two-flat apartment buildings are located at 4927, 4931, 4935, 4937, 4939, 4943, and 4945 Lexington Street. The buildings were all built in 1930 but were moved in 1954 in preparation for the construction of I-290. They are

nearly identical in form, and all are executed in brick, although the brick color varies from building to building. The two-flats have an asymmetrical facade with a recessed side entrance that is reached by a small flight of stairs above the raised basement. Windows at the basement level are all filled in with glass block, brick, or concrete block. The entrances all have limestone surrounds and are topped with cartouches. Other limestone trim is featured in keystones, decorative blocks, sills, and beltcourses. Decorative brickwork is located above the second-story windows on the recessed portion of the facade. The three-bay projecting portions of the facade contain larger bay windows flanked by smaller windows. All of the buildings have replacement windows throughout. The flat roofs feature parapet walls with pediment forms topped with limestone coping.

Chicago Bungalows

The houses at 4815, 4819, 4823, 4825, and 4831 are Chicago bungalows or derivations of the type, which was a modest early twentieth-century house form. There is some slightly conflicting information on the construction dates, but it appears as if these buildings were all built in 1946. Although all of these houses have been substantially altered, their common house form remains discernible. They are one-and-one-half-story, cross-gable buildings with asymmetrical facades. All are clad in brick, although the shade and consistency of color varies from building to building and some of the facades have been covered in new brick. The houses all have raised basements, and first-story entrances are reached by a small flight of stairs; all doors have been replaced. Gable-on-gable entrance bays project slightly and bay windows are located next to the entrance bays. Contrasting areas of limestone and formstone have been applied for decorative detail. Common areas for this ornamentation include around doors, below bay windows, and as lintels above windows in the front gables. All of the windows on each of the buildings have been replaced, primarily with incompatible one-over-one vinyl replacement configurations or single-pane fixed configurations in the bay windows. Second-story additions obscure the original form of some houses. Most of the buildings retain their tall brick chimneys. Roofs are covered with asphalt shingles.

American Foursquare Derivations

The West Lexington Street District contains altered and largely unornamented houses that are derivative of American Foursquare designs and show a slight Colonial Revival influence. They are located at 4833, 4837, 4841, 4843, 4847, and 4851 Lexington Street and they were built between 1946 and 1950. The buildings are all clad in brick, although the colors vary from building to buildings. The brick is laid in a running bond pattern; the only decorative brickwork consists of a soldier course above the first-story windows. Brick on secondary elevations is of a lesser quality. The houses are two stories with asymmetrical facades topped by pyramidal roofs. Box-like in form, these buildings have square footprints and minimal architectural ornamentation. They have raised basements and their side entrances are reached by small flights of stairs. The entrance bays are articulated with projecting gable-front vestibules. Decorative alterations proliferate around entrances and are the only distinguishing ornament. Contrasting stone and formstone are the most common elements. Doors have been replaced or are obscured by metal security doors. First story windows are hung in triplicate and have concrete sills. Two evenly placed windows are on the second story. The majority of windows on these buildings have been replaced with one-over-one vinyl configurations although a few original windows are present on a few buildings. Shutters are missing on many buildings, leaving outlines indicating their original locations. Asphalt shingles cover the roofs.

Apartment Building

A single multi-family apartment building, constructed in 1933, is located in the district at 733 South Lavergne Street. It is a two-story brick building with a raised basement and an asymmetrical facade. The bricks are laid in a running bond pattern with a single soldier course extending across the facade as a decorative element; soldier courses are also located above some of the windows. A small area is also laid in a basketweave pattern above one set of windows on the second story. The original entrance has been reconfigured and infilled and contains a replacement door. Basement windows have been infilled and windows, which are hung singly and in triplicate, have all been replaced with incompatible one-over-one vinyl configurations. The southernmost bay is devoid of openings. Contrasting limestone decorative elements provide limited ornamentation in the form of moulded sills and hoods on select windows as well as inset geometric blocks and shields. The flat roof has a parapet with battlements topped with limestone coping.

HISTORY/DEVELOPMENT

Austin Community History

Austin is Community Area 25, encompassing the Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, seven miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in South Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century, large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In North Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while South Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

I-290 Eisenhower Expressway

Daniel Burnham and Edward H. Bennett's 1909 Plan of Chicago proposed a west side boulevard along the line of Congress Street. The new boulevard would connect the existing two-block-long Congress Street from State Street to a cultural center of new buildings in Grant Park, a new civic center at Congress and Halsted Streets, and to western parks and suburbs beyond the Chicago city limits. In the late 1920s, the U.S. Post Office chose a site for Chicago's new main post office that would block any future development of the proposed Congress Parkway. Objections from Bennett and the Chicago Plan Commission led to a compromise that left a passageway through the building, which was completed in 1933, and preserved the right-of-way for a future road. A new subway system was also designed to accommodate a future expressway. During this period, plans for Chicago area superhighways continued to advance and a West Side route remained a high priority.

Following an extensive study of alternatives, the city's 1940 Comprehensive Superhighway Plan included a West Side route along the Congress Street alignment and was the city's first priority in establishing a comprehensive superhighway system. In 1940, Chicago City Council allotted $2.2 million for right-of-way, construction, and engineering. In 1942, they authorized the acquisition of the first nine parcels of right-of-way for the West Side superhighway. The state and county took several more years to make a financial commitment to the expressway construction, but agreed in 1945 to each pay a third of the estimated $45 million cost.

City, county, and state funding agreements and World War II delayed construction, but work on Congress was expected to begin quickly once the war was over. However, skyrocketing costs, limited funding, extensive utility relocation, poor subsurface conditions, and the need for agreements with three railroads, the Village of Oak

Park, and a cemetery in the proposed pathway all added time and cost to the project schedule. Railroad tracks, the elevated Garfield Park "L" line, and numerous buildings in the proposed expressway's path were demolished, moved, or altered, displacing thousands of residents, bisecting neighborhoods, and adding to the overall construction costs. A comparative analysis of the 1950 and 1951 Sanborn Fire Insurance Maps with the current 2016 Cook County Assessor tax parcels and 2013 aerial photography was completed to determine the number of buildings that were demolished within the current project limits for the communities of Chicago, Oak Park, Forest Park, Maywood, Broadview, and Bellwood. Building types included single-family homes, flats or larger apartment buildings, garages, small one-story structures, commercial buildings, and factory buildings. In total, within the current I-290 Eisenhower Expressway project limits, there were at least 2,174 or more buildings demolished for the expressway's construction in the 1950s. At least 1,768 buildings or more were demolished in Chicago; additional research indicates 250 buildings within the Chicago Loop were also demolished and in some cases, buildings were moved instead of demolished. In Oak Park, approximately 115 buildings were demolished, while approximately 124 buildings were demolished in Forest Park. Maywood experienced approximately 122 building demolitions and Broadview and Bellwood had 38 and 7 building demolitions, respectively. In Forest Park, this also involved moving 3,762 graves from three cemeteries and an agreement with the Baltimore and Ohio Chicago Terminal Railroad to relocate their tracks for the new roadway. Railroad relocation work was completed in stages, involving first a temporary run-around track, and later, a permanent track to not disrupt rail movement. The Garfield Park "L" line was to be replaced as a ground-level line within the expressway median; during construction, portions were temporarily rerouted and the original elevated line was demolished.

The Congress Expressway's 14.5 miles opened in seven sections between 1955 and 1960. Opening in sections was a political necessity to show the public that the expressway plans were in progress. As usable sections opened, various temporary access and exist arrangements were made to accommodate the abrupt termination of the expressway. The expressway's first 2.5-mile segment between 1st Avenue in Maywood and Mannheim Road in Hillside opened to traffic in December 1955. Later that same month, an additional four miles opened between Ashland and Laramie Avenues in Chicago. The CTA's new Congress Line, which replaced the Garfield Park "L," opened in 1958. In 1960, the expressway's final segment opened between DesPlaines and 1st Avenues and the entirety of the expressway from the Tri-state Tollway in Hillside east to downtown Chicago was opened to traffic.

The expressway was originally called the Congress Expressway because its eastern end was located at Congress Parkway and was marked as part of I-90. It was later renamed Eisenhower for former President Dwight D. Eisenhower in 1964 and renumbered as I-290 in 1978. The expressway was the first in the United States to incorporate a rapid transit line and an expressway within the same corridor. In 1971, the Eisenhower Extension was completed from Elmhurst to Schaumburg, extending I-290 further westward.

Chicago Worker's Cottages

In the years following the Chicago Fire of 1871, the worker's cotttage became the dominant vernacular form of urban housing in working-class Chicago neighborhoods through the early twentieth century. The worker's cottage proliferated during the 1880s, due to the real estate boom associated with the industrial expansion of the city's outlying areas. Marketed as inexpensive by local real estate syndicates, the working-class population was able to claim homeownership. Although large developers built rows of identical simple cottages in neighborhoods, the majority of neighborhoods contained a variety of modified houses.

The modest worker's cottage was one story or one-and-a-half stories, rectangular, and generally unornamented. Earlier versions were commonly clad in wood while later versions were of brick. Many were built on a raised basement and had a front-facing gable roof and an attached full-width porch at the facade. If ornamentation was present, it was restricted to the window surrounds and beneath the roofline. Inside, the earlier, simpler cottages contained four to six rooms, with the bedrooms located on one side of the house and the parlor, dining room, and kitchen on the other side. Later one-and-a-half-story examples also had a formal front hall and staircase.

The West Lexington Street District's worker's cottages are typical examples whose original form has been altered in some cases due to second story additions and porch enclosures or additions. Materials and window replacements further alter their original appearance and design intent.

Chicago Bungalows

With its origins rooted in the Arts and Crafts movement of the early twentieth century, the Chicago bungalow is a ubiquitous house type throughout Chicago and the surrounding suburban areas. Constructed between 1910 and 1940, it was an affordable and stylish home for residents moving out of the city's older downtown neighborhoods. Many were built from house plan catalogs, modified to fit the physical limitations of narrow city lot sizes and the builder's preferences. More than 80,000 bungalows were constructed throughout the city, representing nearly one-third of the single-family housing stock.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and a central dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. All had a full basement. The bungalow's facade was typically distinguished by an off-center or side entrance under a small covered porch and a row of double-hung windows that often had upper sashes of decorative colored and cut glass patterns. Many bungalows had a living room that projected out from the facade into the front yard as a square or angled bay lined with windows. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape with mature trees, landscaped lawns, and foundation plantings. Most Chicago bungalows also had a similarly designed garage located at the back of the lot, accessed by the public service alley.

The West Lexington Street District's bungalows are later examples of the typical Chicago bungalow. Although they somewhat incorporate the form and features of the Chicago bungalow, they do not exemplify the form.

Flats

In the Chicago area, "flats" refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago in the late nineteenth century to meet the housing demands of a growing working-class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, dozens of two-flats were built on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two-flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhorse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two-flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three-flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first-story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four- or six- flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two- or three-flats. The six-flat had an enclosed public stair hall on the building's street side and an open but covered service stair on the building's rear. When repeated

along three sides of a courtyard, the six-flat became a module for the courtyard building type.

The West Lexington Street District's two-flats are typical examples of the period and do not indicate architectural or historic significance. Additionally, they were moved to this location due to the construction of the Eisenhower Expressway in 1954. Consequently, they sit on non-historic foundations and have replacement windows throughout.

American Foursquare

Popular throughout the United States from approximately 1890 to 1930, the American Foursquare eschewed the ornate styles popular in the Victorian era and avoided the mass produced building components that were also prevalent on architecture in the late nineteenth and early twentieth centuries. Foursquares were generally plain and show the influence of both the Prairie School and Craftsman styles, although they generally lack ornamentation and sophistication seen in those designs. Foursquares were popular farmhouses in rural areas, but also served as typical houses in the streetcar suburbs of large cities. Foursquares were generally a square, box-like design with four rooms on each floor and a hipped or pyramidal roof. Unlike the buildings in the West Lexington Street District, true Foursquares usually have a central dormer and a full-width front porch. The Lexington Street examples, built from 1946-1950, show the influence of the Foursquare but are not good examples of the style, which reached its peak approximately ten years before these were built. Their austere design and brick construction also demonstrates Colonial Revival design influence at a time when this style that was inspired by earlier design precedents was proliferating in the American suburbs during the post-World War II era.

West Lexington Street District History

The Lexington Street area evolved slowly over time, resulting in a disparate and fragmented appearance that is emphasized by the subsequent alterations to the buildings. No architects for any of the buildings were identified during research.

Neighborhood residents worked primarily in blue-collar and service industry jobs. A review of 1920 census records revealed that occupations included shipping clerk, switchboard operator, billing clerk, locomotive engineer, cashier, bookkeeper, chauffeur, elevator operator, stenographer, postal clerk, candy dipper, and porter. Residents who were born in the United States were primarily from Illinois, while foreign-born residents were from England, Sweden, Germany, or Ireland.

In 1954, seven two-flat buildings within the district were moved from north side of the 4900 block of Lexington Street to the south side of the street to make room to accommodate the construction of the Congress Expressway, now I-290. The buildings were moved on rubber-tired dollies lashed to the underside of steel and timber supports and turned in the middle of the street to slide onto their new foundations. I-290 has substantially altered the neighborhood which directly faces the interstate.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The West Lexington Street District was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The West Lexington Street District is associated with the continued development of the Austin neighborhood in the 1930s and 1940s as Chicago continued to expand. However, the construction of I-290 to the north and the demolition of buildings on the north side of the street diminish the district's ability to convey this association.

Research did not indicate any significant associations with events in the past, and therefore, the West Lexington Street District is not eligible under Criterion A.

The West Lexington Street District is not associated with persons significant in the past and is not eligible under Criterion B.

The West Lexington Street District retains modest vernacular interpretations of the Chicago worker's cottage, Foursquare derivations, bungalows, and two-flat forms as well as a multi-family apartment building. The majority of these buildings are typical examples of their type and are not architecturally significant. The buildings retain their overall forms and in some instances ornamentation, but extensive window and wall material replacements, along with additions, diminish the integrity of design, workmanship, and materials. The construction of I-290 resulted in demolition of original buildings in the district, and seven buildings within the district were moved, diminishing the integrity of location, setting, feeling and association. Therefore, the West Lexington Street District is not eligible under Criterion C.

The district was not evaluated under Criterion D as part of this assessment.

Therefore, the West Lexington Street District is not eligible for the NRHP.

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Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 1 - West Lexington Street District



Facing southwest to 4815, 4819, and 4823 West Lexington Street (left to right)

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 2 - West Lexington Street District



Streetscape view facing southwest to 4823 West Lexington Street to 733 South Lavergne Avenue (left to right)

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 3 - West Lexington Street District



Facing southwest to 4831, 4833, 4837, 4841, 4843, 4847, and 4851 West Lexington Street (left to right)

Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 4 - West Lexington Street District



Facing southeast to 4837, 4841, and 4843 West Lexington Street (left to right)

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 5 - West Lexington Street District



Facing southeast to 4901, 4855, 4851, 4847, and 4843 West Lexington Street (right to left)

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 6 - West Lexington Street District



Facing south to 4903 West Lexington Street

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 7 - West Lexington Street District



Facing south to 4907 West Lexington Street

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 8 - West Lexington Street District



Facing south to 4909 West Lexington Street

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 9 - West Lexington Street District



Facing south to 4911 West Lexington Street

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 10 - West Lexington Street District



Facing south to 4915 West Lexington Street

Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 11 - West Lexington Street District



Facing southwest to 4917, 4919, 4927, 4931, 4935, 4937, 4939, 4943, and 4945 West Lexington Street and 733 South Lavergne Avenue (left to right)

Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 12 - West Lexington Street District



Facing southeast to 733 South Lavergne Avenue and 4945, 4943, 4939, 4937, and 4935 West Lexington Street from South Lavergne Avenue (right to left)

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 13 - West Lexington Street District



Facing east to west-facing facade of 733 South Lavergne Avenue

Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Photo 14 - West Lexington Street District



May 21, 1954 historic photograph of two-flat buildings being moved from the north side of West Lexington Street in the 4900 block to the south side of that street (Central Electric Railfans' Association Archives)

Historic Resources Survey

RESOURCE TYPE	District	West Lexington Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-39

Map - West Lexington Street District



Historic Resources Survey

RESOURCE TYPE Property — Flexible Steel Lacing Company
NRHP STATUS Not Eligible — **SURVEY ID** 1-40

NAME
Flexible Steel Lacing Company

OTHER NAME(S)
N/A

STREET ADDRESS
4607 West Lexington Street

CITY
Chicago

OWNERSHIP
Jakacki Bag & Barrel

TAX PARCEL NUMBER
16-15-309-011-0000, 16-15-309-023-0000

YEAR BUILT | SOURCE
1920 | The Economist, "Plant to Cost $160,000."

DESIGNER/BUILDER
Unknown

STYLE
No Discernible Style

PROPERTY TYPE
Industry

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
The Flexible Steel Lacing Company, located at 4607 West Lexington Street, occupies the block bound by West Lexington Street on the north, West Polk Street on the south, South Kilpatrick Avenue on the west, and the Belt Line Railroad on the east. The complex consists of an altered office building that faces West Lexington Street, which is the most prominent building on the site; the heating plant directly to its east; the pump house and 50,000 -gallon tank to the south of the heating plant; the factory that is directly west and south of the office; and three separate warehouse buildings. The buildings were constructed between 1920 and ca. 1970.

The office is an altered two-story, red brick building with a front-gable parapet roof. It is the most prominent building on the property. Facing West Lexington Street to the north, the central portion of the building is symmetrical although other attached buildings result in an overall asymmetry of the complex. The central portion of the building consists of two bays that are essentially mirror images of each other and these bays are in turn flanked by two additional bays on each side. At the first floor, large openings are filled with industrial metal-frame windows surrounded by replacement glass block and two pedestrian entrances with metal and glass double doors topped by large glass panes that form a transom. Second story windows are all one-over-one replacement windows with anodized metal frames.

All of the bays are divided by stylized brick pilasters that project slightly from the building plane and that are topped with concrete slabs that allude to capitals. Concrete spandrel panels, smaller concrete tiles placed singly and in geometric formations, and a few occurrences of brick laid in a basketweave pattern provide decorative elements to the industrial building. A parapet wall with concrete coping tops the facade.

To the west of this main portion of the building is a series of single-story extensions. The same design elements, such as red brick, decorative concrete panels, and concrete-topped pilasters are continued on these areas. Fenestration includes both original metal-frame, multi-pane windows and glass-block infill.

To the east, two bays that are also two stories in height are attached to the main office building. The first stories contain metal-frame, multi-pane windows, while the second story openings have been filled with brick. This portion of the building has a flat roof.

The 1920 factory is located south of the office building. Brick curtain walls form the exterior, and original sawtooth skylights with wired glass form its roof and admit light into the factory.

Attached and further to the east of the office is the power plant, a single-story, two-bay brick building with a box-like form and a parapet wall at the roofline of one bay. The building, including the facade facing West Lexington Street, is largely devoid of openings and ornamentation as viewed from the right-of-way. It sits atop a concrete foundation and the walls are topped with concrete coping. A large canted chimney stack rises from the building.

Three warehouse buildings are present on the site. The 1920 warehouse is oriented on a north-south axis and faces Polk Street. The symmetrical building sits atop a concrete foundation and is clad in red brick. The building, which faces to the south, consists of a central block that is taller than its two flanking bays. The central block contains a large open central bay that accommodates equipment and vehicles. Above this bay is a multi-pane, metal-frame industrial window. Two pairs of slightly projecting pilasters flank the openings, and two recessed blind panels are found between the paired pilasters. The pilasters are topped with slanted concrete forms that allude to stylized capitals. The second story of the building consists of clerestory windows that are behind the front-gable parapet wall. The parapet is topped by concrete trim. On each side of the central portion of the building is a bay, also clad in brick, which is devoid of openings. They are slightly lower in height and contain recessed, infilled panels.

A more recently constructed warehouse building with a box-like form is directly west of the 1920 warehouse. It is clad in brick, has a flat roof, and is devoid of openings. It was built sometime between 1962 and 1972. A third warehouse building is located within the complex, away from surrounding streets. It is a single-story, flat-roof brick building with a south-facing pedestrian doorway. It is devoid of other openings and ornamentation. It was built sometime between 1951 and 1962.

The manufacturing complex is located directly south of Interstate 290 (I-290) and west of the Belt Line Railroad. The parcel that the complex occupies has a large asphalt parking lot used for trailers for shipping product. Although the area is industrial in character, deciduous street trees are located to the east and south of the property, and are also scattered throughout the parcel.

HISTORY/DEVELOPMENT

Austin

Austin is Community Area 25, encompassing the Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, seven miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in South Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century, large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In North Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while South Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was

also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

Manufacturing and Industrial Architecture

Warehouses and storage buildings in the United States predate the Industrial Revolution. Growing towns and cities first needed places for grain storage. In 1789, when the Tariff Act was passed and custom houses were established, warehouses became necessary to store imported goods that were subject to tariffs that provided the primary source of income for the federal government's functions. As the Industrial Revolution changed the nation and manufacturing of goods of all sizes became commonplace, workshop and storage space needs grew exponentially. Early manufacturing buildings were first made of wood, which often created fire hazards, depending on the type of work that occurred in the building. Like the Flexible Steel Lacing Company complex, many industrial buildings were designed by unknown architects and builders. This complex was not on the forefront of innovative design or construction in Chicago but instead incorporated trends that were somewhat outmoded by 1920, its year of construction.

Unlike the builders of the Flexible Steel Lacing Company complex, Detroit architect Albert Kahn developed a new concept of construction where reinforced concrete walls, roofs, and supports replaced wood in factory buildings. There were two benefits from Kahn's approach: improved fire safety, which was especially notable after the devastating 1911 Triangle Shirtwaist Factory fire in Manhattan, and also allowed for larger open interior expanses, which facilitated many types of manufacturing processes. Kahn first implementation of these ideas was at the Packard Motor Car Company's factory, designed in 1903. He later developed Henry Ford's 1909 plant in Highland Park, Michigan. Kahn's industrial buildings often had a distinct Modernist aesthetic that incorporated the European design tenets displayed in the International Style of architecture rather than perpetuating classical design motifs that were found on earlier examples of factory and warehouse buildings in the early twentieth century. Kahn also designed residential and office buildings in other popular styles of the era, such as Art Deco and British-inspired Arts and Crafts. By 1920, the year the Flexible Steel Lacing Company complex was built, many American architects were imitating both the construction methods and design aesthetic that Kahn established for industrial buildings. However, the Flexible Steel Lacing Company complex was designed according to more traditional stylistic standards.

Site and Company History

The first buildings to be constructed on the property were built in 1920 and included the brick office that faces West Lexington Street; the heating plant directly to its east; the pump house and 50,000-gallon tank to the south of the heating plant; the factory that is directly west and south of the office; and the warehouse at the southern end of the property. An additional warehouse was added sometime between 1951 and 1962 and another warehouse was added between 1962 and 1972.

Founded by George E. Purple, Albert B. Beach, and Phillip S. Rinaldo in 1907 in a small workshop in Chicago and using a patented fastener design, the Flexible Steel Lacing Company sought to manufacture a metal-hinged joint lacing to replace rawhide lace, which was the most common method of joining transmission belts at the time.

In an effort to expand operations, the company purchased vacant land approximately 80,000 square feet in size from the Chicago Fire Brick Company in 1920. This land was adjacent and west of the Belt Line Railroad between Lexington and Polk Streets, with a private switch track leading into the property. The Flexible Steel Lacing Company planned to build a one-story building containing about 40,000 square feet for the manufacture of their steel belt lacing. It also manufactured patent lamp guards known as the Flexco LOK lamp guard for electrical lamps. The new plant would employ more than one hundred men. The planned construction was estimated to cost $160,000, although later information indicates that the actual figure was $175,000. No architect or builder was named in trade journals. The company moved to the new headquarters from a facility at 522 South Clinton (no longer extant), growing to serve mining, industrial, and agricultural markets on six continents with its steel lacing, which was also known as Alligator Belt Lacing. In addition to transmissions, the company's

mechanical belt fastening systems came to be used in conveyor belts, belt cleaners and plows, pulley lagging, belt cleats, transfer-point systems, and belt maintenance and installation tools.

Flexco no longer occupies the property, but the company does remain in business in nearby Downers Grove, Illinois. After Flexco moved from the property and relocated to Downers Grove, Illinois, in 1971, various manufacturing and light industrial enterprises have occupied the buildings. Jakacki Bag & Barrel, Inc., a leading reconditioner of fiber, steel, and plastic drums, currently occupies the property.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Flexible Steel Lacing Company was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The Flexible Steel Lacing Company is not associated with significant events in history and is not eligible under Criterion A.

The complex is also not associated with persons significant in the past and is not eligible under Criterion B.

The Flexible Steel Lacing Company is not eligible under Criterion C. The complex consists of buildings built over a fifty-year period and are typical and altered examples of light industrial and manufacturing offices and warehouses. The buildings on the parcel were not particularly innovative and did not embody innovative structural or architectural approaches that were being used in industrial architecture in 1920 at the time of the initial construction. The complex does not have notable architectural design merit and retains only a moderate level of integrity.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the Flexible Steel Lacing Company is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE	Property	Flexible Steel Lacing Company	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-40

Photo 1 - Flexible Steel Lacing Company



Facing southeast to north-facing facade and west side elevation from West Lexington Street

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Photo 2 - Flexible Steel Lacing Company



Facing southwest to north-facing facade and east side elevation from West Lexington Street

Photo 3 - Flexible Steel Lacing Company



Facing northwest to south rear elevation from West Polk Street

Photo 4 - Flexible Steel Lacing Company



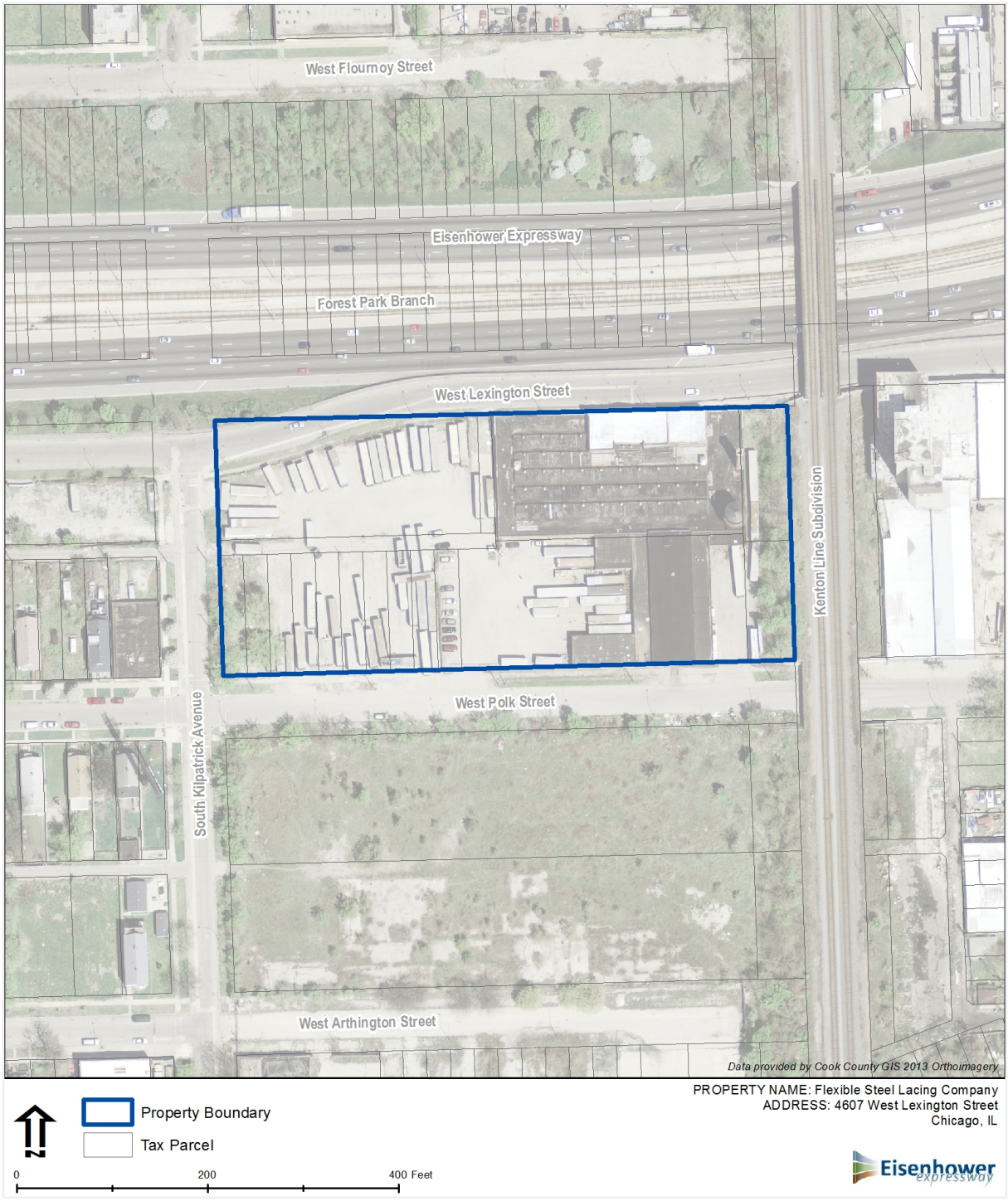
Facing northeast to south rear elevation additions from West Polk Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Map - Flexible Steel Lacing Company



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 5/10/2016
LAST MODIFIED 5/13/2016

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

NAME
Genevieve Melody Elementary School

OTHER NAME(S)
N/A

STREET ADDRESS
412 South Keeler Avenue

CITY
Chicago

OWNERSHIP
Chicago Public Schools

TAX PARCEL NUMBER
16-15-225-048-0000, 16-15-225-049-0000

YEAR BUILT
1965

SOURCE
Chicago Tribune, “Genevieve Melody Elementary.”

DESIGNER/BUILDER
Chicago Board of Education Architects

STYLE
International Style

PROPERTY TYPE
Education

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Genevieve Melody Elementary School is a three-story, flat-roof school building with a rectangular footprint constructed in 1965. It displays an adaptation of the International Style that was often applied to school buildings and other institutional architectural nationwide. The building is on the eastern portion of the block bound by West Van Buren Street, South Keeler Avenue, West Congress Parkway, and South Kildare Avenue in Chicago.

The school’s facade faces east to South Keeler Avenue. The facade has thirteen bays and contains projecting and recessed planes. The central nine bays are each divided by vertical concrete piers. At the first story, the building sits atop a concrete foundation and is clad in buff-colored brick. Its original windows have been replaced with single-pane configurations that are hung in sets of four within each bay. A central entrance with three concrete pedestrian metal doors is sheltered by a metal marquee.

The first and second story windows are topped with spandrels of light green tile. Second and third story windows are original and each unit consists of three vertical panes; the upper and lower panes are fixed and the central pane is an operable hopper window. These windows are also arranged in sets of four within each bay. The elevation is topped with a band of buff-colored brick. A metal cornice tops the building. Large areas of the green tile and buff-colored brick are missing and plywood boards cover the voids.

Flanking the central bays are two recessed entrance bays that are clad in replacement concrete block. Entrances consists of double pedestrian metal doors in each bay. The entrances are sheltered by metal marquees. Replacement windows are at the second story, while original metal-frame windows are at the third story. Replacement spandrel panels that appear to be painted wood separate the windows between the second and third story.

The northern and southern end bays consist of solid buff-colored brick walls; at the southern end, metal letters spelling out “GENEVIEVE MELODY PUBLIC SCHOOL” are present. Sections of brick have been painted. These bays are devoid of openings.

The south side elevation is nine bays wide and each bay is divided by vertical concrete piers. At the first story, the building sits atop a concrete foundation and is clad in buff-colored brick. Its original windows have been replaced with single-pane configurations that are hung in sets of four within each bay. The first and second story windows are topped with spandrels of light green tile. Second and third story windows are original and each unit

consists of three vertical panes; the upper and lower panes are fixed and the central pane is an operable hopper window. These windows are also arranged in sets of four within each bay. The elevation is topped with a band of buff-colored brick. A metal cornice tops the building. Large areas of the green tile and buff-colored brick are missing and plywood boards cover the voids.

The north side elevation is identical to the south elevation, with the exception that the north elevation contains only eight bays.

The building's west rear elevation has the most variety of form, setback, and height while the other three elevations are more consistent in detail and appearance; it is also designed as a secondary, service-oriented area. A solid buff-colored brick wall with metal letters spelling out "GENEVIEVE MELODY PUBLIC SCHOOL" is located on the southern end. Various areas of the building are one, two, and three stories, and a tall exterior chimney ascends from the central portion of the elevation. This elevation has large unfenestrated sections of wall space and irregularly placed single pedestrian doors are located throughout the first story. Windows include replacement and original configurations, and louvered vents also punctuate the walls. Non-original metal security fencing surrounds the single-story portions of the building at the rooflines.

The flat roof is covered with built-up roofing. Various ventilators are present on the roof.

The area surrounding the school is urban in character. Sidewalks with intermittent street trees surround the building, and Interstate 290 (I-290) is directly south of the school.

HISTORY/DEVELOPMENT

West Garfield Park History

West Garfield Park is Community Area 26, encompassing the West Garfield Park neighborhood.

Located on the east border of Austin, five miles west of the Loop, the West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway came through in 1848. It was a rural area characterized by scattered farms. Urbanization began in the 1870s with the West Side Park Board's establishment of three major West Side parks in 1870, the Chicago Fire of 1871 that prompted land speculators and residents to move further westward out of the city's fire limits, and the establishment of the Chicago & Northwestern Railway's train shops in 1873 north of Kinzie Street. The railroad's several thousand employees and their families, mostly Scandinavians and Irish, settled in the area south of Kinzie Street around Central Park, the middle West Side park. The Central Park village was primarily residential, consisting of single-family homes, two flats, and some large apartment buildings, with some commercial buildings to meet the needs of its residents.

In 1881, Central Park was renamed Garfield Park in honor of the assassinated President Garfield. The park provided many recreational opportunities for its new residents, featuring an administrative building, exhibit houses, picnic groves, and a bicycle track. Nearby, the Garfield Park Race Track was established as a gentleman's trotting club in 1878 and converted for gambling ten years later. Taverns catering to spectators sprang up around the track. The track was closed in 1906 after a series of shootings and one near riot and replaced by new residences.

The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park "L" on Harrison Street soon after. The "L" lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure. The establishment of the Sears plant in nearby North Lawndale brought new residents to West Garfield Park's southeast area. Starting in 1914 and through the 1920s, Madison Street became the heart of Garfield Park's commercial district with new department stores, movie palaces, and hotels. Growth during the Great Depression and World War II stagnated, but the community remained stable.

Several changes to the community occurred during the 1950s, including the Congress Expressway's construction and population changes. Buildings were demolished on the neighborhood's south side to make way for the new expressway, displacing residents. African Americans moving into the neighborhood were met with

hostility and longtime white residents began moving out of the neighborhood. The United Property Group was formed to prevent further sales to African Americans while the Garfield Park Good Neighbors Council was established to welcome African American homebuyers. Middle-class African American families created small organizations and block clubs to maintain their new neighborhoods, but their efforts went largely unrecognized and could not prevent the increasingly neglected and overcrowded apartment buildings due to absentee landlords. Riots in 1965 and 1968 that destroyed homes and businesses further divided the community and the last major retailers and white residents left. Open-housing laws in the 1970s provided an opportunity for middle-class African American residents to leave the neighborhood, which was experiencing increasing poverty and a physical decline.

Chicago Schools History

Chicago's earliest schools were modest buildings dating to the early nineteenth century. Schools provided basic education but also served other purposes to students in the community, including monitoring health and physical development, providing vocational training, acclimating immigrants to America, and addressing problems of social and economic inequality. Chicago's first schools were established in the early 1830s, as the small settlement of Chicago began to expand. By 1850, less than a fifth of eligible children were enrolled in public schools. Larger numbers attended private and parochial schools, but thousands did not enroll at all. Public school classes remained large, often conducted in poorly maintained rooms and with inadequate materials.

During the 1850s and 1860s, progressive reformers worked diligently for improved teachers, a longer school year, smaller class sizes, and better facilities. Chicago gradually developed a system of public education similar to those in large cities elsewhere in the country. In 1872, the state legislature established a Board of Education to oversee all aspects of public education in the city. Throughout the end of the nineteenth century, school enrollment skyrocketed, and the system struggled to improve instruction. Administrators supported efforts to encourage teachers to provide a variety of opportunities and approaches, and to support critical and analytical thought in students.

In the early twentieth century, reformers established new experiential curricula, community programs linked to the schools, and teachers' councils and officials recommended ways of improving the welfare of students. Particular attention was given to exercise and children's physical development. As Chicago's immigrant population expanded, the schools were called upon to assist in its assimilation into American life and to teach loyalty and support of American principles and institutions.

In the 1910s, Chicago's public schools entered a period of enrollment stability at about 400,000 students, and an era of corruption and controversy over issues ranging from the curriculum to school finance. This continued through the 1940s. Suburban communities grew steadily after World War I, and their school systems began to gain public favor. In the 1940s, the ongoing crisis over mismanagement of the Chicago Public Schools resulted in an investigation by the National Education Association and regional accreditors threatened sanctions.

In the post-World War II era, the economy thrived and Chicago schools embarked on a building campaign that added significantly to the system's capacity. Enrollments surged, peaking at nearly 600,000 in the 1960s. Specialized vocational training, arts education, and new services, such as free summer programs and expanded guidance counseling were offered. Salaries for teachers increased, but budgets were stable and political interference was minimal.

Also at this time, audio-visual technology enabled teachers to introduce new methods of teaching into everyday instruction. Films, visual aids, and scientific experimentation equipment all contributed to changes in education. At the same time, racial inequality in education was becoming more apparent to the greater public. Schools in African-American neighborhoods were overcrowded and in disrepair.

Leadership attempted to develop integration plans that would send black students to predominantly white schools and hostile demonstrations erupted. The failure of initiatives led to threatened federal intervention, resulting in a 1980 consent decree and school desegregation plan. Also at this time, the enrollment of white school children plummeted as white Chicagoans were moving to the suburbs or enrolling their children in private or parochial schools.

Suburban communities grew rapidly in the postwar period, and their school systems were praised for quality educational offerings. School districts in these areas, funded by an expansive local economy and an electorate willing to invest substantially in education, were able to accommodate the rapid suburban growth. Beginning in the early 1960s, the differences between schools in the city and the suburbs became more apparent as newer suburban facilities and better funding resulted in superior schools.

In the 1980s, declining enrollments, escalating costs, and poor performances on standardized tests, contributed to a perception of failure. In the fall of 1987, U.S. Secretary of Education William Bennett declared Chicago's public schools the “worst in the nation.” A coalition of community groups, business leaders, and reformers helped to draft a series of proposals to transform the schools. Passed by the state legislature in 1988, the Chicago School Reform Act created a Local School Council for each of the system's schools. Consisting of parents, community members, and educators, these improved public confidence in the system, although problems remained.

The Chicago Public Schools continue to experience profound demographic changes and organizational issues. The suburban districts enjoy substantial advantages, and the region's private schools serve a largely white and affluent clientele, while urban schools are largely black and Hispanic. By 2000, more than three-quarters of Chicago's public school students were from low-income or poor families. Educational opportunities are highly unequal across the region and improving this situation remains a challenge.

Modern Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright’s Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers’ journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

The International Style

Genevieve Melody Elementary School is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition “Modern Architecture: International Exhibition.” European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s.

Genevieve Melody Elementary School History

Genevieve Melody Elementary School was built in response to the need for increased school facilities to accommodate post-war population growth. Prior to the school's opening in 1965, officials agreed to name the building to honor Genevieve Melody, an educator who was born in 1872. She received her bachelor's and master's degrees from the University of Chicago and a law degree from Kent College. Her first teaching job was in 1891 at Kershaw School and a year later she was assigned to Hyde Park High School and later the South Division High School. She then went on to lead the history department of Chicago Normal School and then principal of Park Manor School. In 1925, she became the first female principal of a co-educational high school in Chicago when she was appointed to the position at Calumet High School. She passed away in October 1933.

In 1963, the Chicago Board of Education approved plans for the site purchase at a cost of $266,544. The plans for the school included thirty-six classrooms, three kindergartens, a library/lunchroom, a gymnasium/all-purpose room with a stage, and administrative and health suites. The estimated cost for the building was approximately $1.1 million dollars and the new school would accommodate 1,470 students. Also in 1963, the board approved a $7,640 contract to demolish existing buildings on the site.

The 1965 building was designed by the Chicago Board of Education Architects, but research did not reveal a specific architect. The general contractor responsible for construction was William A. Burger and Company

Genevieve Melody Elementary School continued to serve the neighborhood until it was closed in 2013; the building is currently vacant. However, the school continues to operate in name at the former Edward C. Delano Elementary School building.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Genevieve Melody Elementary School was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Genevieve Melody Elementary School is not associated with significant events in history and is not eligible under NRHP Criterion A.

The school is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building was named to honor Genevieve Melody, a venerable figure in Chicago's educational history, the school property bearing her name is not associated with her productive life and was constructed more than thirty years after her death.

Genevieve Melody Elementary School is not eligible under Criterion C. It is an altered example of the

International Style of architecture, which was applied to educational buildings nationwide. It is neither an early or influential example of the style and within the canon of Chicago Modernism, and specifically the International Style in the city, is not a significant building. The integrity of design, materials, workmanship, and feeling of the school has been compromised by the replacement of first-story windows throughout the building. The replacement windows are not compatible in design and are a substantial alteration on a building with little ornamentation that is defined largely by its fenestration. Conditions issues have resulted in the removal of original materials in certain areas, which compromises the integrity additionally.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, Genevieve Melody Elementary School is not eligible for listing in the NRHP.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 1 - Genevieve Melody Elementary School



Facing southwest to east-facing facade on South Keeler Avenue

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 2 - Genevieve Melody Elementary School



Facing southeast to north side and west rear elevations from West Van Buren Street

Photo 3 - Genevieve Melody Elementary School



Facing northeast to south rear and west side elevations from West Congress Parkway

Photo 4 - Genevieve Melody Elementary School



Facing northeast to south rear and west side elevations from West Congress Parkway

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 5 - Genevieve Melody Elementary School



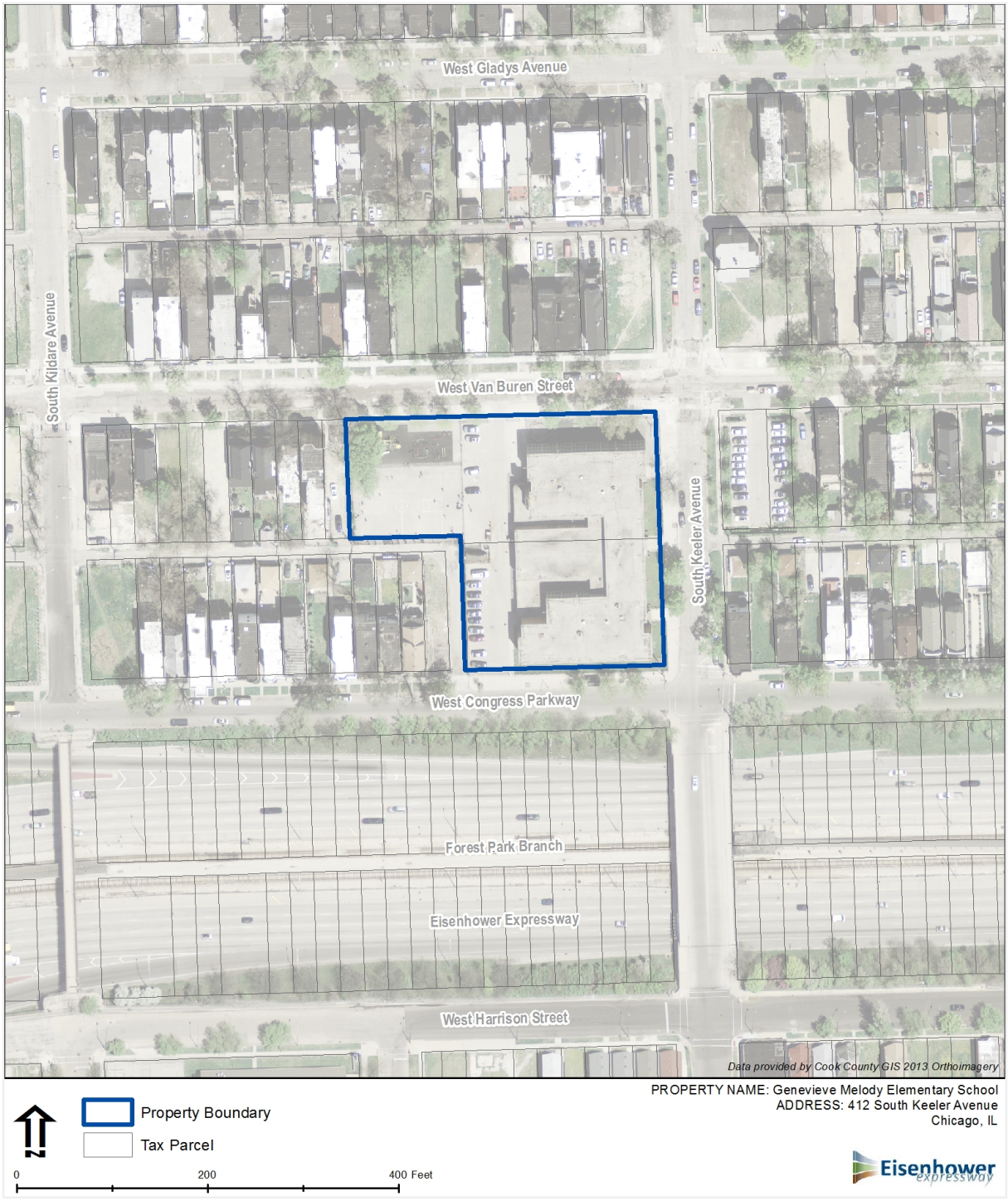
Facing west to south end of north-facing facade from South Keeler Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Map - Genevieve Melody Elementary School



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 5/9/2016
LAST MODIFIED 5/11/2016

Historic Resources Survey

RESOURCE TYPE District — West Harrison Street District
NRHP STATUS Not Eligible — **SURVEY ID** 1-42

NAME
West Harrison Street District

OTHER NAME(S)
N/A

CITY
Chicago

APPROXIMATE BOUNDARIES
West Harrison Street, roughly bounded by West 5th Avenue to the east, Interstate 290 to the north, South Kedvale Avenue to the west, and the alley immediately south of the properties along West Harrison Street.

DATES OF DEVELOPMENT
Ca. 1904 to ca. 1920

DESCRIPTIVE NOTES
The West Harrison Street District is located in Chicago's West Garfield Park neighborhood and includes the properties located on the south side of West Harrison Street between West 5th Avenue to the east, Interstate 290 (I-290) to the north, South Kedvale Avenue to the west, and the alley immediately south of the properties on West Harrison Street.

The majority of the properties within the West Harrison Street District, west of South Pulaski Road, are part of the larger Gunderson's Addition to Chicago in the West Garfield Park neighborhood. This subdivision was platted in 1903 by real estate developer and builder S.T. Gunderson and Sons on West Harrison Street and West 5th Avenue between South Pulaski Road and South Keeler Avenue. The larger subdivision includes Chicago worker's cottages and two-flat apartment buildings identical to those found on West Harrison Street between South Pulaski Road and South Kedvale Avenue within the district boundaries.

The streets within and outside of the West Harrison Street District are generally laid out on a linear grid with West 5th Avenue bisecting it at an angle. The district is dominated by low-scale residential and commercial development. Sidewalks line the streets and the buildings are sited close to the street. Lots for buildings are typically small and mature trees are located along the residential portion of West Harrison Street between South Pulaski Road and South Kedvale Avenue. The neighborhood retains a modest building stock of single-family and multi-family residential and commercial buildings that convey the area's early twentieth century growth and development. Residential buildings are typically modest and include vernacular Chicago worker's cottages and two-flat forms exhibiting minimal Classical Revival and Tudor Revival stylistic influences. Within the district, there are seven one-and-a-half-story, gable-front Chicago worker's cottages; thirteen two-story, stone-clad two-flat apartment buildings; and one two-story, brick-clad four-flat apartment building. A portion of a commercial corridor along South Pulaski Road and West Harrison Street within the district consists of seven one-to-three-story commercial buildings, dating from the 1910s to the 1920s. These commercial buildings provide services to residents within the confines of the neighborhood.

1. 3937 West 5th Avenue (16143000040000)
The ca. 1906 building at 3937 West 5th Avenue is a modest and altered one-story, brick and concrete-clad, flat-roof commercial building. A review of the 1951 Sanborn Fire Insurance Map and historic aerial imagery indicates the building was originally twice its current size; the former eastern section of the building was likely removed between the mid-1950s and 1960s. The building was formerly used as an auto repair shop. It has a rectangular footprint and concrete foundation. The south-facing facade is clad in replacement concrete blocks. The east side and north rear elevations are clad in red brick. The building is topped by a built-up flat roof.

Facing south to West 5th Avenue, the facade contains a single metal overhead garage door opening at its westernmost end. The east side elevation has a large central opening framed by brick piers topped by stone blocks. The opening contains a replacement metal overhead garage door and the remainder is infilled with replacement brick. At the elevation's south end, there is a brick-infilled former window opening and a steel door covered by an iron bar security door. The north rear elevation has three former window openings at the west end

and what appears to be a former door opening at the east end; all are infilled with bricks. The west side elevation abuts the adjacent building at 3953 West Harrison Street.

2. 3953 West Harrison Street (16143000030000)
The 1909 building at 3953 West Harrison Street is a modest and altered three-story, brick-clad, Beaux Arts-style, two-part commercial block. It was designed by Chicago architect W.G. Williamson for Matte Locci (also known as Mattie Locci), who operated the Napoleon Buffet and Café in the building. The business was located there through at least 1941, when it was also known as Napoleon Hall. The building had an address at 3953 West Harrison Street and 773 Colorado Avenue (now West 5th Avenue). It appears to be currently unoccupied.

Although the building's address is listed on West Harrison Street, it is oriented south to West 5th Avenue. The building has a rectangular footprint and concrete foundation. The south-facing facade is clad in brick with replacement fieldstone on the first story and a portion of the second story. The north rear elevation is similarly clad, but has replacement concrete block on most of the third story. Clad in common brick, the east side elevation terminates in a brick parapet wall and the west side elevation terminates in a shorter concrete block parapet wall. The building is topped by a built-up flat roof.

Facing south to West 5th Avenue, the facade comprises three bays. All the door openings are infilled with concrete blocks and all the window openings are infilled with painted plywood panels. The west bay appears to have served as a stairwell with a wide door opening on the first story and a single large arched window opening located between the first and second stories and again between the second and third stories. Each of these window openings has a stone sill and an arched brick lintel topped by a stone keystone. A date stone incised with "1909" is located at the third story in the west bay. Brick piers frame the west bay. The facade's middle and east bays are nearly identical, differing only on the first story with a door opening in the middle bay and a small rectangular window opening in the east bay. The second story has two rectangular window openings on a stone sill and the third story has two arched window openings on a stone sill and topped by an arched brick lintel and stone keystone. At the facade's third story, five pointed stone square panels are evenly spaced across the facade between the windows. Above, the facade retains a highly decorative stone and brick cornice. Supported by five scroll modillions with an acanthus leaf carving, the cornice has a running course with a Greek key motif. The facade is topped by a running egg-and-dart course.

The east side elevation abuts the adjacent one-story commercial building at 3937 West 5th Avenue and its upper stories are largely covered by a billboard. It has no window openings. The west side elevation has what appears to be a narrow recessed light well from the second story to the roof; no windows were visible during field survey. The remainder of the west side elevation has no window or door openings. The south rear elevation's first story has a center recessed entrance flanked by small infilled window openings. The second story has a concrete block-infilled window opening on a stone sill to the east and a concrete block-infilled door opening to the west, which leads to the metal fire escape affixed to this elevation; both openings have a stone keystone. The third story appears to have once had a door opening to the east, which led to the fire escape, but this floor has been completely infilled with concrete blocks. A portion of the original cornice and decorative pointed square panels, identical to those on the south-facing facade, remain on the east end of the elevation.

3. 3959 West Harrison Street (16143000010000)
The ca. 1905 building at 3959 West Harrison Street is a modest and altered three-story, brick-clad, two-part commercial block with minimal brick and stone ornamentation. It was designed by Chicago architect George G. Purcell for John Buetter. Research indicates the building was occupied by a Walgreen Co. drugstore and a dentist in the 1920s. The building was most recently occupied by Tony's Subs. The storefronts appear to be currently unoccupied and it is unknown whether the upper floors' four apartments are occupied.

Although the building's address is listed on West Harrison Street, it is oriented south to West 5th Avenue and distinguished by a rounded southwest corner. The building's two storefronts are located at the building's southwest and northwest corners. The building has a rectangular footprint and concrete foundation. The south-facing facade, west side elevation, and north rear elevation are clad in brick. These elevations share a continuous, slightly projecting, stone course below the second story windows; a continuous stone course at the third story windows; and a continuous brick corbel table cornice. The east side elevation is clad in common brick. The building is topped by a built-up flat roof.

The south-facing facade on West 5th Avenue and the north rear elevation on West Harrison Street are nearly identical. Comprising two bays, the first story's east bay has an original wood door surround with a simple engaged column separating it from the west storefront bay. The door surround contains a plywood-covered door topped by a wood-infilled transom. The first story's west bay comprises the storefront; the southwest storefront is clad in replacement wood siding and paneling and the northwest storefront is clad in wood siding and metal panels. The storefront entrances are located at the building's corners and consist of a replacement door topped by an infilled transom. The northwest storefront has a series of single-light windows along the north and west elevations, while the southwest storefront has three two-light windows along the west elevation. Both elevations' second and third stories have a single one-over-one, double-hung, replacement vinyl-sash window in each bay. The north rear elevation's windows have stone lintels and keystones, while those on the facade windows have been removed.

Facing South Pulaski Road, the west side elevation's first story consists of the two storefronts and a single recessed door near the north end. The west side elevation's upper stories comprise six asymmetrical bays of one-over-one, double-hung, replacement vinyl-sash windows; the majority are topped by stone lintels and keystones. The east side elevation has no window or door openings.

4. 600-604 South Pulaski Road (16154070350000)
The ca. 1905 building at 600-604 South Pulaski Road consists of a two-story, two-part commercial block with a corner storefront at 600 South Pulaski Road to the north and a one-story commercial building with two storefronts at 602 and 604 South Pulaski Road to the south. The building is located at the southwest corner of South Pulaski Road and West Harrison Street. Research indicates the building was occupied by various small businesses throughout its history, including a dentist, bakery, barber, food market, and beauty salon, among others. The storefront at 600 South Pulaski Road is currently occupied by a currency exchange store, while A Playas Cut Barber & Beauty Salon and Hot Spot Inc. Food Market occupy 602 and 604 South Pulaski Road, respectively. The two-story portion's second story appears to be currently unoccupied as all the windows are boarded up.

The two-story portion's north-facing facade and east side elevation are clad in buff-colored brick, as is the one-story building's north-facing facade. The remaining elevations are clad in common brick. Both buildings are distinguished by a brick parapet wall ornamented with a brick corbel table supporting a simple projecting stone cornice; it is continued onto the east side elevation of the two-story portion. The buildings are topped by a built-up flat roof.

The two-story, two-part commercial block has a northeast corner storefront with the entrance recessed into the building corner. The entrance consists of a replacement glass and metal door topped by a transom window and flanked by replacement single-light, metal-sash windows topped by transoms. The second story projects over the storefront entrance, supported by a metal pole. The first story of the two-part commercial block's east side elevation has three storefront windows to the east, two smaller brick-infilled windows, and a replacement pedestrian door topped by an infilled transom to the west. The second story has five bays divided by engaged brick columns with stone capitals and bases. The columns sit on a continuous stone sill and support the brick parapet wall. The easternmost bay has a brick-infilled window opening and infilled window openings in the remaining bays. The two-part commercial block's north-facing facade has two storefront windows and a replacement pedestrian door to the south. A replacement awning spans the facade above the first story. The second story has two bays identical to those on the east side elevations with brick piers and an infilled window opening in each bay. Its south side elevation abuts the one-story commercial building at 602 and 604 South Pulaski Road; its second story has brick-infilled window openings. Its west rear elevation has no window or door openings.

The one-story commercial building's north-facing facade is symmetrical with mirrored storefronts. The storefronts have a shared center recessed entrance with adjacent doors. The doors are replacement glass and metal, topped by an infilled transom. The storefront windows are replacement glass and metal divided into several lights and topped by transoms. The windows sit on replacement brick bulkheads. A replacement awning is located above each storefront. The one-story building's south side elevation abuts a newer building and has no window or door openings. Its west rear elevation has two pedestrian doors.

5. 4011 West Harrison Street (16154070180000)
The ca. 1909 building at 4011 West Harrison Street is a modest and altered two-story, limestone and concrete block-clad, flat-roof, two-part commercial block with minimal limestone ornamentation. Research indicates it was formerly occupied by a contractor and other offices from at least the 1910s to 1950. It is currently occupied by That'z It. The building has a roughly rectangular footprint and concrete foundation. The north-facing facade is clad in replacement concrete blocks and limestone. The east side elevation is clad in common brick and concrete. The west side elevation abuts the building at 4013 West Harrison Street. The building is topped by a built-up flat roof and a limestone parapet.

The north-facing facade comprises a storefront on the first story and apartments or offices on the second story. The storefront has a recessed entrance, consisting of a replacement door and infilled transom, west of the former storefront display windows that have been infilled with replacement concrete blocks. The storefront has five small openings of two glass blocks and a sign for That'z It is affixed to the concrete blocks. A fluted pilaster divides the storefront from the west entrance to the second story. The entrance has a wood paneled door topped by a transom window. The first story is framed by engaged limestone columns with foliated capitals and topped by a limestone entablature and dentil course. The second story has two different sized window openings with stone sills and denticulated lintels. Each has paired replacement one-over-one, double-hung, vinyl-sash windows. Above, a limestone cornice with dentils extends across the facade.

The east side elevation has a variety of randomly arranged windows. The windows include single or paired replacement vinyl sashes and wood sashes. The south rear elevation has a one-story, brick-clad, flat-roof garage addition. It has an overhead garage door on its south elevation that accesses the south rear alley.

6. 4013 West Harrison Street (16154070170000)
The ca. 1909 building at 4013 West Harrison Street is a modest and altered two-story, limestone-clad, flat-roof, Neo-Gothic two-part commercial block. Research indicates it was a dry goods store in the 1910s; an undertaker occupied the building from at least the 1920s to 1950. It is currently owned and occupied by Mt. Moriah 2 Missionary Baptist Church. The building has a rectangular footprint and concrete foundation. The north-facing facade is clad in rusticated limestone. The east side elevation abuts the building at 4011 West Harrison Street and the west side elevation abuts the building at 4015 West Harrison Street. The building is topped by a built-up flat roof and a crenellated parapet of rusticated limestone. The two rectangular crenellations have slightly projecting rounded corners and stone coping. The east crenellation is further ornamented by a gable with a recessed arch and corbel.

The north-facing facade comprises four bays of alternating pointed-arch door and window openings, divided by fluted limestone engaged columns. The east outer bay and the west middle bay contain the door openings. The east outer bay has a single wood paneled door with a pentagon-shaped window, topped by a three-light transom of stained glass set into cusped arches. The wider west middle bay has double wood paneled doors with a pentagon-shaped window, topped by a five-light transom of stained glass set into cusped arches. The east middle bay and west outer bay contain the window openings, which are three-light, wood-sash pointed arch window with stained glass; the outer lights are set into cusped arches. The windows sit on stone sills and a rusticated limestone bulkhead with a smooth rectangular limestone panel. Two projecting stone courses divide the first and second stories, and a perpendicular metal sign for the church is affixed to this section. The second story has a large glass block-infilled window opening to the east and a smaller glass block-infilled window opening to the west; a continuous stone sill extends across the facade below the windows and a continuous smooth limestone lintel extends above. A course of smooth limestone blocks with alternating rusticated blocks extends below a simple limestone cornice.

The south rear elevation has a one-story, brick-clad, flat-roof garage addition. It has an overhead garage door on its south elevation that accesses the south rear alley.

7. 4015 West Harrison Street (16154070160000)
The ca. 1909 building at 4015 West Harrison Street is a modest and altered one-story, brick-clad, flat-roof, two-part commercial block with minimal terra cotta ornamentation. Research indicates it was formerly occupied by the Mollan Bros. real estate company in the late 1920s. It is currently occupied by the Light Café. The building

has a rectangular footprint and concrete foundation. The north-facing facade is clad in red-colored brick. The east and west side elevations are clad in common brick. The building is topped by a built-up flat roof and a brick parapet ornamented with a brick dentil course and several stone courses. A course of foliated terra cotta tiles topped by rounded decorative terra cotta tiles form the parapet coping.

The north-facing facade comprises a storefront on the first story and apartments or offices on the second story. A painted stone and terra cotta surround frames the first story storefront and recessed entrance to the second story. The surround sits on a granite block and has foliated terra cotta tiles similar to the parapet coping. The storefront appears to be a replacement and consists of a recessed metal and glass entry door topped by two transoms and flanked on either side by storefront windows with transoms. The storefront windows sit on bulkheads clad in thin red-colored bricks. A narrow column of those bricks separates the storefront from the easternmost recessed entryway that contains a single replacement wood door leading to the second story.

The second story consists of paired six-over-six, double-hung, replacement vinyl-sash windows to the east and a ribbon of three of the same windows to the west. Each set of windows has a foliated terra cotta lintel and a continuous terra cotta sill extends across the facade.

The east side and west side elevations do not have any window or door openings. The south rear elevation was not accessible during field survey, but aerial imagery indicates the second story has a single one-over-one window and a door leading to a wooden deck and fire escape. At the rear of the property, a one-story, brick-clad, flat-roof garage accesses the south rear alley.

8. 4019 West Harrison Street (16154070150000)
The ca. 1905 worker's cottage at 4019 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in buff-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, hipped-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and decorative replacement iron scroll railings and posts. The porch leads to the offset front door, which is topped by an infilled transom, and a small replacement vinyl window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have stone sills. A continuous stone lintel tops the first story windows. The facade's gable end has paired arched window openings with arched brick lintels topped by a continuous double arched stone label mold. The window openings have replacement one-over-one, double-hung, rectangular vinyl-sashes topped by semi-circular wood infilling the arch. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's first story has a one-story addition to the east and a bay window to the west; the gable end has a single window.

9. 4021 West Harrison Street (16154070140000)
The ca. 1905 worker's cottage at 4021 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in red-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, hipped-roof porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised wood foundation and steps, and replacement metal railings and posts with a streamlined modern appearance. The porch's gable end is clad in vinyl siding. The porch leads

to the offset front door, which has a replacement iron scroll storm door and is topped by a transom window. West of the door is a segmental arch window opening with glass block infill, a stone sill, and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a single light replacement vinyl-sash window on the north side flanked by narrower nine-over-nine, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have stone sills. A continuous stone lintel tops the first story windows. The facade's gable end has a single nine-over-one, double-hung, vinyl-sash window topped by a prominent stone lintel and keystone. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation has a one-and-a-half-story, shed-roof addition. The addition's first story has a door to the rear deck and a one-over-one window; the second story has three one-over-one windows.

10. 4023 West Harrison (16154070130000)
The ca. 1905 worker's cottage at 4023 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in painted stone panels on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, gable-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement wooden deck foundation, steps, railings, and posts. The porch's gable end is clad in vinyl siding. The porch leads to the offset front door, which is topped by an infilled transom, and a small replacement vinyl window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous stone lintel tops the first story windows. The facade's gable end has a single arched window opening with an arched brick lintel. The window opening has a replacement one-over-one, double-hung, rectangular vinyl-sash. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation has a shed-roof porch to the east and a bay window to the west on the first story, and a single one-over-one window in the gable end.

11. 4025 West Harrison Street (16154070120000)
The ca. 1905 worker's cottage at 4025 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in red-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end and a second brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a one-story, gable-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement concrete block foundation and wood steps, railings, and posts. The porch leads to the offset front door, which is topped by an infilled transom, and a small single light wood-sash window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous lintel tops the first story windows. The facade's gable end has paired arched window openings with arched brick lintels topped by a continuous double arched stone label mold. The window openings have original one-over-one, double-hung, arched wood-sashes. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single door accessing a rear staircase.

12. 4029 West Harrison Street (16154070110000)
The ca. 1905 worker's cottage at 4029 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in rusticated brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a projecting one-story, hipped-roof, enclosed porch to the east and a three-sided, hipped-roof bay window to the west. The enclosed porch is clad in vinyl siding. The porch's north elevation has offset concrete steps leading to the front door to the east and a single pane vinyl window to the west; its east elevation has a one-over-one, double-hung, vinyl-sash window. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a four-light wood-sash window on the north side flanked by a narrower one-over-one, double-hung, replacement vinyl-sash window on the northwest side; all windows have stone sills. A continuous lintel tops the first story windows. The facade's gable end has a single one-over-one, double-hung, vinyl-sash window topped by a prominent stone lintel and keystone.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single door accessing a rear porch roof deck.

13. 4031 West Harrison Street (16154070100000)
The ca. 1905 worker's cottage at 4031 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a one-story, gable-roof porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised stone foundation, wood steps, replacement wood railings, and simple round columns supporting the gable roof. The porch leads to the offset front door, which is topped by a glass block-infilled transom, and a small glass block-infilled window with a stone sill and arched brick lintel. The bay window's basement-level has paired one-over-one, double-hung, wood-sash windows on the north side and a single one-over-one, double-hung, wood-sash window on the northwest side. The bay window's first story has a replacement single-light vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous stone lintel tops the first story windows. The facade's gable end has three replacement one-over-one, double-hung, vinyl-sash windows with stone sills. A continuous stone label mold runs above the windows. Simple wood gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single one-over-one window. A metal fence encloses the small front yard.

14. 4033 West Harrison Street (16154070090000)
The ca. 1905 worker's cottage at 4033 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in painted stone panels on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick with a rusticated appearance and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the near the south rear elevation's gable end.

The north-facing facade comprises a one-story, hipped-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The front door and all the windows are currently covered by plywood panels, but a 2008 Cook County Assessor photograph shows the area that is obscured. The porch consists of a raised replacement concrete block foundation and wooden steps, railings, and posts. The porch leads to the offset single-light, wood front door, which is topped by a wood transom window that contains the address. West of the door is a small single-light, wood-sash window set into a segmental arch opening with a stone sill and arched brick lintel. The bay window's basement-level windows are infilled with painted plywood on the northwest and north sides. The bay window's first story has a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous lintel tops the first story windows. The facade's gable end has a single arched window opening with an arched brick lintel. The window opening has a replacement one-over-one, double-hung, rectangular vinyl-sash.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single one-over-one window. A low metal fence encloses the small front yard.

15. 4035 West Harrison Street (16154070080000)
The ca. 1905 four-flat at 4035 West Harrison Street is a modest two-story, brick-clad, flat-roof apartment building with minimal limestone ornamentation. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade has a limestone-clad basement-level and red-colored face brick on the first and second stories. A wide limestone band extends across the facade above the second story windows and the short parapet above is clad in red-colored brick. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a center gable parapet and wood coping.

The north-facing three-bay facade comprises a central entrance bay flanked on either side by a projecting two-story, full-height, three-sided bay window. All the windows are replacement one-over-one, double-hung, vinyl-sashes of varying sizes. The central bay's first story has a replacement metal and glass entrance consisting of a glass door flanked by single-light sidelights, all topped by short transoms. A decorative limestone panel with swags and floral motifs is located above the entrance. Above the panel, a continuous limestone label mold extends across the central bay and below the outer bays' first story windows. The central bay's second story has a replacement rectangular window set into an arched opening on a stone sill and topped by an arched brick lintel with brick and limestone label stops. The outer full-height bay windows are identical. The basement-level and each floor have paired windows on the bay's north side and a single window on the bay's northeast and northwest sides.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing the south rear alley.

16. 4043 West Harrison Street (16154070060000)
The ca. 1905 two-flat at 4043 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow courses of rusticated stone. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts. The porch leads to the offset front door, which is

topped by a transom window that contains the address. East of the door is a small single-light, wood-sash window with a stone sill. Above, the second story contains two one-over-one, double-hung, wood-sash windows. The two-story bay window's basement-level windows were not visible during survey due to foundation plantings. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. A simple stone cornice projects above the second story below the crenellated parapet.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing the south rear alley.

17. 4047 West Harrison Street (16154070050000)
The ca. 1905 two-flat at 4047 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall of alternating rusticated stone piers and smooth stone panels. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises the entrance to the east and a two-story, full-height, three-sided bay window to the west. A raised replacement concrete porch and flight of steps leads to the offset front door, which is topped by an infilled transom. East of the door is a small single-light, vinyl-sash window with a stone sill. Above, the second story contains two one-over-one, double-hung, replacement vinyl-sash windows on a shared continuous stone sill. The full-height bay window's basement-level windows consist of paired one-over-one, double-hung, replacement vinyl-sashes on the north side and a single identical window on the northwest side. The bay window's first story has a four-light, vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. The second story is nearly identical, but has a single-light, vinyl window on the bay's north side. A simple stone cornice projects above the second story below the parapet.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard.

18. 4049 West Harrison Street (16154070040000)
The ca. 1905 two-flat at 4049 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises the entrance to the east and a two-story, full-height, three-sided bay window to the west. A raised replacement concrete porch and flight of steps leads to the offset replacement front door, which is topped by an infilled transom. East of the door is a one-over-one, double-hung, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of a replacement sliding vinyl casement

on the north side and a smaller identical window on the northwest side. The bay window's nearly identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; the first story windows have a continuous stone sill and the second story windows have individual stone sills. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's smooth stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. A low metal fence encloses the small front yard.

19. 4053 West Harrison Street (16154070030000)
The ca. 1905 two-flat at 4053 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of rusticated stone topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised, rusticated stone block foundation, wooden steps and decking, and ornamented iron scrollwork railings and posts. The porch leads to the offset front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window that contains the address. East of the door is a narrow one-over-one, double-hung, replacement vinyl-sash window with a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on wide smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. A low metal fence encloses the small front yard.

20. 4055 West Harrison Street (16154070020000)
The 1905 two-flat at 4055 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow courses of rusticated stone. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between smooth stone blocks. A brick chimney is located on the building's west side elevation and south rear elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning roof. The porch leads to the offset wooden front door, which has a replacement ornamented iron scrollwork storm door and is topped by an infilled transom. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a stone sill. The full-height bay window's basement-level windows consist of a single-light, vinyl window on the north side and a smaller identical window on the northwest side. The bay window's identical first and second stories have a

single-light, vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation has a two-story, shed-roof addition clad in vinyl siding. A low metal fence encloses the small front yard.

21. 4057 West Harrison Street (16154070010000)
The 1905 two-flat at 4057 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It is located at the southeast corner of West Harrison Street and South Karlov Avenue. It has a rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of smooth stone with a single rusticated stone course and topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement wood foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning roof. The porch leads to the offset front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window that contains the address number. East of the door is a narrow single-light, wood-sash window with a stone sill, covered by ornamented iron scrollwork security bars. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east side elevation has no window or door openings. The west side elevation comprises three bays. The northernmost bay has a replacement glass block basement-level window with a smooth stone lintel and a single-light, replacement vinyl window on a stone sill on the upper stories. The middle bay has a plywood-covered basement-level window with a smooth stone lintel and a one-over-one, double-hung, replacement vinyl-sash window on the upper stories. The southernmost bay is nearly identical to the middle bay, but with smaller window openings.

The south rear elevation has a vinyl-clad second story addition to the east and a wooden fire escape to the west. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing South Karlov Avenue.

22. 4101 West Harrison Street (16154060090000)
The commercial building at 4101 West Harrison Street is a modest and altered one-story, brick-clad, flat-roof building with minimal ornamentation. It is located at the southwest corner of West Harrison Street and South Karlov Avenue. Research indicates it was constructed ca. 1920 and was formerly occupied by a confectioner and dry goods store in the late 1920s and early 1930s. It is currently occupied by the New Star of Bethlehem church. The building has a rectangular footprint. The north-facing facade and the northernmost portion of the east side elevation are clad in orange-colored brick that appears to be a more recent replacement. The remainder of the east side elevation has a concrete foundation and is clad in the original red and brown brick. The west side elevation has a stone-clad foundation and is clad in common brick. The south rear elevation appears to be clad in concrete. The building is topped by a built-up flat roof and a brick parapet topped by stone coping extends across the north-facing facade and east side elevation. A brick chimney is located near the building's southwest

corner.

The north-facing facade has an offset and recessed entrance consisting of double doors with a diamond-shaped window. Decorative foliated iron security doors are affixed to the entrance, flush with the facade wall. The entrance is framed by angled bands of narrow, rectangular stone panels. East of the entrance, there is a small round wood window just below the parapet. West of the entrance is a pointed window opening on a stone sill, infilled with bricks and a glass block cross. A single stone course extends across the facade above the door and windows below the brick parapet. The parapet is unornamented except for a single stone cross above the entrance.

The east side elevation has a single window opening, infilled with vinyl siding, on a stone sill. A stone beltcourse extends across the full width of the east side elevation above the window. Above, the original red and brown brick-clad portion of the east side elevation has a minimally ornamented parapet wall. The parapet has two long rectangular brick panels, outlined in brick headers with a square stone at each corner and a small stone panel with a raised diamond in the center. A third rectangular brick panel is bisected at the start of the newer orange brick section at the north end. The west side elevation does not appear to have any window or door openings.

The south rear elevation has five segmental arch openings and a small vinyl-clad shed addition at the west end. The easternmost opening has a door and infilled transom. The remaining four openings have vinyl windows of various sizes.

23. 4103 West Harrison Street (16154060080000)
The ca. 1904 two-flat at 4103 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts. The porch leads to the offset wooden front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a continuous stone sill that extends across the facade. The full-height bay window's basement-level windows consist of a replacement sliding vinyl casement window on the north side and a one-over-one, vinyl-sash window on the northwest side. The bay window's first story has a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. The bay window's second story is nearly identical, but the bay's north side has paired one-over-one, double-hung, replacement vinyl-sash windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. Additional vinyl windows are located on the southernmost portion of these elevations.

The south rear elevation has a two-story, flat-roof addition clad in vinyl siding. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property accessing the rear alley.

24. 4111 West Harrison Street (16154060060000)
The ca. 1904 two-flat at 4111 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's

secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof porch to the east and a two-story, full-height, three-sided bay window to the west. A porch of raised replacement concrete foundation and wooden steps leads to the offset replacement front door, which has a replacement ornamented iron scrollwork storm door and is topped by an infilled transom. East of the door is a single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of paired one-over-one, double-hung, replacement vinyl-sash windows on the north side and an infilled window opening on the northwest side. The bay window's identical first and second stories have a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. All the windows have a stone sill. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's smooth stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

25. 4113 West Harrison Street (16154060050000)
The ca. 1904 two-flat at 4113 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, replacement metal awning porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning. The porch leads to the offset wooden front door, which appears to be original, and is topped by a transom window. East of the door is a small single-light, wood-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a continuous stone sill that extends across the facade. The full-height bay window's basement-level windows consist of replacement glass blocks on a row of bricks on the north and northwest side. The bay window's identical first and second stories have a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side. It is flanked by narrower one-over-one, double-hung, wood-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

26. 4117 West Harrison Street (16154060040000)
The ca. 1904 two-flat at 4117 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of rusticated stone and topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, metal awning replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings. An unsupported replacement metal awning projects out from the facade above the porch. The porch leads to the offset replacement wood front door, which has a replacement ornamented iron storm door and is topped by a transom window that contains the address. East of the door is a narrow glass block-infilled window opening with a stone sill. Above, the second story has two single-light, replacement vinyl-sash windows on smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower single-light, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation has a two-story, shed-roof addition clad in vinyl siding.

27. 4119 West Harrison Street (16154060030000)
The ca. 1904 two-flat at 4119 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade's first story is clad in rusticated stone, while the second story is clad in smooth stone with narrow rusticated stone courses. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, replacement metal awning porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron railings and posts supporting a replacement metal awning. The porch leads to the offset wood and glass front door, which is topped by a transom window that contains the address. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on a continuous shared stone sill. The full-height bay window's basement-level windows consist of replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation has a two-story, shed-roof addition clad in vinyl siding.

28. 4123 West Harrison Street (16154060020000)
The ca. 1904 two-flat at 4123 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, metal awning replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron railings. An unsupported replacement metal awning projects out from the facade above the porch. The porch leads to the offset wood and glass front door, and is topped by a transom. East of the door is a single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-

one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. The first story windows have a continuous sill and those on the second story have individual stone sills. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's rusticated stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

29. 4125 West Harrison Street (16154060010000)
The 1904 two-flat at 4125 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It is located at the southeast corner of West Harrison Street and South Kedvale Avenue. It has a rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow rusticated stone courses. The building's secondary elevations are clad in brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of smooth stone and topped by smooth stone coping. Two brick chimneys are located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised brick and wood foundation and wooden steps, railings, and posts. The porch leads to the offset replacement front door, which is topped by a transom window. East of the door is a single-light, replacement vinyl window with a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides; the northeast side has a door and is accessible by concrete steps leading to the sidewalk. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower single-light, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east side elevation has no window or door openings. The west side elevation comprises three bays. Each bay has a replacement glass block basement-level window and one-over-one, double-hung, replacement vinyl-sash windows of varying sizes on the upper stories.

The south rear elevation has a two-story, shed-roof addition clad in vinyl siding. A wood fence encloses the rear yard.

HISTORY/DEVELOPMENT

West Garfield Park

The West Harrison Street District is located in Chicago's West Garfield Park neighborhood. Located on the east border of Austin, five miles west of the Loop, the West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway came through in 1848. It was a rural area characterized by scattered farms. Urbanization began in the 1870s with the West Side Park Board's establishment of three major West Side parks in 1870, the Chicago Fire of 1871 that prompted land speculators and residents to move further westward out of the city's fire limits, and the establishment of the Chicago & Northwestern Railway's train shops in 1873 north of Kinzie Street. The railroad's several thousand employees and their families, mostly Scandinavians and Irish, settled in the area south of Kinzie Street around Central Park, the middle West Side park. The Central Park village was primarily residential, consisting of single-family homes, two-flats, and some large apartment buildings, with some commercial buildings to meet the needs of its residents.

In 1881, Central Park was renamed Garfield Park in honor of the assassinated President Garfield. The park provided many recreational opportunities for its new residents, featuring an administrative building, exhibit houses, picnic groves, and a bicycle track. Nearby, the Garfield Park Race Track was established as a gentleman's trotting club in 1878 and converted for gambling ten years later. Taverns catering to spectators sprang up around the track. The track was closed in 1906 after a series of shootings and one near riot, and replaced by new residences.
The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park "L" on Harrison Street in 1895. The "L" lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure. The establishment of the Sears plant in nearby North Lawndale brought new residents to West Garfield Park's southeast area. Starting in 1914 and through the 1920s, Madison Street became the heart of Garfield Park's commercial district with new department stores, movie palaces, and hotels. Growth during the Great Depression and World War II stagnated, but the community remained stable.

Several changes to the community occurred during the 1950s, including the Congress Expressway's construction and population changes. Buildings were demolished on the neighborhood's south side to make way for the new expressway, displacing residents. Near the West Harrison Street District, the north side of West Harrison Street was demolished for the expressway construction. African Americans moving into the neighborhood were met with hostility and longtime white residents began moving out of the neighborhood. The United Property Group was formed to prevent further sales to African Americans while the Garfield Park Good Neighbors Council was established to welcome African American homebuyers. Middle-class African American families created small organizations and block clubs to maintain their new neighborhoods, but their efforts went largely unrecognized and could not prevent the increasingly neglected and overcrowded apartment buildings due to absentee landlords. Riots in 1965 and 1968 that destroyed homes and businesses further divided the community and the last major retailers and white residents left. Open-housing laws in the 1970s provided an opportunity for middle-class African American residents to leave the neighborhood, which was experiencing increasing poverty and a physical decline.

Metropolitan West Side Elevated Railroad Company

The Metropolitan West Side Elevated Railroad Company built the Garfield Park Line in 1895 as part of the overall Metropolitan West Side Elevated Railroad, also known as the "L." It was Chicago's third elevated railroad transit line and the first electrically powered one in the city. The four-track main line ran from downtown Chicago to Marshfield Avenue with branches to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. The Garfield Park Line continued westward from Marshfield Avenue, parallel to Van Buren Street and Harrison Avenue, to the city limits at Cicero Avenue. The line ran through Gunderson's Addition to Chicago, immediately south of the south properties along West Harrison Street within the West Harrison Street District. The nearest station was located at the southeast corner of South Pulaski Road and West 5th Avenue; it is no longer extant.

The Garfield Park Line was eventually extended west to the Forest Park, Maywood, and Bellwood suburbs. In 1902, the line was extended to Laramie Avenue with a connecting interurban service on the Aurora Elgin & Chicago Railway between Laramie Avenue and Aurora. The line was extended again in 1905 to Desplaines Avenue in Forest Park, providing local service over the Aurora Elgin & Chicago Railway ground-level trackage. In 1926, the Garfield Park Line was extended to Roosevelt Road in Westchester on a new branch extending south from the Chicago Aurora & Elgin Railroad (formerly the Aurora Elgin & Chicago Railway) at Bellwood.

The Metropolitan West Side Elevated Railroad Company, along with three other elevated railroad companies, formed the Chicago Elevated Railways Collateral Trust to establish cross-town services in Chicago for the first time. This partnership, and consolidation of "L" companies, was formalized in 1924 with the incorporation of the Chicago Rapid Transit Company (CRT), a privately-owned firm. In 1947, the newly formed Chicago Transit Authority (CTA), an independent governmental agency, took over the CRT "L" and Chicago Surface Lines (CSL) streetcar system operations. The CTA purchased the assets of the Chicago Motor Coach Company in 1952, unifying the public transportation system in Chicago and its surrounding suburbs.

The CTA soon began making changes to the city's public transportation system. The CTA considered streetcars old-fashioned and began replacing them with buses and trolley buses in 1948. Only four streetcar lines were left

by 1954 and the streetcar system was completely abandoned by 1958. The electric trolley bus suffered a similar fate when the CTA began phasing them out of service in the late 1960s and early 1970s; the last trolley bus ran in 1973. Under the CTA's purview, new "L" lines were constructed, existing lines were extended or renovated, and others were closed.

In 1949, plans were underway to begin construction of the Congress Expressway (now the Eisenhower Expressway), which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line was demolished to accommodate the expressway; in its place, a new rapid transit line would be constructed in the expressway median. During construction, the Garfield Park Line was rerouted to a temporary ground-level operation next to Van Buren Street between Sacramento and Aberdeen Streets. Stops between Halsted and Kedzie Streets on the temporary line were closed. The Chicago Aurora & Elgin Railroad interurban had difficulties accessing the temporary line, cutting their service back to DesPlaines Avenue and eventually ending passenger service in 1957.

On June 22, 1958, the CTA opened its first newly designed rapid transit line, the Congress Line, from Forest Park on the west end to the Dearborn Street Subway at LaSalle/Congress station, to Logan Square on the east end. Initially called the West Side Subway, the Congress Line replaced the over 50-year-old elevated Garfield Park Line. The Congress Line pioneered a new station and route design by placing the rapid transit line in the center of the expressway, the first of its kind in the nation. Within the expressway right-of-way, each station included an island platform and small station house containing the ticket booth and turnstiles, connected by an enclosed, sloping ramp. The station platform was a 600-foot island topped throughout by a canopy, supported by structural aluminum columns. The canopy extended beyond the platform edge, over the train car roofs. At a route length of 8.7 miles, the Congress Line had fourteen stations, three of which have since been abandoned, and was linked with the CTA Douglas branch. In 1994, the CTA changed its route names to color designations and the Congress Line became the Forest Park branch of the longer 26.93-mile-long Blue Line.

Architects, Builders, and Developers of the West Harrison Street District

S.T. Gunderson and Sons

In 1885, Severt T. Gunderson formed the real estate and "homebuilders" firm of S.T. Gunderson and Sons with his two sons, Seward and George, in Chicago. Severt was a Norwegian immigrant who began his career as a builder, going into the timber and mill business in the mid-nineteenth century. After a fire destroyed the business in 1875, Severt went into business with his son, Seward, manufacturing doors and sashes; that business was also destroyed by fire. Seward and George joined their father as partners in the formation of S.T. Gunderson and Sons in 1885, though George was not as active in the business as his brother. The firm was mostly engaged in subdividing tracts of land and building homes on those plats; in the 1920s, the firm continued to subdivide land, but acted in a realtor capacity rather than as a builder.

Between 1889 and 1925, S.T. Gunderson and Sons developed several subdivisions in Chicago and Oak Park. The earliest subdivisions were on the west side of Chicago in the West Garfield Park neighborhood and centered around Pulaski Road and what is now I-290. These earlier Chicago developments foreshadowed Gunderson's later method of choosing a lot size, building size, and building style appropriate for the location, time period, and residents. Large numbers of building permits for Gunderson homes were issued simultaneously and homes were built one block at a time in an assembly-line method of construction. This was further facilitated by the use of identical floor plans for each home with varying stylistic differences. All residences were uniformly set back from the street and the streets were laid out identically with an alley extending along the rear of the properties to allow access to garages. In Chicago, the lot sizes were narrow with smaller, more modest Chicago worker's cottages or two-flats with minimal limestone ornamentation built closely together. These homes were typically clad in brick or stone on the facade with simple limestone ornamentation, such as beltcourses, lintels, and cornices. The most common variation in the Chicago worker's cottages was the fenestration pattern in the gable-front, incorporating single or paired windows or arched openings. These homes were built for working class families. The later Oak Park developments were generally built on larger double lots with larger American Foursquare homes exhibiting various architectural styles of the period, including Colonial Revival, Dutch Colonial Revival, Arts and Crafts, and Prairie styles; Oak Park two-flats were similar to the earlier Chicago developments in building and lot size, and ornamentation. These homes were built to appeal to upwardly mobile middle class families, particularly those

moving from Chicago to the Oak Park suburb in the early twentieth century.

In 1889, the firm developed Colorado (now West 5th Avenue) and Lexington Streets between 43rd and 44th Avenues (now South Kildare and Kostner Avenues, respectively), constructing simple one-and-a-half-story, brick, gable-front Chicago worker's cottages with front porches on narrow lots. The majority of this first development was demolished for the construction of the I-290 expressway in the 1950s and only ten or less homes remain on Lexington Street. A similar second development of Chicago worker's cottages was completed in 1901 and 1902 on the south side of Lexington Street between 43rd and 44th Avenues; approximately twenty of these homes remain.

In 1903, the third Chicago Gunderson development was platted on Harrison and Colorado Streets (now West 5th Avenue) between 40th and 42nd Avenues, now Pulaski Road and Keeler Avenue respectively. It was called Gunderson's Addition to Chicago. Construction permits were issued between 1903 and 1905, listing S.T. Gunderson & Sons as the owner and F.O. DeMoney as the architect. The residences in the block between South Pulaski Road and South Karlov Avenue were constructed ca. 1905, according to building permits pulled in December 1904 and July 1905. The residences in the block between South Karlov and South Kedvale Avenues were constructed ca. 1904, according to building permits pulled in December 1903 and January 1904. This development consisted of similar Chicago worker's cottages on narrow lots, nearly identical to the earlier Gunderson developments, as well as two-flat apartment buildings. Based on the similarity of these cottages and two-flats in the same subdivision and to the earlier Chicago subdivisions, it is reasonable to assume F.O. DeMoney also designed the earlier Gunderson developments. Of these residences, only the properties on the south side of Harrison Street remain as the north side was demolished for the construction of the I-290 expressway in the 1950s. These properties are being evaluated as part of this determination of eligibility.

In Oak Park, the first Gunderson development was the Gunderson and Gaugers addition, platted in 1890 on Home and Wenonah Avenues between Lexington and Filmore Streets. The first homes were not built until 1905 and 1906, when the railroad fares to Chicago became five cents. At his own expense, Gunderson also constructed a Metropolitan elevated train station at Maple Avenue for the convenience of his residents. These Colonial Revival homes were built on double lots. The second Gunderson development in Oak Park, located between Harrison and Madison Streets, and Gunderson and Ridgeland Avenues, was constructed shortly after the first Gunderson Oak Park development. This subdivision was also conveniently located just north of the Metropolitan Garfield elevated train line with a station at Gunderson Avenue to connect residents to Chicago. The homes in this second development were larger than the first development, consisting of boxy American Foursquares in a variety of styles. The firm built two branch offices within this neighborhood at South Elmwood Avenue and Harrison Street and South Elmwood Avenue and Adams Street. The second Gunderson development is listed in the National Register of Historic Places (NRHP) and is a designated local Oak Park Historic District. In total, the firm built, financed, and sold more than 600 single family homes in Oak Park between 1905 and 1920. Later Oak Park subdivisions included the neighborhood along Columbian and Fair Oaks Avenues north of August Street (1922) and the Greenfield subdivision at Harlem Avenue and Division Street (1925).

The later Oak Park developments were extensively advertised by S.T. Gunderson and Sons in postcards, brochures, a weekly ad in the local newspaper, and a monthly magazine called "Homes: A Magazine for Rent Payers." The promotional material touted the benefits of home ownership over renting, life in the suburbs, the easy accessibility to Chicago, the quality of the homes and construction, and the affordability of single-family residences in Oak Park. These advertisements and tactics likely contributed to the quick sales of homes in the Gunderson developments. The Gunderson family also moved to Oak Park in 1907 to a home in their second development from their Norwegian neighborhood in Chicago to further promote the subdivision. The family became actively involved in the Oak Park community, coming to represent a public image of successful middle-class businessmen: the very people they hoped to attract to their Oak Park subdivisions. Research did not indicate whether the firm employed the same methods for its earlier Chicago subdivisions.

F.O. DeMoney/Frank Osborn DeMoney

A friend of Seward T. Gunderson, Chicago architect Frank Osborn DeMoney (1872-1947) was hired by the Gunderson firm to design their prototypical homes and, in essence, became the firm's chief architect. Research

indicates the firm engaged DeMoney's services as early as the first 1889 Chicago development, given the similarity of those homes in style and appearance to the 1903 Gunderson's Addition to Chicago development. DeMoney also designed all five of Gunderson's Oak Park developments, where he created numerous style and floor plan variations that were included in the sales literature. In 1907, DeMoney designed Seward T. Gunderson's own home in Oak Park.

Research did not reveal much information about DeMoney's life. A lifelong Chicago resident, he was an architect there for 53 years and had offices on LaSalle Street in Chicago. In addition to his work for the Gunderson firm, DeMoney designed a fire station in Oak Park (1912); various two-flats throughout Chicago; a theater and office building in Waukegan, Illinois; the Hafner Manufacturing Company plant at Carroll and North Kedzie Avenues in Chicago; funeral chapels across the United States; the Hiawatha train that traveled between Chicago and Minneapolis, and a series of Pixley and Ehlers restaurants in Chicago. The Pixley and Ehlers commission was likely a result of DeMoney's relationship to the Pixley family; his sister was married to restaurant founder Albert Pixley. DeMoney also designed homes in the Prairie style for Pixley and his partner, B.C. Ehlers, in 1936 at 830 and 1005 Ashland in River Forest, Illinois.

W.G. Williamson

W.G. Williamson was a Chicago architect who designed the Beaux Arts-style commercial building at 3953 West Harrison Street within the commercial area of the district. Williamson was well-versed in the Beaux Arts style, designing the Carnegie-Stout Library in the style in 1901 in Dubuque, Iowa. He also designed the Bank and Insurance Building, Julien House, and Henry L. Stout mansion in Dubuque. His earlier work includes the Romanesque Revival-style Calvary Memorial Church in 1886 in Oak Park, Illinois. Research indicates he was a prolific architect throughout Chicago, greater Illinois, and Iowa in the late nineteenth and early twentieth centuries.

George G. Purcell

Research did not reveal much information about Chicago architect George G. Purcell. In addition to the commercial building at 3959 West Harrison Street within the West Harrison Street District, he appears to have designed numerous two-flats throughout Chicago in the early twentieth century.

Chicago Worker's Cottage

In the years following the Chicago Fire of 1871, the worker's cottage became the dominant vernacular form of urban housing in working-class Chicago neighborhoods through the early twentieth century. The worker's cottage proliferated during the 1880s, due to the real estate boom associated with the industrial expansion of the city's outlying areas. Marketed as inexpensive by local real estate syndicates, the working-class population was able to claim homeownership. Although large developers built rows of identical simple cottages in neighborhoods, the majority of neighborhoods contained a variety of modified houses.

The modest worker's cottage was one story or one-and-a-half stories, rectangular, and generally unornamented. Earlier versions were commonly clad in wood while later versions were of brick. Many were built on a raised basement and had a front-facing gable roof and an attached full-width porch at the facade. If ornamentation was present, it was restricted to the window surrounds and beneath the roofline. Inside, the earlier, simpler cottages contained four to six rooms, with the bedrooms located on one side of the house and the parlor, dining room, and kitchen on the other side. Later one-and-a-half-story examples also had a formal front hall and staircase.

The seven worker's cottages within the West Harrison Street District are typical, modest later brick examples that have been altered to varying degrees. All are one-and-half-story, brick-clad, gable-front buildings with a one-story bay window and front porch. Different colored brick, basement-level cladding, and window openings in the front gable give each house a slightly different appearance. While all retain their overall form and appearance, most all of them have replacement vinyl or glass block windows on all floors and replacement front porches. Some have infilled transoms above the front door or infilled basement-level windows. In one instance, the house at 4029 West Harrison Street has an enclosed vinyl-clad addition in lieu of a front porch.

Two-Flat

In the Chicago area, “flats” refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago in the late nineteenth century to meet the housing demands of a growing working-class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, dozens of two-flats were built on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two-flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhorse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two-flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three-flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first-story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four or six flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two or three flats. The six flat had an enclosed public stair hall on the building’s street side and an open but covered service stair on the building’s rear. When repeated along three sides of a courtyard, the six flat became a module for the courtyard building type.

The West Harrison Street District has thirteen two-story two-flats and one two-story four-flat that are typical, modest examples of their type that have been altered to varying degrees. All retain their overall form, appearance, cladding materials (smooth or rusticated stone and brick), and minimal limestone ornamentation. Their parapet walls alluding to classical precedents also remain intact. However, all have replacement vinyl windows in various configurations (single-light, one-over-one, sliding) or glass blocks infilling the basement-level windows. In some cases, the transom above the door has been infilled with replacement materials. Most have replacement front porches; at least half of those are replacement metal awnings incompatible with the building’s original design intent and appearance.

Beaux Arts

Popularized during the 1893 World’s Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth -century American architects were trained at the École des Beaux Arts in Paris, France, where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World’s Columbian Exposition, and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Although similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation. The commercial building at 3953 West Harrison Street is an example of the Beaux Arts style applied to a commercial building in the early twentieth century, but it has been altered by replacement materials and its original ornamentation does not capture the exuberance of the style.

Historic Resources Survey

RESOURCE TYPE District — West Harrison Street District
NRHP STATUS Not Eligible — **SURVEY ID** 1-42

NRHP STATUS
Not Eligible

DATE LISTED

NRHP CRITERIA
☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS
☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION
The West Harrison Street District was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The West Harrison Street District is associated with the continued development of the West Garfield Park neighborhood from the 1890s through the 1920s as Chicago continued to grow westward. However, it is not representative of the overall development pattern of the West Garfield Park neighborhood; the construction of I-290 to the north and the demolition of the former elevated Garfield Park Line immediately south diminish the district's ability to convey this association. Research did not indicate any significant associations with events in the past, and therefore, the West Harrison Street District is not eligible under Criterion A.

The West Harrison Street District is part of the larger Gunderson's Addition to Chicago, platted in 1903 by Chicago real estate firm S.T. Gunderson and Sons and the firm's third development in the West Garfield Park neighborhood. Although it is associated with the S.T. Gunderson and Sons firm and their earlier Chicago subdivisions, the West Harrison Street District is not representative of the firm's success in real estate development that was fully realized in their later Oak Park developments. Background research did not indicate any significant associations, and therefore, the West Harrison Street District is not eligible under Criterion B.

The West Harrison Street District retains modest vernacular interpretations of the Chicago worker's cottage and two-flat forms as well as the Beaux Arts and Neo-Gothic styles applied to commercial buildings. The majority of these buildings are typical examples of their type and do not indicate architectural or artistic significance. The buildings retain their overall form, appearance, and in some instances ornamentation, but extensive window replacements, infilled window openings, replacement front porches, replacement storefronts, and replacement wall materials contribute to substantially diminished integrity of design, workmanship, and materials. Therefore, the West Harrison Street District is not eligible under Criterion C.

The district was not evaluated under Criterion D as part of this assessment.

Therefore, the West Harrison Street District is not eligible for listing in the NRHP.

SOURCES
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Find A Grave. Frank Osborn DeMoney. October 16, 2012. http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=99033017.

National Register of Historic Places. Gunderson Historic District, Oak Park, Cook County, Illinois. National Register #02000100.

Sanborn Map Company. Chicago 1905-1951. New York: Sanborn Map Company, 1923, Sheets 1, 15, 16.

The Economist. April 12, 1902. https://books.google.com/books?id=-UROAAAAYAAJ&pg=PA3#v=onepage&q&f=false.

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The Economist. October 16, 1909. https://books.google.com/books?id=QVdOAAAAYAAJ&pg=PA9#v=onepage&q&f=false.

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Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 1 - West Harrison Street District



Facing southwest to commercial buildings at 3937, 3953, and 3959 West Harrison Street from West 5th Avenue (left to right)

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 2 - West Harrison Street District



Facing southeast to commercial buildings at 3959 West Harrison Street and 3953 West Harrison Street from South Pulaski Road (right to left)

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 3 - West Harrison Street District



Facing southwest to 600-604 South Pulaski Road from West Harrison Street and South Pulaski Road intersection

Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 4 - West Harrison Street District



Facing south to commercial buildings at 4011, 4013, and 4015 West Harrison Street and worker's cottage at 4019 West Harrison Street (left to right)

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 5 - West Harrison Street District



Facing south to 4019 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 6 - West Harrison Street District



Facing south to 4021 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 7 - West Harrison Street District

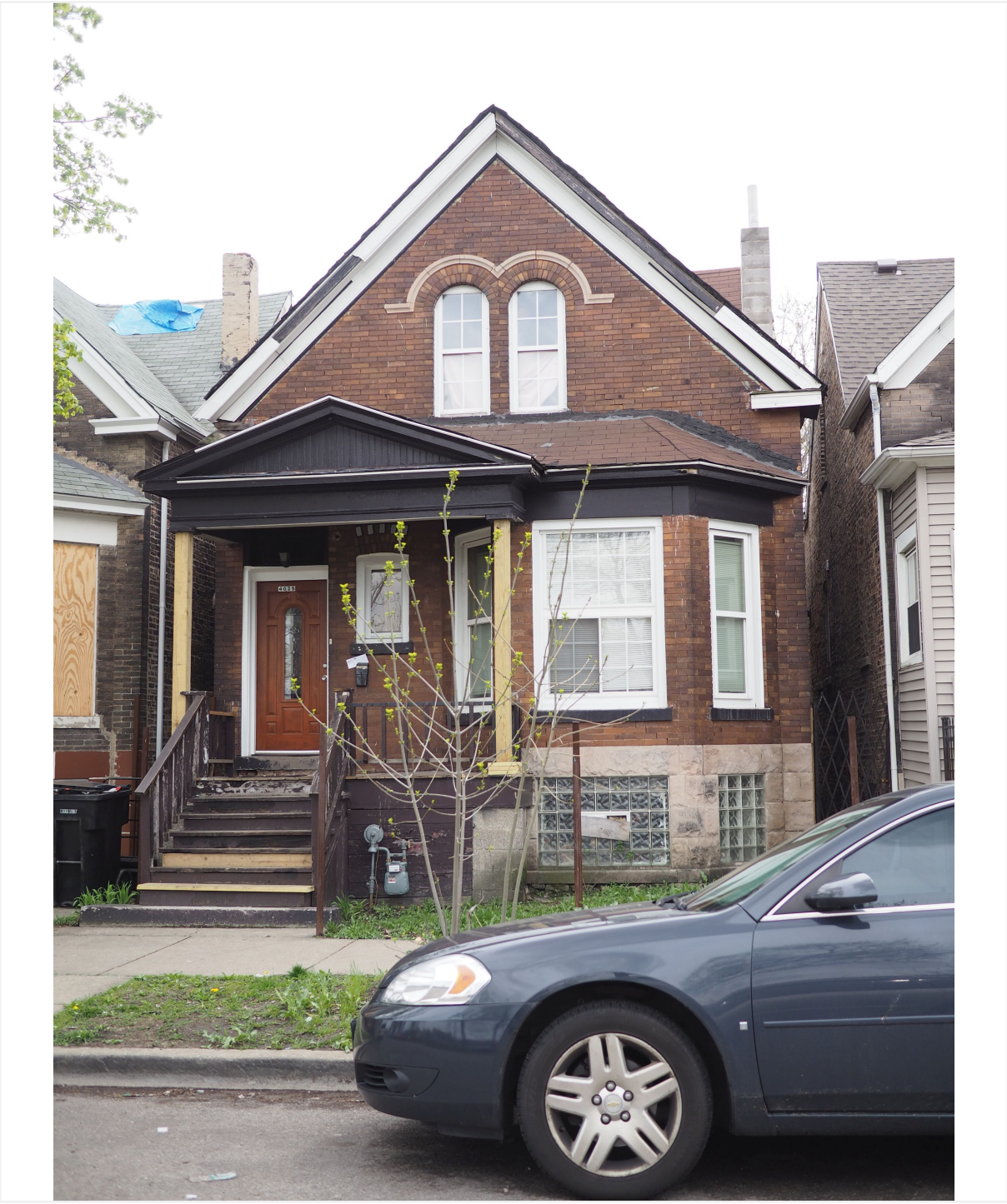


Facing south to 4023 West Harrison Street

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 8 - West Harrison Street District



Facing south to 4025 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 9 - West Harrison Street District



Facing south to 4029 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 10 - West Harrison Street District



Facing south to 4031 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 11 - West Harrison Street District



Facing south to 4033 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 12 - West Harrison Street District

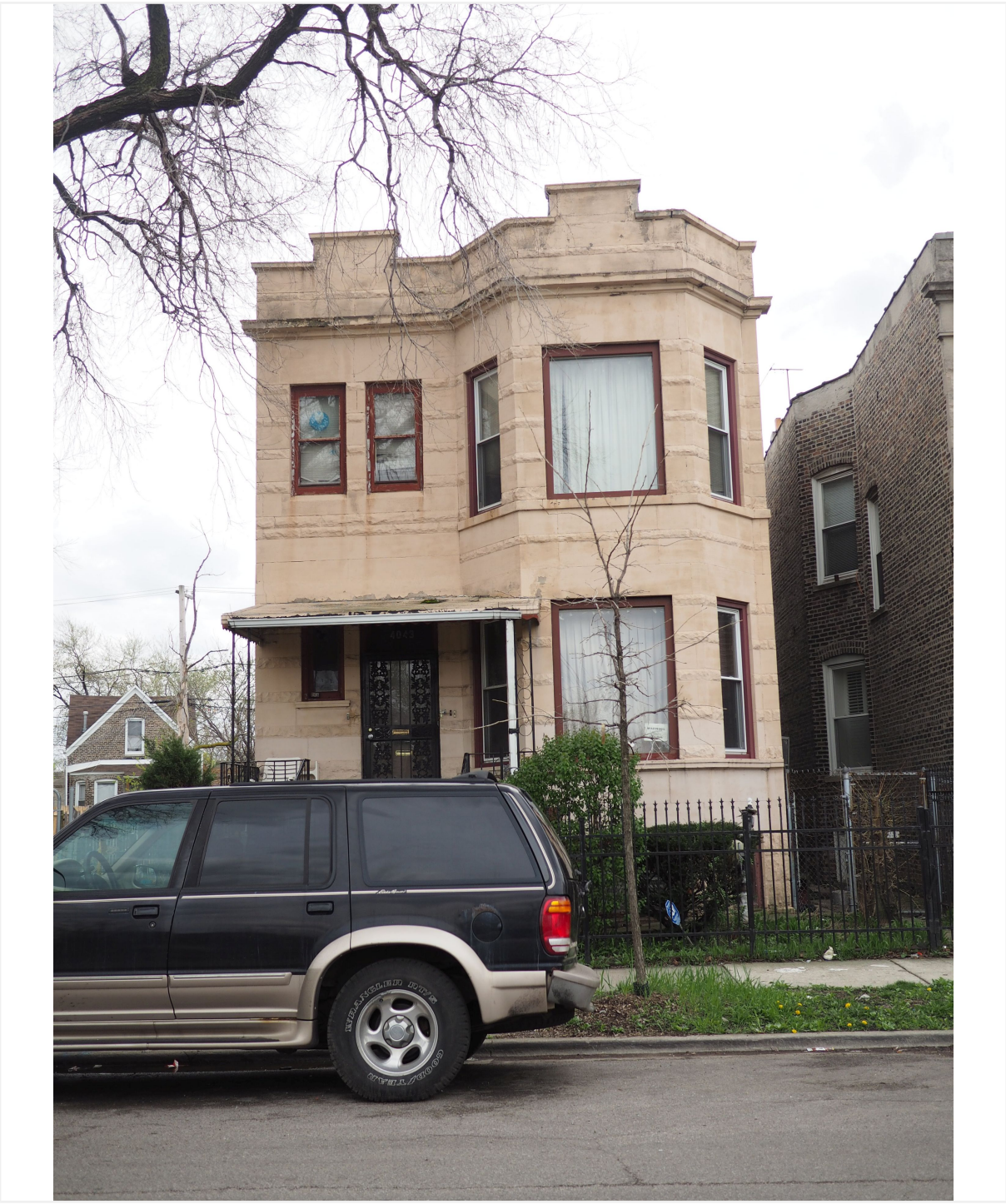


Facing south to 4035 West Harrison Street

Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

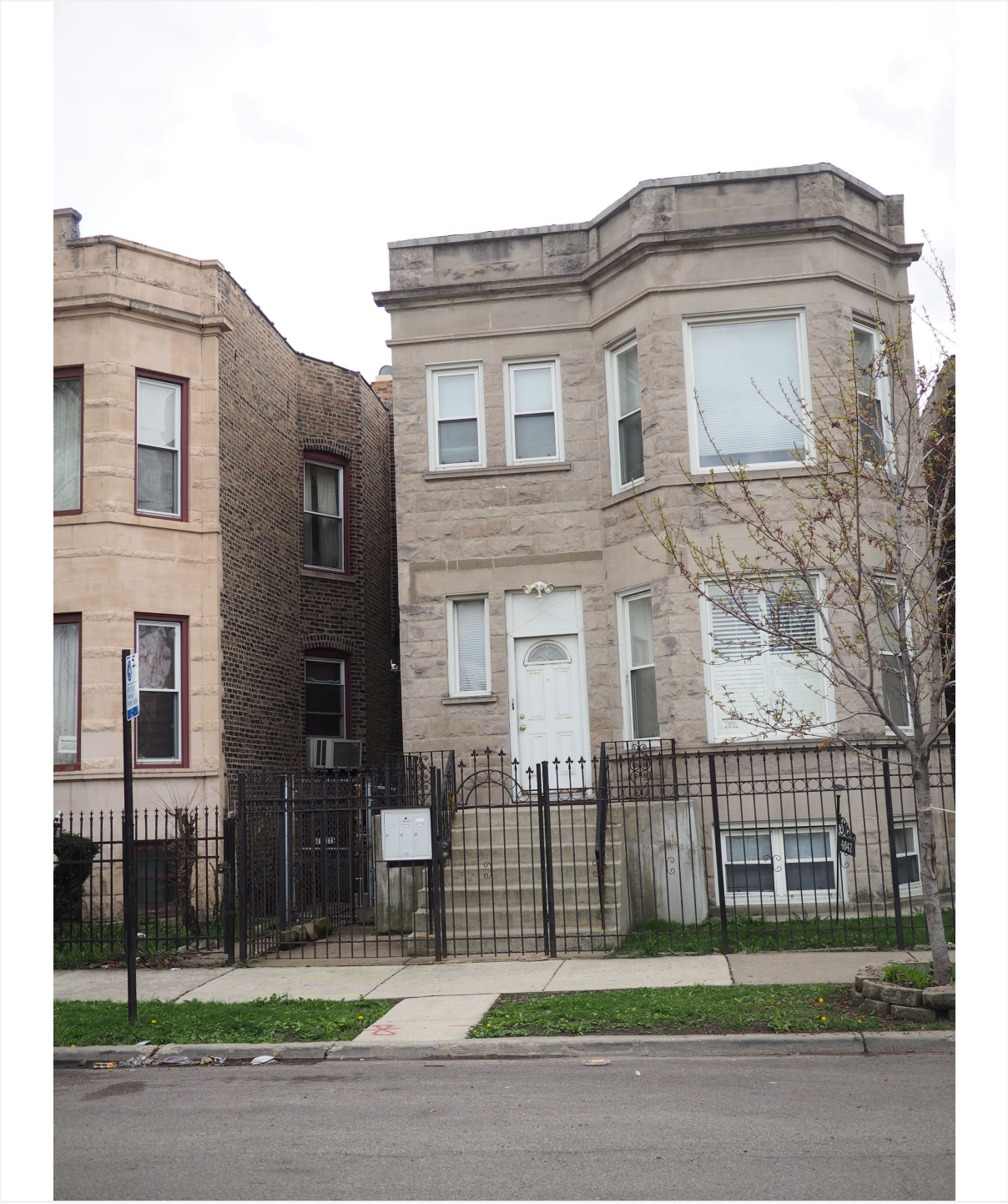
Photo 13 - West Harrison Street District



Facing south to 4043 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 14 - West Harrison Street District



Facing south to 4047 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

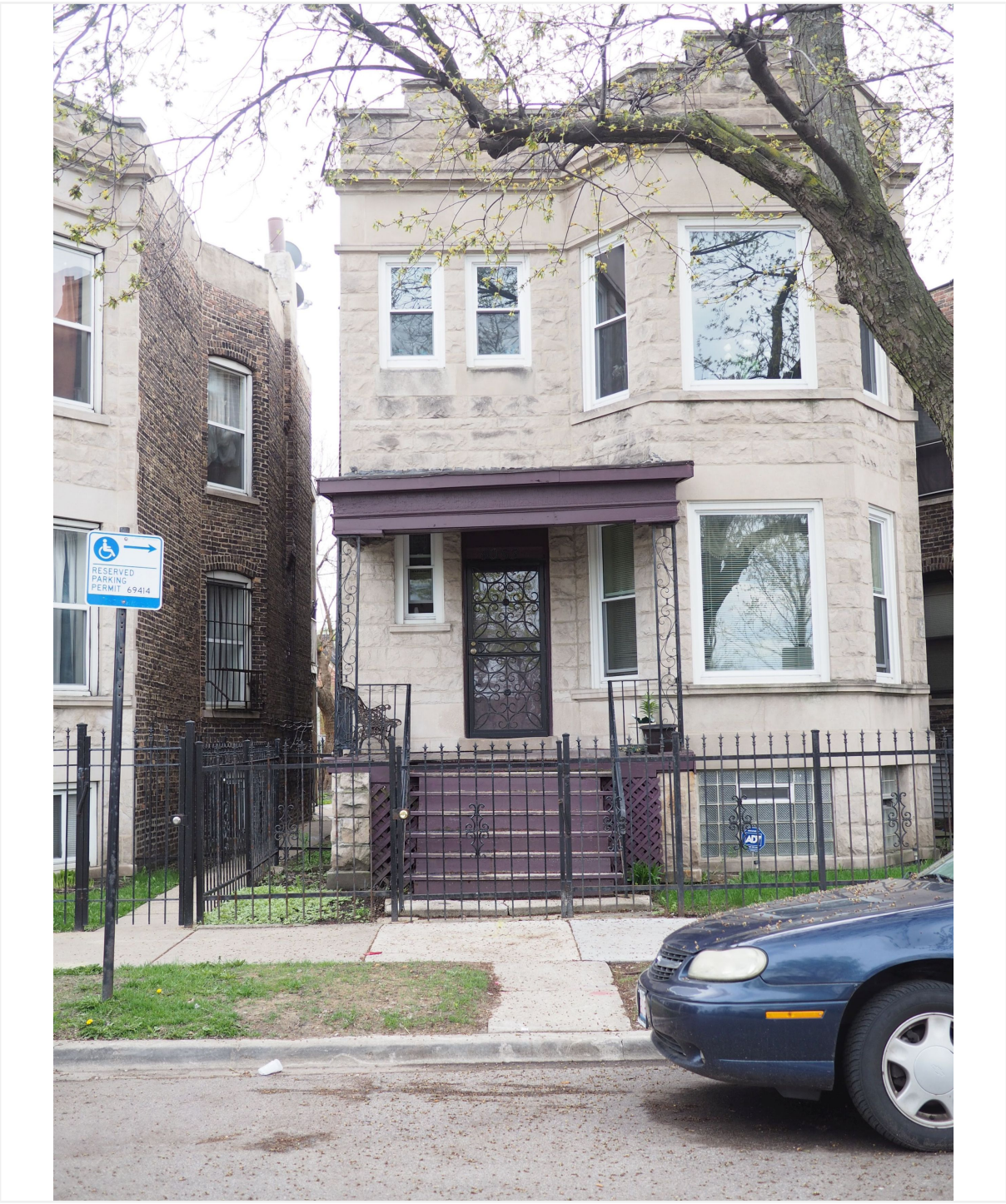
Photo 15 - West Harrison Street District



Facing south to 4049 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 16 - West Harrison Street District



Facing south to 4053 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 17 - West Harrison Street District



Facing south to 4055 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 18 - West Harrison Street District



Facing south to 4057 West Harrison Street

Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 19 - West Harrison Street District



Facing south to 4101 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 20 - West Harrison Street District



Facing south to 4103 West Harrison Street

Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 21 - West Harrison Street District



Facing south to 4111 West Harrison Street

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 22 - West Harrison Street District



Facing southeast to 4125, 4123, 4119, 4117, and 4113 West Harrison Street from South Kedvale Avenue (right to left)

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Photo 23 - West Harrison Street District



Facing southeast to 4125, 4123, and 4119 West Harrison Street from South Kedvale Avenue (right to left)

Historic Resources Survey

RESOURCE TYPE	District	West Harrison Street District	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-42

Map - West Harrison Street District



PREPARED BY	Aimee Paquin, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	5/13/2016	
LAST MODIFIED	5/13/2016	

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

NAME
First Church of the Brethren

OTHER NAME(S)
Seventh United Presbyterian Church

STREET ADDRESS
425 South Central Park Boulevard

CITY
Chicago

OWNERSHIP
First Church of the Brethren

TAX PARCEL NUMBER
16-14-224-005-0000, 16-14-224-004-0000, 16-14-224-003-0000, 16-14-224-002-0000, and 16-14-224-001-0000

YEAR BUILT
1897

SOURCE
The Economist, "Building Department."

DESIGNER/BUILDER
Daniel Everett Waid

STYLE
Tudor Revival

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Stone

WALLS
Brick

ROOF
Asphalt

DESCRIPTIVE NOTES
The First Church of the Brethren, built in 1897, is an interesting and skillful interpretation of Tudor Revival architecture as applied to an ecclesiastical building. The building is located at 425 South Central Park Boulevard on the northeast corner of South Central Park Boulevard and West Congress Parkway. The church complex includes the original Tudor Revival church building and an attached parsonage residence, both of which are stylistically similar and physically connected, as well as a Sunday school building executed in a Romanesque Revival aesthetic and a free-standing ca. 1908 Romanesque Revival two-flat residence that is used for volunteer housing. A community garden is located north of the church complex. All of the buildings date to the same period and are considered contributing elements.

The church is clad in pale red brick with contrasting pale buff-colored brick and limestone trim. Building corners and door and window openings are articulated with this contrasting trim in the form of quoins, sills, lintels, and surrounds, as well as water tables and beltcourses. The original church building has a cruciform plan with a flat-roof tower at the corner of the street intersection. Shallow buttresses adorn the building and allude to the revivalist precedents that inspired the stylistic references displayed on the church.

The tower is approximately three stories in height and on its west elevation, it contains an entrance housed within a pointed-arch opening. The door is reached by a short flight of concrete steps flanked by metal railings. A wood pedestrian door, which is slightly recessed, is flanked by sidelights and topped with a tripartite pointed-arch transom. The entrance surround is ornamented with pale brick and limestone molding. Above the entrance, a small, rectangular, fixed, single-pane, loophole window is present and is surrounded with contrasting pale brick and topped with limestone window-hood molding. The south elevation contains a replacement one-over-one, double-hung, vinyl-sash window with a brick and limestone surround at the first story; the upper stories are identical to the west elevation. The upper portion of the tower is encircled by a projecting molded limestone sub-cornice beneath a louvered vent opening. The tower is topped by a classically inspired cornice with geometric inset panel motifs.

The tower is connected to the cruciform-plan church. The front-facing gables dominate both the west and south elevations. On each elevation, a large pointed-arch opening is filled with a multi-pane, stained-glass window, which is identical on each elevation. The window is a stylized, geometric design with a central cross surrounded

by religious motifs such as doves, hands clasped in prayer, and open Bibles. A figure in the left corner of each window is a depiction of Dr. Martin Luther King, Jr., with a group of children facing him in the right corner; research indicates that these panes were added in 2000, but they are consistent with the style and materials of the remaining portion of the window. The red-brick facing is ornamented with contrasting brick and limestone. The window openings are surrounded by pale brick and limestone, and pale brick horizontal courses extend across the front-facing gables. No other openings are present on these areas on either elevation. Corners are adorned with contrasting color trim that alludes to quoins.

On the west elevation, the gable section connects to the north to a flat-roof bay with another arched entrance that is similar to the one located on the tower, except that the door is a more recent metal and glass configuration. A small, rectangular, fixed, single-pane, loophole window is centered above the doorway. A metal side door is also present on the projecting northern face of this bay. Both openings and the building corners feature contrasting brick and limestone trim. This bay is surmounted with an ornate parapet wall that consists of a central pediment with inset, graduated, blind, pointed arches flanked by corner posts; collectively, the configuration evokes crenellations or battlements.

A flat-roof wing, which contains the Sunday school and was built at the same time as the church and parsonage, is attached to the north of the brick portions of the building. It is recessed slightly from the brick portion of the main church. Clad in rough-faced ashlar limestone blocks, the wing's facade is dominated by one-over-one, double-hung, vinyl-sash replacement windows that are hung in various configurations. Limestone surrounds encompass the fenestration pattern. A projecting limestone water table, beltcourse, and cornice are the only other ornamentation. The north side elevation is clad in common brick; it was not intended to be a public portion of the building because an adjacent residence is located approximately four feet away, obscuring the view from the street. An accessibility ramp surrounded by a concrete-block wall that is scored to look like stone is located in front of this wing.

The south elevation, which includes the previously described tower and cruciform gable sections, also incorporates a recessed two-story bay with a single-story canted bay-window projection with a crenellated roofline attached to a two-flat residence. The two-story bay, the canted bay window, and the two-flat, which was built as a parsonage, continue the design vocabulary and materials found on the main church. Surfaces are clad in red brick with contrasting pale brick and limestone trim. Both have flat roofs and one-over-one, double-hung, vinyl-sash replacement windows. On all of the connected portions of the building, the flat roofs are covered with built-up roofing, while the cruciform gable roof is covered in asphalt shingles.

A free-standing residence, also executed with Romanesque Revival influences, is north of the church's addition and faces to the west. The building, which is called Faith House, was originally a two-flat constructed in ca. 1908, but is now used by the church for housing for youth services volunteers. Clad in rough-faced ashlar limestone blocks, the house has an asymmetrical facade with classical ornamentation including Doric columns, balustrade, and cornice. The raised entrance is reached by a flight of stairs and contains a replacement pedestrian door. One-over-one, double-hung, vinyl-sash replacement windows are located throughout the building. The north side elevation contains a colorful mural while the south side elevation is clad in red common brick and devoid of openings. A parapet wall tops the facade. The building has a flat roof.

The church is located in an urban setting with minimal setback from the sidewalk. A grass panel and a deciduous street tree are located on the south side of the property, while the west side contains a few foundation plantings. A community garden and grass lawn are located north of Faith House, and Interstate 290 (I-290) is located directly south of the block that contains the church complex.

All of the properties on the parcel that are associated with the church are considered contributing resources and research indicates they were built at the same time. This includes the church, Sunday school, parsonage, and Faith House.

HISTORY/DEVELOPMENT

East Garfield Park

East Garfield Park is Community Area 27, encompassing the East Garfield Park and Fifth City neighborhoods.

Located four miles west of the Loop, East Garfield Park developed similarly to West Garfield Park. Annexed to Chicago in 1869, its western section comprised a portion of Central Park (later Garfield Park), which was established the same year. The land east and south of the park was subdivided but not fully developed for at least another couple decades, and East Garfield Park remained sparsely populated. The community's residential and commercial development followed the construction of the elevated "L" lines on Lake and Harrison Streets through the community in the early 1890s and the establishment of manufacturing plants in neighboring communities, such as the Sears plant in Lawndale. Many of the community's residents worked in the nearby plants and two flats and small apartment buildings were erected to house them as well as modest homes, commercial buildings, and other industries. East Garfield Park's early residents were mostly Irish and German, and later included Italians and Russian Jews.

Post-World War I, East Garfield Park experienced a brief period of prosperity. West Garfield Park's Madison Street shopping district expanded eastward along Madison into East Garfield Park. A high-class residential hotel, the Graemere, opened just east of Garfield Park and a vocational school for girls opened in 1927. Unlike West Garfield Park, East Garfield Park experienced economic and residential decline during the Great Depression and World War II. Many houses were converted into smaller units for more boarders and allowed to deteriorate. By 1947, the area was in great need and Daughters of Charity opened Marillac House at 2822 West Jackson Boulevard to serve the local poor.

Like its neighboring communities, the 1950s Congress Expressway construction displaced residents on the south side of the neighborhood. Additionally, its racial composition was changing as more African American families began purchasing and renting homes in East Garfield Park. In 1960, a cluster of Chicago Housing Authority (CHA) family public housing projects–Harrison Courts, Maplewood Courts, and Rockwell Gardens–were constructed at the east end of East Garfield Park. During this time, residential physical conditions continued to deteriorate due to absentee landlords and increasingly common vacant lots. Despite these conditions, local churches, and community organizations continued to promote interracial community involvement, urban renewal, and local leadership.

In 1966, civil rights activism attempted to prevent further neighborhood deterioration through the establishment of anti-slum organizations (East Garfield Park Union to End Slums) and cooperatives to obtain groceries and housing (East Garfield Park Cooperative). A coalition of residents and clergy successfully fended off the CHA's attempt to build more high-rise public housing. Rioting in 1968 undermined these activism efforts, leading to more businesses and residents leaving the neighborhood. East Garfield Park lost more than two-thirds of its population due to this outmigration. In the 1970s and 1980s, the area was characterized by endemic poverty, unemployment, a drug economy, and associated criminal activity to fill the economic void.

Architect Daniel Everett Waid

Architect Daniel Everett Waid (1864-1939), who is alternately identified as D. Everett Waid, designed the First Church of the Brethren, which was originally called Seventh United Presbyterian Church in 1897. Waid, who was a native of St. Lawrence County, New York, studied architecture at Monmouth College in Illinois, graduating in 1887. Upon graduation, he took additional classes at the Art Institute of Chicago and studied at Columbia University in New York City. From 1888-1894, he worked at Jenney and Mundie, the firm of renowned architect William LeBaron Jenney, rising to the position of head draftsman. From 1894-1898, Waid practiced architecture independently in Chicago. It was during this time that he designed what is now the First Church of the Brethren. He also designed his own home, now called the Waid-Coleman House, at 9332 South Damen Avenue. The house, which has been altered since its construction, is an interpretation of Queen Anne and Stick style architecture.

In 1898, Waid moved to New York City, where his career skyrocketed. He first designed the Long Island Hospital in Brooklyn and began serving as the architect for the Board of Foreign Missions of the Presbyterian Church, which resulted in hospital and school commissions in the United States and abroad. During World War I, Waid worked as the deputy director for an architects' organization that designed housing at 25 shipbuilding yards throughout the nation. He also served from 1915-1923 on the New York State Board of Architectural Examiners, first as a member and later as president. He also served on the New York City Board of Appeals. Some sources

cite him as a consulting architect for the Empire State Building and Rockefeller Center; however, his work on these buildings may have been in his official capacity with his board work.

He was appointed as the architect of the Metropolitan Life Insurance Company, working first on an annex for the company's original headquarters and eventually a new design, referred to as the North Building. Working with Harvey Wiley Corbett, the building was originally planned to be one hundred stories, but construction was halted at the twenty-ninth floor in 1933 as a result of the Great Depression. The resulting building is still an impressive Art Deco design despite the unplanned alterations. Waid and Corbett also designed a printing office in Long Island City for the Metropolitan Life Insurance Company.

Waid was actively engaged in the American Institute of Architects and was made a fellow in 1910. In 1924, he was elected as president of the American Institute of Architects, an impressive achievement that was underscored when he was elected for a second term the following year.
In 1925, Waid donated $80,000 to his alma mater for a gymnasium. He oversaw the design and the gym was subsequently named after him. He also designed the college's auditorium. He also designed Galpin Hall (1931-32), Douglass Hall (1929), Babcock Hall (1935), President's House (1928), and Henderson Memorial Apartments (1939) at the College of Wooster in Ohio.

Waid was a generous donor throughout his life. He contributed $100,000 to the Presbyterian Fund, which he founded in memory of his first wife, and left a portion of his estate, reported to be between $180,000 and $300,000, to the American Institute of Architects.

Revival Architecture

In the late nineteenth and early twentieth centuries, architects routinely looked to historic precedents when designing new buildings, and these revival styles were extremely popular for residential, educational, religious, and government buildings nationwide. Some architects developed designs that were historically accurate while others interpreted the original styles more broadly, developing innovative designs.

First Church of the Brethren is an example of Tudor Revival architecture; the church may be best categorized as Collegiate Tudor Revival, which was commonly used on academic buildings and executed in brick. The building's form is derived from English Tudor-period gatehouses, including Clock Court's entrance at the Hampton Court Palace in Surrey, the gateways to St. John's College in Cambridge, and the entrance to Tattershall Castle in Lincolnshire. The building reflects the architects' ability to skillfully adapt and apply the Tudor Revival style to a small-scale sacred building, and is an excellent example of the Tudor Revival style. Notable Tudor Revival features found on First Church of the Brethren include a central Tudor-arched opening, towers, and battlement-style ornamentation. These features convey the architect's understanding of the Tudor Revival and its historical prototypes, and represents a skillful adaptation of the style and its application to a church building.

The Romanesque Revival-influenced buildings on the property contribute to the understanding of this trend. Although they are not high-style examples, they embody select character-defining features such as rough-faced blocks and classical forms. The style is particularly notable in Chicago, where master architect Louis Sullivan (1856-1924) promulgated Romanesque Revival designs and Henry Hobson Richardson's Glessner House, built in 1886, influenced other architects to adopt the style.

Church Congregation and Building History

The First Church of the Brethren originated as a Presbyterian Church building. In 1897, the Seventh United Presbyterian Church congregation commenced construction on a new church building at Central Park Boulevard and Congress Street. In June of that year, Thomas H. Gault quitclaimed land at the northeast corner of Central Park Avenue to Seventh United Presbyterian Church and architect Dan Everett Waid commenced work on the foundations for the new church the same month. Newspaper reports stated that the building would be 100 by 106 feet in size, including the church, Sunday school, and parsonage. The architect planned for the building to have a stone front and slate roof, hardwood finishes, gas fixtures, plumbing, and heating. No information regarding the impetus for changes that resulted in the brick-clad Tudor Revival design have been identified during research.

Historic Resources Survey

RESOURCE TYPE Property — First Church of the Brethren
NRHP STATUS Eligible — **SURVEY ID** 1-43

First United Presbyterian Church, which had roots dating to 1860, merged with Seventh United Presbyterian Church in 1908, retaining the latter's name and the congregation continued to worship at the Central Park Boulevard church. After occupying the building for more than twenty-five years, Seventh United Presbyterian merged with an Oak Park presbytery in 1924, creating a new charter and calling themselves First United Presbyterian Church of Oak Park. The newly formed church built a new building in Oak Park in 1925.

In 1925, First Church of the Brethren purchased the church building at 425 South Central Park Boulevard. First Church of the Brethren traces its origins back to 1885, when its first service was held on State Street. The congregation later moved to Hastings Street in 1892. However, the leadership formed a committee to identify a proper and permanent location for worship. First Church of the Brethren purchased the Central Park Boulevard property for $40,000 through a generous gift from Mrs. Fahrney, who donated the proceeds from the sale of her house to assist in the purchase. The church remodeled the interior with an addition of a balcony, baptistery, and more Sunday school rooms at a cost of approximately $26,000. At that time, the membership was 868 and the congregation was predominantly white, but it has been racially integrated since the 1950s.

As the church grew, the congregation purchased the building next door, which is now called Faith House, to accommodate its expanding youth ministry. The building is currently used to house community outreach volunteers.

The church building has a long history of supporting various ethnic groups. From 1908 to the 1960s, a Chinese congregation worshipped in the building and during World War II, the church provided temporary housing for interned Japanese Americans. During the 1950s, a Spanish-language group worshipped in the chapel before moving to Douglas Park.

In 1966, Dr. Martin Luther King, Jr., came to Chicago to protest housing segregation in northern cities. While establishing a long-term presence in the city, King sought an office from which to work and organize his fair-housing campaign. This proved to be particularly difficult because Mayor Richard J. Daley threatened consequences, such as cutting services to their buildings, giving citations, and condemning buildings, to churches supporting King. Unafraid of the intimidation, First Church of the Brethren opened their doors to King, providing him office space in the church's annex for the Southern Christian Leadership Conference and a place to hold hearings on unfair public housing. King's office was a small room that featured a series of windows opening up views onto an empty plot of land across Central Park Boulevard. The building has since been renovated and the interior appearance has changed since King's occupation. King also preached in the church during his tenure in Chicago.

In the mid-1970s, just after celebrating fifty years in the building, a series of maintenance issues, including a broken boiler, frozen pipes, and a ceiling that fell in, forced the congregation into the youth ministry house. In the late 1970s, after minor renovations, the congregation, which numbered approximately 30 people, moved back into the church building using the Sunday school room for its sanctuary, where it remained for the next 13 years. In 1989, after an eight-month renovation, services were moved back to the original sanctuary and the congregation rededicated the building rededicated in March of that year.

Three congregations, First Church of the Brethren, Chicago Community Mennonite Church, and La Iglesia Christiana Roca de Esperenza, currently share the sanctuary.

NRHP STATUS — DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☑ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

First Church of the Brethren was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria

for Evaluation."

First Church of the Brethren is not associated with significant events in history and is not eligible under NRHP Criterion A.

The church is also not associated with persons significant in the past and is not eligible under Criterion B. Although Martin Luther King, Jr., used the church for office space and he did preach there, it is not the property that is best associated with King's productive life. The Martin Luther King, Jr., National Historic Site in Atlanta, Georgia, contains his boyhood home and Ebenezer Baptist Church where both King and his father were pastors. In Montgomery, Alabama, King's Dexter Avenue Baptist Church has been designated as a National Historic Landmark. Both of these properties are more strongly associated with the civil rights movement in which King was involved.

First Church of the Brethren is eligible under Criterion C. It is an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. The church's design features wide pointed arches and crenellations incorporated into forms and materials found on Tudor Revival architecture commonly used in academic building design. First Church of the Brethren is both a skillful and sophisticated design that exemplifies the revivalist architectural trends of the late nineteenth century.

The property was not evaluated under Criterion D as part of this assessment.

Because the church is a religious property, it must also meet Criterion Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. First Church of the Brethren is eligible for its architectural merit as an excellent example of Tudor Revival architecture and is eligible under Criterion Consideration A.

The First Church of the Brethren retains a high degree of integrity. It retains integrity of location, design, materials, workmanship, feeling, and association; the most notable change is the replacement windows in some areas. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion in the neighborhood in the late nineteenth century. The period of significance for First Church of the Brethren is 1897 to ca. 1908, the year of construction for the church complex and two-flat residence, which encompasses the contributing resources on the property.

NRHP BOUNDARY

The NRHP boundary for First Church of the Brethren is parcels 16-14-224-005-0000, 16-14-224-004-0000, 16-14-224-003-0000, 16-14-224-002-0000, and 16-14-224-001-0000, the legal parcels that contain the 1897 church building, parsonage, and Sunday school, ca. 1908 Faith House, and associated landscape. This includes the historic location of this complex.

SOURCES

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"Synopsis of Building News." The Inland Architect and News Record, Vol. XXIX, No. 6, page 60.

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RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

Photo 1 - First Church of the Brethren



Facing northeast to south and west elevations from South Central Park Boulevard and West Congress Parkway

Photo 2 - First Church of the Brethren



Facing southeast to west and north elevations from South Central Park Boulevard (two-flat visible at left)

Photo 3 - First Church of the Brethren



Facing northwest to south elevation from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

Map - First Church of the Brethren



Historic Resources Survey

RESOURCE TYPE Property — Precious Blood Roman Catholic Church
NRHP STATUS Eligible — **SURVEY ID** 1-44

NAME
Precious Blood Roman Catholic Church

OTHER NAME(S)
N/A

STREET ADDRESS
2401 West Congress Parkway

CITY
Chicago

OWNERSHIP
Catholic Bishop of Chicago

TAX PARCEL NUMBER
16-13-234-028-0000, 16-13-234-027-0000, 16-13-234-026-0000

YEAR BUILT
1907

SOURCE
The American Architect and Building News, "Building News."

DESIGNER/BUILDER
William F. Gubbins

STYLE
Other: See description

PROPERTY TYPE
Religion/Funerary

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-Up

DESCRIPTIVE NOTES
Precious Blood Roman Catholic Church includes a combined church and school building constructed in 1907-1908 and an adjacent rectory built ca. 1930. They are located at 2401 and 2411 West Congress Parkway on the southwest corner of West Congress Parkway and South Western Avenue. The combined church and school is an interesting mixed use building that more strongly resembles a school than an ecclesiastical form. It has a restrained design with only modest classical design influences. The later rectory contains more ornate architectural detail with Mediterranean Revival design components.

Church and School Building

The main building is three stories atop a tall, raised foundation that consists of rough-faced limestone ashlar blocks topped with a moulded watertable. The building is clad in brown brick laid in a running bond pattern with limestone details. It has a rectangular footprint and is oriented on a north-south axis with the facade, which is one of the shorter sides of the building, facing to the north along West Congress Parkway. The building's decorative details are classically inspired and are used minimally in the building's design.

The facade is symmetrical and has three bays. The central bay is slightly recessed and contains a classically influenced double pedestrian entrance that is reached by a flight of concrete stairs. The entrance consists of a pair of round-arch entrances with double metal doors topped with infilled areas in the arches. The entrance surround is executed in limestone, with articulated keystones and voussoirs surrounding the round-arch openings. Square columns with plain capitals flank the entrance, and round columns, also with plain capitals, are located on either side of each of the doorways and also between the two. A separate single pedestrian entrance is located within the raised foundation at the eastern end of the facade. It consists of a single metal door

The second story of the central bay contains round-arch windows hung in triplicate. Replacement window configurations are located in each arch. An articulated keystone and two articulated voussoirs executed in limestone are present on each arched opening. At the third story, three windows are encased in a continuous limestone surround that includes sills, a moulded cornice, and quoins.

On the outer bays, a single round-arch window opening with replacement window pane configurations is present at each floor. Like the arched window openings in the central bay, an articulated keystone and two articulated voussoirs decorate each arch. The corners of the outer bays feature alternating bands of projecting brick that

allude to quoins.

The east side elevation has five sections, each with multiple bays. The sections project and recede, resulting in an elevation that is not on a single plane. The first story consists of the same raised foundation as the facade, clad in rough-faced limestone ashlar blocks topped with a moulded watertable. Openings in the basement level have been filled with glass or concrete block. The three center sections are consistent in design, although the central section projects slightly. Round-arch openings with infilled replacement windows are at the first story. Keystones and voussoirs are articulated in limestone and a continuous limestone sill course extends beneath the windows. At the second and third stories, all windows have jack-arch openings with replacement windows. In the central section, the windows are hung in triplicate in two sets. The second story windows are topped with thin limestone moulding and have a continuous limestone sill, while the third story windows are set into prominent limestone surrounds. The flanking central bays' windows are hung singly at the second and third stories and are topped with a limestone band. Select window openings have been infilled and smaller replacement windows are now present.

The outer sections each contain arched entrances that are set in ornate classical limestone surrounds. The entrances contain single metal pedestrian doors; the arched areas are infilled. The limestone surrounds include articulated voussoirs and entablatures with scrolled brackets that support a projecting cornice area above dentil courses. Second-story windows have jack-arch openings while third-story windows are round arch openings; all windows on the outer sections have limestone keystones and brick and limestone voussoirs.

The west side elevation is separated from the rectory by only a few feet. It was designed to be a secondary elevation and does not feature decorative details. Windows have all been replaced and consist of round-arch forms at the first story; segmental-arch forms at the second story; and flat-arch forms at the third story.

The building's south rear elevation is also secondary and lacks the cohesive appearance and design details of the public elevations, most notably in the absence of the raised limestone foundation. Irregularly spaced pedestrian doors covered with iron security gates are located at the ground level. Windows are irregularly placed and contain one-over-one replacement windows and infilled configurations. Some limestone sills are present, but the openings lack limestone keystones and voussoirs found on the other elevations.

The building's flat roof is covered with built-up roofing.

Rectory

A two-story, side-gable rectory is located to the west of the church. The building, which sits atop a concrete foundation, has a slightly irregular rectangular footprint and is also executed in the same brown brick as the church. The rectory displays Mediterranean Revival details not found on the church. The symmetrical facade, which faces to the north along West Congress Parkway, is dominated by a central entry bay with a one-and-one-half-story projecting limestone entrance pediment with a round arch supported by Corinthian columns and pilasters. The door is an original wood panel pedestrian door and the elaborate door surround is also executed in limestone. The word "RECTORY" is carved into the limestone above the door and a blind limestone lunette is located over the lettering. The pediment's front-facing gable contains a bas relief Chi-Ro symbol, invoking an early Christogram invoking the authority of Jesus, and the pediment's roof is clad in clay tiles.

First-story windows have round-arch openings with classical motifs executed in brick. Second-story windows are jack-arch openings hung in pairs. Each pair is set into a limestone surround with quoins on the outside edges. All windows are metal replacements. A pair of scrolled brackets is between each set of first and second-story windows and appears to have supported a now-missing architectural element. The cornice contains a series of round arches with pendant bosses executed in limestone. This feature contributes to the Mediterranean Revival appeal of the building. Above the arches, bricks in the frieze are arranged in a glyph pattern.

The east and west side elevations are not considered public faces of the building and are therefore less ornamental. A flat-roof extension is located on the south side of the side-gable portion of the rectory. Windows on both the side-gable and flat-roof portions are round-arch and jack-arch forms, and are irregularly placed. The only ornamentation is the arched cornice pattern with pendant bosses and two unornamented brick pilasters that

project slightly. A tall narrow exterior brick chimney extends from the west elevation.

The south rear elevation contains a partial-width brick projecting bay. The surrounding walls do not have openings and one-over-one replacement windows are on the projecting bay.

The rectory's side-gable roof is covered in clay tiles and features a copper gutter system. The side walls extend above the gable forming parapet walls.

The area around the church is urban with a few street trees providing the only landscaping. The rectory has two grass lawn panels and evergreen foundation plantings. Interstate 290 (I-290) is directly north of the church and rectory.

HISTORY/DEVELOPMENT

Near West Side

The Near West Side is Community Area 28, encompassing the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods.

Located two miles west of the Loop, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institution building also emerged as an effort by individual ethnic groups to reconstruct the cultural worlds left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. The Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, and Polk Streets, and Blue Island Avenue. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black

southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway (now the Eisenhower Expressway) was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange were constructed along the community's east side in the late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced most of the Hull House, demolishing the majority of the original complex, as well as demolished the historic Italian neighborhood (only two of the original buildings still stand). A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots that followed the assassination of Martin Luther King Jr. The riots caused widespread devastation in the already impoverished area.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

Precious Blood Roman Catholic Church

Precious Blood Roman Catholic Church and School was organized on July 1, 1907, to serve English-speaking Irish and Italian Catholics in the surrounding Near West Side community. The church building was designed in 1907 by architect William F. Gubbins. An initial announcement stated that he was preparing plans for a building that would contain a church, school classrooms, and an assembly/entertainment hall. The building was to be three stories with a concrete foundation, steel superstructure, pressed brick and stone facing, a composition roof, and a marble and mosaic entrance. Interior spaces were to have oak finishes, concrete and maple floors, steam heat, combination gas and electric light fixtures, school and church furniture, and the total cost was estimated to be $75,000. A later article stated that the church would be constructed by mason John Killeen at an increased estimated cost of $85,900. The building was to be constructed at 981-987 West Congress Street, which later became 2401-2407 West Congress Street as part of an area-wide street renumbering system in 1909. A portion of the building dedicated to church use was designed to convert into school rooms, although this option was never exercised.

A site at West Congress Parkway and South Western Avenue was acquired for a combined church and school building and groundbreaking occurred on October 1, 1907. Construction was completed quickly and Archbishop James E. Quigley dedicated the building on March 15, 1908. The church and school building more strongly resembles a school than an early twentieth-century church, an interesting aesthetic choice in an era when sacred architecture was usually distinct and easily identifiable, and was often ornate. According to the 1922 Sanborn Fire Insurance Map, the building's basement was used as a hall, the first floor as the church, and the second and third stories as the school. The parish school was staffed by the Mercy Sisters and served the community until 1990.

The church has undergone several changes since its initial construction. In 1930, Western Avenue was widened and the church and school building was moved eighteen feet to the west. A detailed analysis of available research shows that prior to 1922, two separate two-story buildings built in ca. 1885 were located to the west of the church. These were identified on the 1922 Sanborn map as a dwelling for priests and a dwelling for sisters, presumably the Mercy Sisters. It seems likely that when the church was moved, these buildings were demolished. Additional research indicates that the rectory that is currently to the west of the church and school building was constructed sometime between 1922 and 1938. It is possible that the new rectory was built after the church was moved in 1930. However, an exact construction date and architect have not been identified at this time. For the purposes of this determination of eligibility, the rectory's construction date is being presented as ca. 1930.

In the early 1940s, a population shift in the community led to a change in the demographics of the congregation as well, with predominately African American and Mexican American parishioners worshiping at the church.

In 1969, the Black Panther Party used the church to hold classes on guerilla tactics and the teachings of Mao Tse-tung. Reverend Francis G. Maloney of Precious Blood Roman Catholic Church stated that while he did not investigate the philosophies of the Black Panthers, he believed in the right of free assembly. Approximately twenty-five people attended the classes at his church. A spokesman for the chancery office of Chicago's Roman Catholic archdiocese were held without the knowledge or authorization of chancery officials.

In 2006, the Catholic Archdiocese of Chicago planned to reconfigure ten struggling Roman Catholic churches on the West Side. Precious Blood Roman Catholic Church parishioners rallied against the proposed merger. The largely Hispanic congregation believed that the church was central to their community and wanted to avoid closure or relocation. While the congregation was able to delay some changes, but Precious Blood Roman Catholic Church merged with St. Malachy in 2012, and is now located at 2248 W. Washington Boulevard in Chicago in the St. Malachy Church.

After Precious Blood Roman Catholic Church vacated the building, the Chicago Public Schools Ombudsman Program opened in the building in 2014. It is part of a nationwide program designed to help students who have dropped out of school find ways to complete their education and graduate from high school. The Chicago program served 482 students in its first year. The rectory is now occupied by the administrative offices of Youth Outreach Services.

Architect William F. Gubbins

William F. Gubbins (ca. 1874-1937) was a Chicago-based architect with an office at 685 Ogden Avenue at the time he designed Precious Blood Roman Catholic Church in 1907. He later moved to an office at 155 N. Clark Street. Research indicates that Gubbins was active from the 1890s through at least 1917, with most commissions seeming to occur in the 1900s and 1910s. Gubbins designed many churches and church-related buildings, such as schools and rectories in Chicago, including Our Lady Help of Christians (1890s) at 851-855 North Leamington Avenue; St. Malachy School (1910s) at 2252-2256 West Washington Boulevard; former Presentation Catholic Church (1902-1909) at Lexington and Harding Streets; St. Agatha Roman Catholic Church Rectory (1897) at 3147 West Douglas Boulevard; and Holy Family Church at 1840 Lincoln St., North Chicago, IL (1914). Gubbins also designed schools including St. Mel High School (1910s) on North Leclaire Ave, Chicago as well as two-flats, three-flats, clubhouses, and at least one factory. A review of Gubbins' works indicates that Precious Blood is one of his most restrained and least ornamented designs. It has more in common with his educational designs than his ecclesiastical work.

Gubbins used classically inspired motifs for the church and rectory. Common in the early twentieth century, when revival architectural designs were inspired by earlier historic precedents, the use of dentils, columns, and symmetrical designs were common. The rectory design was influenced by Mediterranean designs that also incorporated classical motifs while adding tile roofs, porticos, and articulated pendants. Interestingly, Gubbins' design for the church and school embodies characteristics more common to educational buildings of the era rather than typical ecclesiastical forms. It is a unique approach to religious architecture and responded to the proposed mixed use for the building.

NRHP STATUS DATE LISTED

Eligible

NRHP CRITERIA

☐ A ☐ B ☑ C ☐ D ☐ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☑ A ☑ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Precious Blood Roman Catholic Church was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National

Register Criteria for Evaluation." This evaluation includes the main church and school building and the rectory.

Precious Blood Roman Catholic Church is not associated with significant events in history and is not eligible under NRHP Criterion A.

Precious Blood Roman Catholic Church is also not associated with persons significant in the past and is not eligible under Criterion B.

Precious Blood Roman Catholic Church is eligible under Criterion C. The main church and school building is a remarkable and significant example of a purpose-built religious institution that was intended to provide space for worship and education and conveys the proposed uses well. Although its appearance is more akin to educational architecture of the era, it retains classical detailing and symmetry that is appropriately dignified for a sacred building. The adjacent rectory is a good example of Mediterranean Revival architecture and interestingly displays more ornate details than the church and school building. Collectively, the two buildings convey significant design merit and are an important juxtaposition.

The property was not evaluated under Criterion D as part of this assessment.

Because the church is a religious property, it must also meet Criteria Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. Precious Blood Roman Catholic Church and rectory are eligible for architectural merit as an example of a combined school and church building with classically inspired architecture and an associated rectory that is a good example of Mediterranean Revival architecture. The church complex is eligible under Criteria Consideration A.

The church and school building was moved eighteen feet to the west and therefore must meet Criteria Consideration B for moved properties. The church retains its original orientation, setting, and general environment. Its setting after the move is nearly identical to its historic location, which is compatible with the property's significance. Because the church and school building is eligible for its architectural merit, and the move was only a small shift in setting, the church and school building is eligible under Criteria Consideration B. The rectory was not moved and is not subject to evaluation under Criteria Consideration B.

Precious Blood Roman Catholic Church and its associated rectory retain a moderate degree of integrity. It retains integrity of location, although the church has been moved, it was only shifted eighteen feet on the same parcel and meets Criteria Consideration B. It also retains integrity of design, materials, workmanship, feeling, and association; the most notable change is the replacement windows in some areas. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion and religious education in the neighborhood in the early twentieth century. The period of significance for Precious Blood Roman Catholic Church is 1907-ca. 1930, which also encompasses the construction dates of the church and school building and the rectory on the property. Because research did not reveal an exact construction date for the rectory, the period of significance is not precise, but additional research may yield information in the future.

NRHP BOUNDARY

The NRHP boundary for Precious Blood Roman Catholic Church is parcels 16-13-234-028-0000, 16-13-234-027-0000, and 16-13-234-026-0000, the legal parcels that contain the 1907 church building and school and the ca. 1930 rectory. This includes the historic location of this complex.

SOURCES

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The Economist. September 28, 1907, page 521.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 1 - Precious Blood Roman Catholic Church



Facing southwest to north-facing facade and east side elevation of main church and school building from South Western Avenue and West Congress Parkway intersection

Photo 2 - Precious Blood Roman Catholic Church



Facing northwest to south rear and east side elevations of main church and school building from South Western Avenue

Photo 3 - Precious Blood Roman Catholic Church



Facing south to north-facing facade of main church and school building entrance from West Congress Parkway

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 4 - Precious Blood Roman Catholic Church



Facing southeast to north-facing facade of rectory (at right) and north-facing facade and west side elevation of main church and school building (at left) from West Congress Parkway

Photo 5 - Precious Blood Roman Catholic Church



Facing south to north-facing facade of rectory from West Congress Parkway

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 6 - Precious Blood Roman Catholic Church



Facing southeast to north-facing facade and west side elevation of rectory from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Map - Precious Blood Roman Catholic Church



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 5/9/2016
LAST MODIFIED 5/13/2016

Historic Resources Survey

RESOURCE TYPE Property — Malcolm X College
NRHP STATUS Not Eligible — **SURVEY ID** 1-45

NAME
Malcolm X College

OTHER NAME(S)
N/A

STREET ADDRESS
1900 West Van Buren Street

CITY
Chicago

OWNERSHIP
Board of Trustees of Community College District No. 508

TAX PARCEL NUMBER
17-18-224-035-0000, 17-18-225-036-0000, 17-18-226-026-0000, 17-18-227-033-0000

YEAR BUILT
1971

SOURCE
Chicago Tribune, "New Malcolm X College Opened."

DESIGNER/BUILDER
Gene Summers, C.F. Murphy Associates

STYLE
International Style

PROPERTY TYPE
Education

FOUNDATION
Concrete

WALLS
Glass

ROOF
Built-Up

DESCRIPTIVE NOTES
Malcolm X College, located within the irregularly shaped block bound by West Van Buren Street, West Jackson Boulevard, South Damen Avenue, West Ogden Avenue, and South Wood Street, is an excellent example of Miesian International Style architecture. The building is three stories in height and clad in black glass and metal panels with metal beams geometrically and artistically arranged between them. At the time of the photography and survey of this determination of eligibility, the building was in the initial phases of a planned demolition. Plywood and fencing obscured certain areas of the building as they were being prepared for removal.

The building has a rectangular footprint and a box-like form and is oriented on an east-west alignment. Its main elevations face north and south, and are the longer sides of the building; however, the building is remarkably consistent on all elevations with the north and south elevations distinguished primarily by large metal letters that identify the college. Malcolm X College is impeccably symmetrical and embodies Modernism and the International Style in is long, low form that lacks architectural ornament and is defined by bands of glass and metal.

The first story is recessed behind square steel pilotis that support the upper stories. Large panes of dark glass are held in place by anodized metal frames. The upper stories consist of alternating horizontal bands of dark glass and metal spandrels. The vertically oriented dark glass windows are surrounded on the top and bottom by horizontally oriented spandrels, which collectively wrap around the building.

The anodized black metal beams are placed in parallel pairs between each window and spandrel, resulting in a creative grid pattern that emphasizes the grid design of the windows and spandrels. The corners of the building are treated especially expertly. Each elevation does not meet the flanking sides at a typical corner but instead is flush with its own plane and is intersected by the ninety-degree-angled edge of the pilotis, resulting in a sawtooth or inverted V shape. This treatment reinforces the sharpness and angularity of the entire design.

The flat roof features metal coping and is covered in built-up roofing materials. Two interior square courtyards are present on the building's third story.

The landscape of Malcolm X College is a significant component of the property. The parcel is carefully graded with four berms that encompass the building and visually obscure parking lots located at the east and west ends

of the parcel. The honey locust trees are laid out in linear and grid-like patterns within grass panels, providing an appropriate geometry for the setting of the building. Entrance plazas lead to the building's entrances on the north and south while parking is limited to the east and west. Landscaping is located on the four corners of the parcel.

HISTORY/DEVELOPMENT

Near West Side

The Near West Side is Community Area 28, encompassing the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods.

Located two miles west of the Loop, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institution building also emerged as an effort by individual ethnic groups to reconstruct the cultural worlds left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. The Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, and Polk Streets, and Blue Island Avenue. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway (now the Eisenhower Expressway) was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange were constructed along the community's east side in the

late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced most of the Hull House, demolishing the majority of the original complex, as well as demolished the historic Italian neighborhood (only two of the original buildings still stand). A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots that followed the assassination of Martin Luther King Jr. The riots caused widespread devastation in the already impoverished area.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

Modern-Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

The International Style

Malcolm X College is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and

school buildings throughout the United States from the 1950s through the 1970s. Malcolm X College is an excellent example of Miesian International Style architecture.

Modern Landscape Architecture and Malcolm X College

As Modernist architects began introducing vastly different and innovative buildings into the American design vocabulary, landscape architects initially struggled to redefine their discipline to keep pace with the changing built environment. In 1936, Harvard University was undergoing a revolutionary curriculum change in the architecture department with the arrival of Walter Gropius and his colleagues form the Bauhaus in Germany. The landscape architecture department, however, was less engaged in Modernism and continued to study estate gardens, Beaux Arts traditions, and naturalism vs. formalism. Three students, Dan Kiley, Garrett Eckbo, and James Rose, while accepting the earlier ideas of the Olmsteds, were extremely interested in emerging European social, spatial, and artistic interests. The three classmates attempted to incorporate the tenets of the new architectural thinking into landscape architecture in both design and theory. The three men went on to coauthor a series of articles in Architectural Record in 1939 and 1940, developing what was essentially a manifesto for a new landscape architecture. All three became groundbreaking Modernist landscape architects, revolutionizing the practice and developing designs that were appropriate for the new architecture. Kiley in particular was noted for his designs that were nearly always based on grid forms, a true hallmark of his style.

While the landscape architect of Malcolm X College was not identified during research, the influence of Dan Kiley cannot be denied. The use of a berm, skillfully siting and revealing the building, as Kiley did at Dulles International Airport, and the regular spacing of trees in both allees and grids combine for a masterful landscape setting for the building, as he did at Burlington, Vermont's Cathedral of the Immaculate Conception and Tampa, Florida's NCNB Plaza among many others, and contribute as much to the site as the sophisticated architecture. Finally, Kiley used honey locust trees extensively in his designs; they were both hardy and affordable for his clients. The trees at Malcolm X College are honey locusts, increasing the likelihood of Kiley's influence, if not his direct involvement.

Kiley worked extensively in Chicago, and had gained significant exposure as a Modern master landscape architect. His most notable local works include the Art Institute of Chicago's South Garden (1962); several commissions with Harry Weese in the mid-1960s; and Milton Lee Olive Park (1957, 1965), which he completed with C.F. Murphy Associates, Malcolm X College's architect of record. While research did not reveal Kiley's involvement with Malcolm X College, the prior relationship of the two firms makes it possible that he was the landscape architect. At the very least, C.F. Murphy Associates would have been aware of his aesthetic and may have sought out a landscape architect that would have incorporated similar design principles at Malcolm X College.

C.F. Murphy Associates

C.F. Murphy Associates was one of the largest and most prolific modernist firms in Chicago during the 1960s and 1970s. The firm was established in 1936 by Charles Francis Murphy (1890-1985) as Shaw, Naess & Murphy, later becoming Naess and Murphy (1946), then C.F. Murphy Associates (1959), and finally Murphy/Jahn (1981). After attending Northwestern University in 1911, Murphy began his career as a stenographer under architect Daniel Burnham at D.H. Burnham & Co. Upon Burnham's death, Murphy became Ernest R. Graham's secretary and assistant at Graham, Anderson, Probst and White. The firm was the most prolific architectural firm in the 1920s, designing numerous Chicago landmarks like the Merchandise Mart, the Field Museum, the Wrigley Building, and Union Station.

After forming C.F. Murphy Associates in 1959, Murphy's firm designed many Chicago buildings, including the Prudential Building (1955); the Continental Center (1961-62); O'Hare International Airport (1963); the Central District Water Filtration Plant (1964); the Daley Center as managing architect in a joint venture with Skidmore, Owings & Merrill and Loebl, Schlossman, Bennett and Dart (1965); Mercy Hospital (1968); St. Xavier College; the First National Bank Building (1968-73); the second McCormick Place convention center (1971); the Rehabilitation Institute of Chicago (1974); and Xerox Center (1980). Many of the firm's works were designed in the International Style, following the Miesian idiom of rectangular frames expressed in steel and glass. The firm also designed the J. Edgar Hoover Building, headquarters of the Federal Bureau of Investigation (FBI), in

Washington DC (1965-1975) and the Kemper Arena in Kansas City, MO (1972).

In 1967, architect Gene Summers (1928-2011) joined C.F. Murphy Associates as partner in charge of design, serving as the chief architect for the new McCormick Place, which had burnt down. Chicago Mayor Richard J. Daley had hired C.F. Murphy Associates to design and rebuild the McCormick Place. At that time, the firm was without a lead designer; Murphy asked Ludwig Mies van der Rohe for a recommendation. Mies recommended his former assistant, Gene Summers. Summers had studied under Mies while pursuing his master's from the Illinois Institute of Technology (IIT) and served as a project architect in Mies' office from 1950 to 1966, where he worked on the Seagram Building in New York City and the Chicago Federal Center. In 1966, Summers started his own firm, hiring German architect Helmut Jahn. Both architects joined C.F. Murphy Associates for the McCormick Place commission. During his tenure at C.F. Murphy Associates, Summers was credited with designing Malcolm X College (1971); the Rehabilitation Institute of Chicago (1974); and the O'Hare Hilton Hotel (1973).

In 1973, Summers left C.F. Murphy Associates to co-found an architecture and development firm with Seagram heiress Phyllis Lambert in Newport Beach, CA; they restored historic buildings like the Biltmore Hotel in Los Angeles. Summers moved to France in 1985, where he designed bronze furniture, and returned to Chicago to become dean of IIT's College of Architecture from 1989 to 1993.

Building History

Malcolm X College opened in 1971 as Chicago's first new permanent junior college building. The new west side campus was one of the seven City Colleges of Chicago and one of six similar projects planned by the Board of Trustees of Junior College District No. 508 that operated City Colleges of Chicago. The building's architect was C.F. Murphy & Associates and attributed to the firm's partner and architect Gene Summers. The contractor was W.E. O'Neil Construction Company. Three-fourths of the construction costs were provided by local funds from the City Colleges of Chicago and bonds sold by the Illinois Building Authority. The remaining costs were funded by a $2,099,000 construction grant awarded by the Department of Health Education and Welfare.

Plans for a new campus were first made in the mid-1960s, but a series of legal and financial problems delayed the project. The old Malcolm X College campus facilities at 1757 West Harrison Street, a former medical school, and 840 West 14th Place, the former Garfield School, were overcrowded and outdated with mobile class units to alleviate these issues. The buildings were not large enough to accommodate the college's 4,053 students. Construction on the new campus began in early 1970 and was more than halfway completed by April 1970. The campus was originally projected to open in fall 1970, was subsequently delayed to January 1971, and again to April 1971. Much of the delays were caused by a lack of funds to fully equip the new building with classroom furniture, office furniture, and lab and library equipment in time for the campus opening.

The $21-million campus was constructed on a 23-acre site at 1900 West Van Buren Street, two miles west of the Loop. The site was laid out with the 700-feet long building at its center, flanked by two landscaped courtyards. The three-story building of glass and steel construction had a two-level basement, 523,000 square feet of floor space, and a third floor with two open lounge spaces similar to atriums. Built to accommodate 10,000 students, the building featured a student union with dining rooms and study lounges; two 140-seat and two 120-seat lecture halls; 75 classrooms; 14 laboratories; a gymnasium, swimming pool, and audio-visual center; and faculty and administrative offices. The building was equipped with the latest teaching equipment in academic, technical, and occupational fields.

Before the new campus opened, the majority of the thirty-five paintings that hung on the Wall of Truth at 43rd Street and Langley Avenue were moved to the campus for a permanent outside display. The Wall of Truth paintings were done by African-American artists, including William Walker and Eugene Eda, in 1969. They depicted the black experience in America, focusing on recent upheavals and inner-city neighborhood conditions, and prominent black leaders like Leroi Jones, Marcus Garvey, W.E.B. DuBois, and Malcolm X. The paintings had hung on the outside wall of a burned-out building for more than two years, across the street from another outside mural known as the Wall of Respect (1967), which honored black heroes. The scheduled demolition of the building prompted community leaders to stall demolition long enough to move the artwork to Malcolm X College. The paintings were mounted onto concrete displays outside of the new campus building. They remained there

until 1986, when they were placed in storage at Chicago State University. In ca. 1997, the paintings were donated to the DuSable Museum.

Once completed, officials wanted Malcolm X students to be able to use the building as soon as possible and facilitated a mid-semester move over the Easter holiday weekend to open the new campus on April 13, 1971. On opening day, students followed college president, Dr. Charles G. Hurst, in a march from the old building at 1757 West Harrison Street to the new campus. The May 16, 1971 dedication ceremonies were held on the front steps of the new building and attended by 4,000 people, including students, College President Hurst, Harry Belafonte, Benjamin Davis (father of imprisoned Angela Davis), and Betty Shabazz (widow of Malcolm X). The ceremonies included the raising of the tricolor red, green, and black flag as those gathered raised their fists in the black power salute and sang the black national anthem. Hurst, Belafonte, Davis, and Shabazz gave speeches, all calling for unity among blacks.
In September 1971, the Chicago Chapter of the American Institute of Architects (AIA) and the Chicago Association of Commerce and Industry awarded the building with the distinguished building award for an educational institution in Chicago. The AIA jury commented that “Malcolm X College is a very disciplined and rigid building with good scale and proportion.”

In 2013, construction began on a new $251 million Malcolm X College campus across West Van Buren Street, north of the existing campus location. The new 500,000 square-foot campus will include a School of Health Sciences, the latest technology in classrooms, a conference center, daycare center, and 1,500-space parking garage. The new campus is opening in 2016. Originally the 1971 Malcolm X College building was to be rehabilitated as the new home of the Chicago High School for the Arts; financial troubles stalled the renovation of the building and the school moved into another empty school facility. In July 2015, plans were announced to demolish the 1971 Malcolm X College campus building for the construction of a new Chicago Blackhawks two-rink practice facility and neighborhood hockey center. The new facility would be constructed on 4 acres of the 11-acre site; the remaining 7 acres have been purchased by Rush University Medical Center for future facilities expansion. As of May 2016, demolition has started on the 1971 Malcolm X College campus building; signage and first floor windows have been removed, and the site is closed off with construction fencing.

Malcolm X College History

Malcolm X College was originally established as Crane Junior College in 1911 at the corner of West Jackson and South Oakley Boulevards, in what is now the Richard T. Crane Medical Preparatory High School. In its first year, the college had only thirty students. By 1929, it had grown to 4,000 students and was the largest junior college in the United States. In 1933, the college closed due to the Great Depression, but re-opened less than a year later as the Herzl Junior College. It was named for Theodore Herzl, a journalist, playwright, and early leader of the movement for an independent Jewish state. During World War II, the school served as a Naval training college in 1944 and 1945. In the 1960s, it was the site of numerous civil rights demonstrations.

In 1969, the historically all-black Malcolm X College was renamed to honor the slain Black Nationalist leader. Dr. Charles Hurst, the college president, recommended the name change in his April 13, 1969 inaugural address after several weeks of soliciting community groups for support. Soon after, students began answering campus phones with the name “Malcolm X Junior College.” President Hurst submitted the formal recommendation to the City Colleges of Chicago chancellor, Oscar Shabat, in April 1969 to endorse the name change; City Colleges planned to eventually renamed all of its campuses. Shabat submitted his endorsement to the City Colleges of Chicago Board for consideration in June 1969. In early June 1969, the Board delayed its decision, having not found any community consensus on the name change. Some west side residents wanted the school named for Crispus Attucks, Booker T. Washington, or a black leader other than Malcolm X. By August 1969, an independent eight-member committee had been appointed to decide the name change after a Board-sponsored poll showed residents marginally favored Booker T. Washington over Malcolm X. Though deadlocked at first, the committee eventually voted in favor of the Malcolm X name.

In 1970, construction began on the new college campus at 1900 West Van Buren Street. After opening in April 1971, the new campus was held its first commencement ceremony on June 2, 1971 on the plaza in front of the school on West Van Buren Street. By fall 1971, student enrollment nearly doubled to 7,417 students.

Malcolm X College sought to serve the community and people by offering progressive educational programs and community services, due largely to the new campus' presence in the impoverished inner-city neighborhood of the Near West Side. When the new campus opened in 1971, the college offered liberalized grading systems, academic advisement and guidance, job placement programs, financial assistance, special services, community tutorial projects, and drug abuse education. Other programs included a Neighborhood Youth Corp trainees program, a parolee assistance project, prison annex courses, a "political awareness" program, street academy, and an urban studies program, in addition to the offered academic and technical courses.

Administrative policy geared the school's social and architectural atmosphere toward the contemporary black liberation movement, including the school's clenched fist "power" trademark and school colors of black, red, and green from the flag of Marcus Garvey's back-to-Africa movement of the 1920s. In 1971, President Hurst added the slogan "Black Excellence" to every door in the main building. Students chose to enroll at Malcolm X College for its black culture-oriented curriculum, active social projects in the black community, modern campus facilities, and "black pride."

Due to its proximity to the Medical Mile, Malcolm X College offered a large selection of health sciences programs, serving as the healthcare hub for the City Colleges of Chicago. However, demolition of the building has commenced, and it will be replaced with a practice facility for the Chicago Blackhawks. A new Malcolm X College campus has been constructed directly to the north.

NRHP STATUS DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

Malcolm X College was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Malcolm X College is not associated with significant events in history and is not eligible under NRHP Criterion A.

The college is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building is named for Malcolm X, it is an honorary designation only and the property is not associated with his productive life.

Malcolm X College is eligible under Criterion C. It is an excellent example of Miesian International Style architecture. It embodies the character-defining features of the style, including the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials. The building has a cohesive and rhythmic appearance and is further enhanced by the Modernist landscape that surrounds it, a meritorious design in its own right. The architecture and the landscape combine to create a masterpiece of Modern-era design. Both components retain a high level of all aspects of integrity.

The property was not evaluated under Criterion D as part of this assessment.

Malcolm X College was constructed in 1971 and is therefore forty-five years of age at the time of this assessment. Because the building is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Malcolm X College is an excellent example of the International Style of architecture applied to an educational building, In Chicago, an omphalos of excellent International Style buildings, is stands out as a skillful

and sophisticated interpretation of the style. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Malcolm X College is an exceptionally important example of architecture when evaluated comparatively as required for assessments for properties that are less than fifty years of age. It is also exceptionally important because of the Modernist landscape that embodies important design tenets of the era. Therefore, Malcolm X College would be considered as eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, the building is currently being demolished, and therefore, only because of the demolition, Malcolm X College is not eligible for listing in the NRHP.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 1 - Malcolm X College



Facing northeast to the south and west elevations from South Damen Avenue and West Van Buren Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 2 - Malcolm X College



Facing east to west elevation from South Damen Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 3 - Malcolm X College



Facing south to north elevation from West Jackson Boulevard

Photo 4 - Malcolm X College



Facing southwest to north and east elevations from West Jackson Boulevard

Photo 5 - Malcolm X College



Facing west to east elevation from South Wood Street

RESOURCE TYPE Property — Malcolm X College
NRHP STATUS Not Eligible — **SURVEY ID** 1-45

Photo 6 - Malcolm X College



Facing north to south elevation from West Van Buren Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Map - Malcolm X College



PREPARED BY Stephanie Foell, WSP|Parsons Brinckerhoff
SURVEY PREPARED 5/11/2016
LAST MODIFIED 5/13/2016

Historic Resources Survey

RESOURCE TYPE Property — Medical Center Apartments
NRHP STATUS Not Eligible — **SURVEY ID** 1-46

NAME
Medical Center Apartments

OTHER NAME(S)
N/A

STREET ADDRESS
1926 West Harrison Street

CITY
Chicago

OWNERSHIP
Chicago Dwellings Assocation

TAX PARCEL NUMBER
17-18-244-042-0000

YEAR BUILT | SOURCE
1964 | Devereux Bowly, "The Poorhouse: Subsidized Housing in Chicago."

DESIGNER/BUILDER
PACE Associates Architects

STYLE
International Style

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Concrete

ROOF
Built-Up

DESCRIPTIVE NOTES
The Medical Center Apartments is located at 1926 West Harrison Street in Chicago. Constructed in 1964, the eighteen-story building has a rectangular footprint and is oriented on an east-west axis. Executed in the International Style of architecture, the building has an exposed concrete frame and is largely devoid of ornamentation. The building contains 306 apartments, ranging in size from efficiencies to three-bedroom units.

All elevations shows a consistent pattern of alternating bands of pairs of horizontally oriented hopper windows and textured concrete panels. Vertical panels of the same textured concrete in a paler color separate the windows. The building has no dominant facade.

The first floor is differentiated from all of the similar upper stories. It features a concrete arcade that is supported by concrete columns. The first story is recessed behind the columns and the rest of the building plane. The first story's walls consist of glazed panes separated by anodized muntins and textured concrete panels surmounted by glazed panes on the north and south elevations. Centrally located pedestrian doors on both of these elevations consist of both metal and glass examples. An awning with the building's name is centrally placed on the south elevation.

The east and west side elevations are identical. No doors are present at street level and the walls are clad with textured concrete panels topped with glass panes in anodized metal frames.

The upper stories are identical on all elevations. The bands of windows and concrete panels encircle the building. Inset air-conditioning units that appear to be later installations are present at regular intervals on all elevations and project from the building's planes. Although the units are consistently sized and spaced, the concrete does not match the wall surfaces and condensation appears to have damaged the areas beneath the units. Given the number of units installed, the visual rhythm of the building is disrupted.

The flat roof contains a single-story HVAC and mechanical room with glazed walls. It occupies only a small portion of the roof area. Aerial photos indicate that the roof is sheathed in synthetic built-up roofing materials.

The Medical Center Apartments are surrounded by an L-shaped parking lot on the north and south sides. Grass panels are present to the northeast and south of the building. A few deciduous trees are located on the grounds, and an iron fence encompasses the property. West Ogden Avenue bisects the parcel and Interstate 290 (I-290)

is located directly north of the building.

HISTORY/DEVELOPMENT

Near West Side

The Near West Side is Community Area 28, encompassing the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods. Located two miles west of the Loop, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institution building also emerged as an effort by individual ethnic groups to reconstruct the cultural worlds left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. The Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, and Polk Streets, and Blue Island Avenue. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway (now the Eisenhower Expressway) was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange were constructed along the community's east side in the late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced most of the Hull House, demolishing the majority of the original complex, as well as demolished the historic Italian

neighborhood (only two of the original buildings still stand). A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots that followed the assassination of Martin Luther King Jr. The riots caused widespread devastation in the already impoverished area.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

Modern-Era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

The International Style

The Medical Center Apartments are an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; and cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

PACE Associates Architects

PACE Associates, whose name was derived from Planners, Architects, and Consulting Engineers, developed the design for the Medical Center Apartments. Charles B. Genther, Wilbur H. Binford, William B. Cobb, and John

Kausal established the Chicago firm in 1946. Genther, who served as the chief architect, studied mechanical engineering at the University of Wyoming before transferring to the University of Oklahoma, where he graduated with a degree in architectural engineering. He initiated graduate work at the Armour Institute of Technology (later called the Illinois Institute of Technology), studying under Ludwig Mies van der Rohe, with whom he became friends, and Ludwig Hilberseimer.

Before establishing PACE Associates, Genther worked at Skidmore, Owings & Merrill from 1942-1944 and Holabird & Root in 1945. The other PACE Associates partners primarily had professional experience at Holabird & Root as well. The firm maintained an office in the Monadnock Building in Chicago, and quickly grew to one of the largest practices of its kind. It came to include ten partners and two hundred aides by 1952.

For the first ten years of the firm's existence, PACE Associates worked with Mies van der Rohe on such notable designs as the Promontory Apartments, Algonquin Apartments, 860-880 North Lakeshore Drive Apartments, and buildings on the Illinois Institute of Technology campus, all in Chicago. Other projects included town planning efforts, including contributions to the 1957 Chicago zoning ordinance; medical, industrial, and residential buildings; and transportation and infrastructure projects, most notably the Illinois State Toll Highway Commission and a network of subsurface pedestrian walkways connecting major subway system buildings in the Loop in Chicago. Subsequent designs show direct influence from the work with Mies van der Rohe, with International Style inspiration readily apparent.

The firm dissolved in 1968, two years after Genther began teaching at the University of Illinois at Chicago's College of Architecture. He was also active in professional organizations, including the Chicago Chapter of the American Institute of Architects and was elected a fellow of the American Institute of Architects in 1967. He continued teaching until his retirement in 1981 and he passed away in 1987.

Building History

In 1941, the Illinois legislature established the Medical Center Commission in an effort to support the development of the area around Cook County Hospital. The commission was authorized to condemn areas in an effort to secure large contiguous parcels for hospital expansion and development by institutions that would support the hospital and its personnel. The Chicago Dwellings Association then purchased the parcel from the Medical Center Commission at full market value to construct housing on the site of the Medical Center Apartments.

The Chicago Dwellings Association was chartered in 1948 as a not-for-profit corporation with the mission to develop moderate-income housing for families with incomes too high to meet public housing eligibility standards but too low to get adequate housing in the private market. The board of directors was appointed by the Chicago mayor and upon its inception, the organization worked closely with the Chicago Housing Authority. The first project developed by the Chicago Dwellings Association was the Midway Gardens building in 1953.

The apartment building, which was completed in 1964, was constructed with a Federal Housing Administration-insured Section 207 mortgage. Tenancy in the building was limited to moderate-income medical center personnel and students. The Chicago Dwellings Association continues to own and operate the building.

In The Poorhouse: Subsidized Housing in Chicago, Devereux Bowly analyzes the Medical Center Apartments in comparison to other designs implemented by the Chicago Dwellings Association, saying "It lacks the good proportions and overall design quality of the Midway Gardens building, and as its light colors have gotten dirty, it has taken on an almost shabby appearance."

NRHP STATUS — DATE LISTED

Not Eligible

NRHP CRITERIA

☐ A ☐ B ☐ C ☐ D ☑ Not Applicable

NRHP CRITERIA CONSIDERATIONS

☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☑ Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Medical Center Apartments was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Medical Center Apartments is not associated with significant events in history and is not eligible under NRHP Criterion A. While the Chicago Dwellings Association had a unique mission, the Medical Center Apartments building was not an early or influential example of the organization's work in supporting moderate-income housing.

The Medical Center Apartments is also not associated with persons significant in the past and is not eligible under Criterion B.

The Medical Center Apartments is not eligible under Criterion C. It is a nondescript example of the International Style as applied to a high-rise building and is not a particularly skillful or inspired execution of the style, particularly in Chicago where excellent examples abound. The building lacks character-defining features of the style, including smooth walls and cantilevered building extensions, and does not demonstrate Mies van der Rohe's influence on PACE Associates.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the Medical Center Apartments are not eligible for listing in the NRHP.

SOURCES

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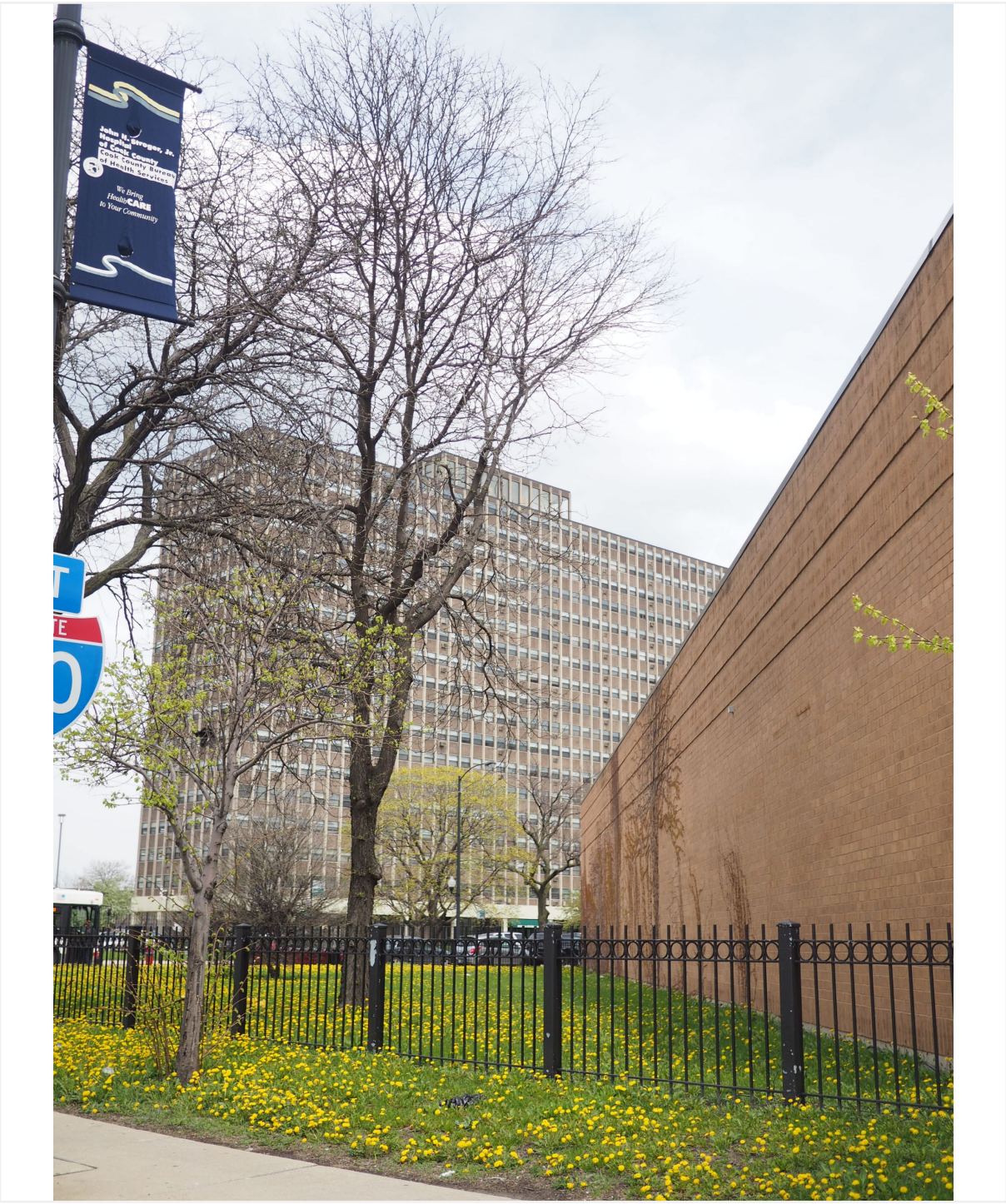
Bowly, Devereux. The Poorhouse: Subsidized Housing in Chicago, 2nd edition. Carbondale, Illinois: Southern Illinois University Press, 2012.

Sinkevitch, Alice and Laurie McGovern Petersen, editors. AIA Guide to Chicago. University of Illinois Press: Urbana, Chicago, and Springfield, Illinois, 2014.

Historic Resources Survey

RESOURCE TYPE	Property	Medical Center Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-46

Photo 1 - Medical Center Apartments



Facing northeast to south and west elevations from South Damen Avenue

RESOURCE TYPE	Property	Medical Center Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-46

Photo 2 - Medical Center Apartments



Facing north to south elevation from West Harrison Street

Photo 3 - Medical Center Apartments



Facing northwest to south elevation entrance from West Ogden Avenue

Historic Resources Survey

RESOURCE TYPE	Property	Medical Center Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-46

Photo 4 - Medical Center Apartments



Facing southeast to west and north elevations from West Congress Parkway

Photo 5 - Medical Center Apartments



Facing southwest to north and east elevations from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE	Property	Medical Center Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-46

Photo 6 - Medical Center Apartments



Facing west to east elevation from West Ogden Avenue

Historic Resources Survey

RESOURCE TYPE	Property	Medical Center Apartments	
NRHP STATUS	Not Eligible	**SURVEY ID**	1-46

Map - Medical Center Apartments



PREPARED BY	Stephanie Foell, WSP|Parsons Brinckerhoff	
SURVEY PREPARED	5/9/2016	
LAST MODIFIED	5/11/2016	5/11/2016 4:56:14 PM

Appendix E-4

Agency Coordination, Correspondence, and Comments Received

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

June 2017

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Appendix E-4 Table of Contents

AGENCY COORDINATION, CORRESPONDENCE, AND COMMENTS RECEIVED

February 5, 2016 SHPO Concurrence Letter to FHWA on APE……...E-4-1

June 22, 2016 IDOT-BDE Memo on SHPO Eligibility Concurrence and Continued Coordination……E-4-2

September 26, 2016 IDOT-BDE Memo on SHPO Eligibility Concurrence and Continued Coordination…….....E-4-5

May 26, 2017 IDOT-BDE Memo on SHPO No Adverse Effect Concurrence……...E-4-10

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Illinois Historic
Preservation Agency

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525
www.illinoishistory.gov

Cook County
FAI 290 Chicago
Highway Reconstruction and Widening/Addendum for Additional Areas
APE refined - I-290 between Mannheim Road & Racine Avenue
IDOT Seq #-9274C, PROJECT #-P-91-201-00
IHPA Log #004112410

February 5, 2016

Matt Fuller
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Dr.
Springfield, IL 62703

Dear Mr. Fuller:

We are in receipt of the refined Area of Potential Effect (APE) for the above reference undertaking. We concur with the Federal Highway Administration's new delineation of the APE for this project.

We appreciate the identification of known historic properties located within the APE referenced on the maps submitted for review, but we do want to note that the West Jackson Historic District is located immediately adjacent to the APE on Sheet 21.

It would be beneficial to our review if a tour of the APE could be arranged at some point during consultation. If you have questions, please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998 or david.halpin@illinois.gov.

Sincerely,

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer
RL:djh

c: Brad Koldehoff, Illinois Department of Transportation

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Eligibility Concurrence - Continued Coordination with SHPO		
Date:	June 22, 2016		

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Seq. # 9274, A-E

Attached is a letter supporting a finding from the Illinois State Historic Preservation Officer (SHPO) indicating that three resources identified in the Area of Potential Effects, as evaluated in a historic property identification report addendum, are considered eligible for listing on the National Register of Historic Places. The following resources are now considered historic, and are therefore subject to protection under Section 106 of the National Historic Preservation Act of 1966:

- **St. Eulalia Church**, 1851 S. 9th Ave., Maywood (Survey ID #1-36)
- **First Church of the Brethren**, 425 S. Central Park Blvd., Chicago (Survey ID #1-43)
- **Precious Blood Roman Catholic Church**, 2401 W. Congress Pkwy., Chicago (Survey ID #1-44)

Further SHPO coordination is required as the project's effects to these resources still need to be evaluated and coordinated with the SHPO. Please forward details regarding the project's effects to these resources to our office when they become available in order to continue SHPO consultation regarding this project.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
MAY 27 2016

Preservation Services

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Sequence # 9274, A-E
IHPA Log # 004112410, 010052815

May 27, 2016

IHPA REVIEW
H/A _____
AC _____
AR _____
File _____

FEDERAL – SECTION 106 PROJECT

IDENTIFICATION OF ARCHITECTURAL RESOURCES

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

As requested by your office on April 7, 2016, the enclosed Historic Properties Identification Addendum report concerns the proposed interstate widening project referenced above. This report addendum closely analyzes the eleven properties identified in the Area of Potential Effects (APE) by your office during our March 30 site visit as warranting evaluation for eligibility for the National Register of Historic Places (NRHP).

The report addendum finds that three additional resources in the APE are eligible for listing on the NRHP:

- **St. Eulalia Church**, 1851 South 9th Avenue, Maywood (Survey ID #1-36)
- **First Church of the Brethren**, 425 South Central Park Boulevard, Chicago (Survey ID #1-43)
- **Precious Blood Roman Catholic Church**, 2401 West Congress Parkway, Chicago (Survey ID #1-44)

IDOT, on behalf of the Federal Highway Administration (FHWA), accepts and concurs with the eligibility determinations outlined in the architectural resources report and which are summarized here. The undertaking's effect on these resources will be documented in a subsequent report, which is currently being

prepared. However, given the scope of the project, there is likely to be no impacts to these resources. Copies of this report have been provided to consulting parties for review and comment. Archaeological resources were cleared by your office on August 13, 2015 (IHPA Log # 010052815).

In coordination with the FHWA, IDOT requests the concurrence of the State Historic Preservation Officer in our determination that these three properties noted above are considered eligible for listing on the NRHP and are therefore subject to protection under Section 106 of the National Historic Preservation Act of 1966. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

BK:el

CONCUR

By: R. Leibowitz JFH
Deputy State Historic Preservation Officer

Date: 5/16/16

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Eligibility Concurrence - Continued Coordination with SHPO		
Date:	September 26, 2016		

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Seq. # 9274, A-E

Attached is a letter supporting a finding from the Illinois State Historic Preservation Officer (SHPO) indicating that fourteen resources identified in the Area of Potential Effects, as evaluated in a historic property identification report and its addendum, are considered eligible for listing on the National Register of Historic Places (NRHP). The following resources are now considered historic, and are therefore subject to protection under Section 106 of the National Historic Preservation Act of 1966:

1. **Synagogue for Congregational B'Nai Israel of Proviso**, 10218 Kitchner St., Westchester (Survey ID #1-1)
2. **Park District of Forest Park**, 7441 Harrison St., Forest Park (Survey ID #1-3)
3. **Commercial Building**, 841 S. Oak Park Ave., Oak Park (Survey ID #1-6)
4. **T.A. Holm Building**, 905 S. Oak Park Ave., Oak Park (Survey ID #1-7)
5. **Suburban Trust and Savings Bank Building**, 840 S. Oak Park Ave., Oak Park (Survey ID #1-8)
6. **Maze Branch Library**, 845 Gunderson Ave., Oak Park (Survey ID #1-16)
7. **Assumption Greek Orthodox Church**, 601 S. Central Park Ave., Chicago (Survey ID #1-21)
8. **Altgeld Park Fieldhouse**, 515 S. Washtenaw Ave., Chicago (Survey ID #1-29)
9. **Crane Technical High School**, 2301 W. Jackson Blvd., Chicago (Survey ID #1-31)
10. **Louis Pasteur Memorial**, 1800 W. Harrison St., Chicago (Survey ID #1-32)
11. **Chicago & Midwest Regional Joint Board Building**, 333 S. Ashland Ave., Chicago (Survey ID #1-34)
12. **St. Eulalia Church**, 1851 S. 9th Ave., Maywood (Survey ID #1-36)
13. **First Church of the Brethren**, 425 S. Central Park Blvd., Chicago (Survey ID #1-43)
14. **Precious Blood Roman Catholic Church**, 2401 W. Congress Pkwy., Chicago (Survey ID #1-44)

Nine resources were also identified as already being listed or determined eligible for listing on the NRHP (see attached letter).

Further SHPO coordination is required as the project's effects to these resources still need to be evaluated and coordinated with the SHPO. Please forward details regarding the project's effects to these resources to our office when they become available in order to continue SHPO consultation regarding this project.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
SEP 16 2016
Preservation Services

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Sequence # 9274, A-E
IHPA Log # 004112410, 010052815

September 16, 2016

IHPA REVIEW
H/A _____
AC _____
AR _____
File _____

FEDERAL – SECTION 106 PROJECT

IDENTIFICATION OF ARCHITECTURAL RESOURCES

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

On March 23, 2016, IDOT submitted a Historic Properties Identification (HPI) report to your office concerning the proposed interstate widening project referenced above. A site visit was conducted on March 30, 2016 and a subsequent HPI report addendum was sent to your office on May 27, 2016. June 16, 2016 your office concurred with the recommendations in the HPI report addendum. However, concurrence was never officially received from your office for the resources identified in the original HPI.

The original HPI report identified nine resources in the Area of Potential Effect (APE) that are either listed on or have previously been determined eligible for listing on the National Register of Historic Places (NRHP):

- **Columbus Park**, 500 S. Central Avenue, Chicago (Survey ID # 1-20) **National Historic Landmark, NRHP*
- **Oak Park Conservatory**, 615 Garfield Street, Oak Park (Survey ID # 1-10) **NRHP*
- **Gunderson Historic District**, roughly bounded by Madison, Harrison, and Gunderson Streets and S. Ridgeland Avenue, Oak Park (Survey ID # 1-17) **NRHP*

- **Garfield Park**, 100 N. Central Park Avenue, Chicago (Survey ID # 1-26) **NRHP*
- **Tri-Taylor Historic District**, roughly bounded by Congress Parkway, Oakley Boulevard, Polk Street, Ogden Avenue, Roosevelt Road & S. Western Avenue, Chicago (Survey ID # 1-30) **NRHP*
- **Cook County Hospital Administration Building**, 1835 W. Harrison Street, Chicago (Survey ID # 1-33) **NRHP*
- **Paulina Mansions**, 711 W. Garfield Street, Oak Park (Survey ID #1-9) **Previously Determined NRHP-Eligible*
- **Hulbert Historic District**, roughly bounded by Madison Street, Kenilworth Avenue, Harrison Street & Clinton Avenue, Oak Park (Survey #1-5) **Previously Determined NRHP-Eligible*
- **Chicago Park Boulevard System Historic District**, Chicago (Survey ID #1-27) **Previously Determined NRHP-Eligible*

In addition to these resources, the original HPI report identified twelve resources that are eligible for listing on the NRHP. However, the Commonwealth Edison Kolmar Substation building at 616-632 South Kolmar Avenue was later removed from the list of eligible properties after the site visit. The remaining eleven resources listed below are considered eligible for the NRHP:

- **Synagogue for Congregation B'Nai Israel of Proviso**, 10216 Kitchner Street, Westchester (Survey ID #1-1)
- **Park District of Forest Park**, 7441 Harrison Street, Forest Park (Survey ID #1-3)
- **Commercial Building**, 841 S. Oak Park Avenue, Oak Park (Survey ID #1-6)
- **T.A. Holm Building**, 905 S. Oak Park Avenue, Oak Park (Survey ID #1-7)
- **Suburban Trust and Savings Bank Building**, 840 S. Oak Park Avenue, Oak Park (Survey ID #1-8)
- **Maze Branch Library**, 845 Gunderson Avenue, Oak Park (Survey ID #1-16)
- **Assumption Greek Orthodox Church**, 601 S. Central Avenue, Chicago (Survey ID #1-21)
- **Altgeld Park Fieldhouse**, 515 S. Washtenaw Avenue, Chicago (Survey ID #1-29)

- **Crane Technical High School**, 2301 W. Jackson Boulevard, Chicago (Survey ID #1-31)
- **Louis Pasteur Memorial**,1800 W. Harrison Street, Chicago (Survey ID #1-32)
- **Chicago & Midwest Regional Joint Board Building**, 333 S. Ashland Avenue, Chicago (Survey ID #1-34)

In the addendum HPI report, eleven additional properties in the APE were reviewed. Three were identified as eligible for listing on the NRHP with a concurrence from your office on June 16, 2016:

- **St. Eulalia Church**, 1851 South 9th Avenue, Maywood (Survey ID #1-36)
- **First Church of the Brethren**, 425 South Central Park Boulevard, Chicago (Survey ID #1-43)
- **Precious Blood Roman Catholic Church**, 2401 West Congress Parkway, Chicago (Survey ID #1-44)

IDOT, on behalf of the Federal Highway Administration (FHWA), accepts and concurs with the eligibility determinations outlined in the HPI reports, which are summarized in this letter. The undertaking's effect on these resources will be documented in a subsequent report that is currently being prepared.

In coordination with the FHWA, IDOT requests the concurrence of the State Historic Preservation Officer in our determination that the fourteen properties noted above are eligible for listing on the NRHP under the various criteria discussed in the reports and are therefore subject to protection under Section 106 of the National Historic Preservation Act of 1966. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

BK:el

CONCUR

By: SJH for R.Heibourtz
Deputy State Historic Preservation Officer

Date: 9/22/16

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Cultural Resource Concurrence		
Date:	May 26, 2017		

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Seq. # 9274, A-F

Attached is a letter supporting a finding for "No Adverse Effect" from the Illinois State Historic Preservation Officer (SHPO) indicating that this project meets the Secretary of the Interior's "Standards for the Treatment of Historic Properties" (Standards) and that they concur in a finding of no adverse effect pursuant to 36 CFR 800.

With this concurrence, the SHPO has agreed with the conclusions of the Effects Assessment Report.

This completes the necessary coordination for evaluating potential impacts to significant cultural resources for this project.

Attachment

BK:el

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
MAY 19 2017
Preservation Services

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Sequence # 9274, A-F
IHPA Log # 004112410, 010052815

May 19, 2017

IHPA REVIEW
H/A _____
AC _____
AR _____
File _____

FEDERAL – SECTION 106 PROJECT – EFFECTS ASSESSMENT

NO ADVERSE EFFECT

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

The enclosed Effects Assessment report summarizes the impacts of the proposed interstate reconstruction project referenced above to the historic resources identified in the historic properties identification report and addendum, as well as the subsequent eligibility determinations concurred with by your office on September 22, 2016.

This report closely analyzes the project's effects to the twenty-three historic resources noted below that are located within the Area of Potential Effects (APE) and are either listed as a National Historic Landmark (NHL), on the National Register of Historic Places (NRHP) or have been determined eligible for listing on the NRHP (listed west to east):

Survey ID	Historic Resource	Address	City	Historic Status	Effect
1-1	Synagogue for Congregation B'Nai Israel of Proviso	10216 Kitchner St.	Westchester	NRHP-Eligible	No Effect

1-36	St. Eulalia Church	1851 S. 9th Ave.	Maywood	NRHP-Eligible	No Adverse Effect
1-3	Park District of Forest Park	7441 Harrison St.	Forest Park	NRHP-Eligible	No Effect
1-5	Hulbert Historic District	Roughly bounded by Madison St., Kenilworth Ave., Harrison St. & Clinton Ave.	Oak Park	NRHP-Eligible	No Adverse Effect
1-6	Commercial Building	841 S. Oak Park Ave.	Oak Park	NRHP-Eligible	No Adverse Effect
1-7	T.A. Holm Building	905 S. Oak Park Ave.	Oak Park	NRHP-Eligible	No Effect
1-8	Suburban Trust and Savings Bank Building	840 S. Oak Park Ave.	Oak Park	NRHP-Eligible	No Adverse Effect
1-9	Paulina Mansions	711 W. Garfield St.	Chicago	NRHP-Eligible	No Effect
1-10	Oak Park Conservatory	615 Garfield St.	Oak Park	NRHP	No Adverse Effect
1-16	Maze Branch Library	845 Gunderson Ave.	Oak Park	NRHP-Eligible	No Adverse Effect
1-17	Gunderson Historic District	Roughly bounded by Madison, Harrison & Gunderson Sts. and S. Ridgeland Ave.	Oak Park	NRHP	No Adverse Effect
1-20	Columbus Park	500 S. Central Ave.	Chicago	NHL, NRHP	No Adverse Effect
1-21	Assumption Greek Orthodox Church	601 S. Central Ave.	Chicago	NRHP-Eligible	No Adverse Effect

1-27	Chicago Park Boulevard System Historic District	Boulevard System of Chicago	Chicago	NRHP-Eligible	No Adverse Effect
1-26	Garfield Park	100 N. Central Park Ave.	Chicago	NRHP	No Adverse Effect
1-43	First Church of the Brethren	425 S. Central Park Blvd.	Chicago	NRHP-Eligible	No Adverse Effect
1-29	Altgeld Park Fieldhouse	515 S. Washtenaw Ave.	Chicago	NRHP-Eligible	No Adverse Effect
1-44	Precious Blood Roman Catholic Church	2401 W. Congress Pkwy.	Chicago	NRHP-Eligible	No Adverse Effect
1-30	Tri-Taylor Historic District	Roughly bounded by Congress Pkwy., Oakley Blvd., Polk St., Ogden Ave., Roosevelt Rd. & S. Western Ave.	Chicago	NRHP	No Adverse Effect
1-31	Crane Technical High School	2301 W. Jackson Blvd.	Chicago	NRHP-Eligible	No Adverse Effect
1-32	Louis Pasteur Memorial	1800 W. Harrison St.	Chicago	NRHP-Eligible	No Effect
1-33	Cook County Hospital Administration Building	1835 W. Harrison St.	Chicago	NRHP	No Effect
1-34	Chicago & Midwest Regional Joint Board Building	333 S. Ashland Ave.	Chicago	NRHP-Eligible	No Effect

As discussed in the report, the project proposes to reconstruct and restripe the roadway in order to add a lane for each direction within the existing footprint of the expressway. For work at five interchanges 2.79-acres of right-of-way will be required for reconstruction and 2.65 acres for right-of-way from the Chicago Transit Authority. Improvements will be made to interchanges and cross streets in

the project area to improve vehicular and pedestrian safety. Noise walls are also proposed in various locations throughout the corridor. With this project scope in mind, the proposed interstate widening will have no adverse effects on any of the identified historic resources. IDOT, on behalf of the Federal Highway Administration (FHWA), accepts and concurs with the effects assessments outlined in this report.

In coordination with the Federal Highway Administration (FHWA), IDOT requests the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be adversely affected by the proposed project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad Koldehoff

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

BK:el

CONCUR

By: JTH for R. Heidowitz
Deputy State Historic Preservation Officer

Date: 5/25/17

Appendix E-5

Agency Correspondence and Concurrence on Archaeological Investigations

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

May 2017

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Appendix E-5 Table of Contents

AGENCY CORRESPONDENCE AND CONCURRENCE ON ARCHAEOLOGICAL INVESTIGATIONS

November 12, 2010 IDOT-BDE Memo on Cultural Resources Concurrence...…...E-5-1

August 13, 2015 IDOT-BDE Memo on Cultural Resource Concurrence – Archaeology Only.....…E-5-3

August 5, 2017 IDOT-BDE Memo on No Archaeological Properties Affected.....E-5-5

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Illinois Department of Transportation

Memorandum

To:	Diane O'Keefe	Attn: Pete Harmet
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	November 12, 2010	

Cook County
FAI 290, I-290
Job No. P-91-201-00
Seq. #9274C

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

Attachment

JAW:km

Illinois Department of Transportation
300 South Dirksen Parkway / Springfield, Illinois / 62764

November 5, 2010

Cook County
FAI 290
Eisenhower Expressway
Chicago
Project: P-91-201-00

IDOT Seq. # 9274C
ISAS# 10006
FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a report from the Illinois State Archaeological Survey concerning the results of survey of the 129 acre project area referenced above. No archaeological, architectural, or historic sites were identified within the proposed project rights-of way.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 11/10/10

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	Cultural Resource Concurrence – **Archaeology Only**		
Date:	August 13, 2015		

Cook County
Chicago
FAI-290 (Eisenhower Expressway)
Roadway Improvements
Job # P-91-201-00
IDOT Seq. # 9274D

The attached letter documents the concurrence of the Illinois State Historic Preservation Officer (SHPO) supporting the **"No Archaeological Properties Affected"** determination found by IDOT's professional cultural resources staff for this road improvement project.

This concurrence only completes the necessary cultural resource coordination for archaeological resources for the above referenced project. **Potential impacts to architectural resources are still being assessed and coordinated with the SHPO**.

Attachment

BK:el

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Cook County
Hinsdale, Berwyn, Englewood
FAI-290, I-290 (Eisenhower Expressway)
Roadway Improvements
IDOT Sequence #9274D
ISAS Log #13113

May 28, 2015

2 copies + CD rcvd.

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MAY 28 2015
010052815
PRESERVATION SERVICES

IHPA REVIEW
H/A
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AR
File CK-IDOT-1060

Federal - Section 106 Project

NO *ARCHAEOLOGICAL* PROPERTIES AFFECTED

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
1 Old State Capitol
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Dr. Leibowitz:

Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning historical and archaeological resources potentially impacted by the above referenced project. Survey of the 168-acre project area resulted in the identification of no archaeological sites, as did an earlier survey (see attached SHPO concur letter dated November 5, 2010). Potential impacts to architectural resources are currently being assessed in coordination with your office.

In coordination with the Federal Highway Administration (FHWA), IDOT requests the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the proposed project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 8-13-15

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn: Pete Harmet
From:	Maureen Addis	By: Brad Koldehoff
Subject:	***NO ARCHAEOLOGICAL PROPERTIES AFFECTED***	
Date:	April 5, 2017	

Cook County
FAI 290, I-290, Eisenhower Expressway
Job No. P-91-201-00
Seq. 9274, 9274A, 9274B, 9274C, 9274D, 9274E

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have ***NO ARCHAEOLOGICAL PROPERTIES AFFECTED.***

Brad Koldehoff

Attachment

BK:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

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Preservation Services

March 23, 2017

Cook County
Hinsdale, Berwyn, Englewood
FAI-290, I-290 (Eisenhower Expressway)
Road Improvements
IDOT Sequence #9274, A, B, C, D, E
ISAS Log #15040
IHPA Log #010052815

IHPA REVIEW
H/A _____
AC Comm ✓
AR _____
File _____
3/27/17

FEDERAL - Section 106 Project

NO *ARCHAEOLOGICAL* PROPERTIES AFFECTED

2 COPIES RCVD & CD

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

In continuing consultation with your office, enclosed are copies of the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological resources potentially impacted by the above referenced project. Survey of the Area of Potential Effect (APE) for archaeological resources, which encompasses the existing ROW and areas of proposed new ROW and easement, resulted in the identification of no archaeological sites. Potential impacts to architectural resources are being coordinating with your office separately.

In coordination with the Federal Highway Administration (FHWA), we request the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the project.

If SHPO does not object to the "no archaeological properties affected" finding within 30 days, FHWA's responsibilities under section 106 for archaeological resources is fulfilled (36 CFR 800.4(d)(1)(i)).

Sincerely,

Brad Koldehoff

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

CONCUR
By: Rachel Leibowitz
Deputy State Historic Preservation Officer
Date: 3-29-17

Appendix E-6

Consulting Parties Coordination, Correspondence, and Comments Received

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

June 2017

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Appendix E-6 Table of Contents

CONSULTING PARTIES COORDINATION, CORRESPONDENCE, AND COMMENTS RECEIVED

List of Invited Consulting Parties……..……...E-6-1

October 2014 Section 106 Consulting Parties Invitation Letter.....……E-6-2

May 2010 Section 106 Participating Agency and Consulting Parties Invitation Letter…….…….....E-6-14

March 2010 IDOT Letter to SHPO……....……...E-6-23

August 30, 2016 Landmarks Illinois Letter to IDOT on NRHP Determinations of Eligibility ……..…....……..E-6-26

August 30, 2016 City of Chicago Department of Planning and Development Letter to IDOT on NRHP Determinations of Eligibility….....…….....E-6-23

November 7, 2016 IDOT Response Letter to Landmarks Illinois…...…….....……...E-6-32

November 7, 2016 IDOT Response Letter to City of Chicago Department of Planning and Development……..……E-6-35

April 26, 2017 Park District of Oak Park Letter to IDOT on Consulting Parties Meeting and Effects Assessments……..……....…….....E-6-38

June 13, 2017 IDOT Response Letter to Park District of Oak Park…..….....……...E-6-40

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CONSULTING PARTIES

Prefix	FirstName	LastName	CompanyAgency	Title	Invited By	Accepted
Ms.	Luann	Hamilton	Chicago Department of Transportation	Deputy Commissioner/Chief Engineer	IDOT	YES
Ms.	Erika	Selke	Chicago Park District - Planning and Development	Project Manager	IDOT	No Response
Mr.	John	Barrett	Citizen Potawatomi Nation	Chairperson	FHWA	No Response
Ms.	Eleanor	Gorski	City of Chicago Historic Preservation District; Commission on Chicago Landmarks	Director of Historic Preservation	IDOT	YES
Mr.	Todd H.	Stroger	Cook County	President of Board of Commissioners	IDOT	No Response
Mr.	D. "Dewey"	Pierotti, Jr.	DuPage County	President of Forest Preserve District	IDOT	No Response
Mr.	Robert J.	Schillerstrom	Dupage County	Chairman of the Board	IDOT	YES
Mr.	Philip	Shopodock	Forest County Potawatomi	Chairperson	FHWA	No Response
Ms.	Beth	Cheng	Friends of the Oak Park Conservatory	Executive Director	IDOT	No Response
Ms.	Cassandra	Francis	Friends of the Parks	President	IDOT	YES
Mr.	Kenneth	Meshiguad	Hannahville Indian Community	Chairperson	FHWA	No Response
Ms.	Sharon	Tiedt	Hillside Historical Society and Historical Commission	President	IDOT	No Response
Mr.	Frank	Lipo	Historical Society of Oak Park & River Forest	Executive Director	IDOT	YES
Mr.	Bill	Quakenbush	Ho Chunk Nation	Tribal Historic Preservation Officer	FHWA	No Response
Ms.	Bonnie	McDonald	Landmarks Illinois	President	IDOT	No Response
Mr.	Bradley A.	Stephens	Leyden Township	Supervisor	IDOT	No Response
Mr.	Scott	Stewart	Oak Park Conservatory - Park District of Oak Park	Conservatory Manager	IDOT	YES
Mr.	F. David	Boulanger	Oak Park Township	Township Supervisor	IDOT	YES
Mr.	John	Miller	Pokagon Band of Potawatomi Indians		FHWA	No Response
Mr.	Steve	Ortiz	Prairie Band Potawatomi Nation		FHWA	No Response
Ms.	Veronica	Krawczyk	River Forest Township	Supervisor	IDOT	No Response
Ms.	Sandra	Massey	Sac and Fox Nation of Oklahoma	Historic Preservation Officer	FHWA	No Response
The Honorable	Frank A.	Pasquale	Village of Bellwood	Mayor	IDOT	No Response
Mr.	Sherman	Jones	Village of Broadview	President	IDOT	No Response
The Honorable	Anthony	Calderone	Village of Forest Park	Mayor	IDOT	No Response
Mr.	Joseph T.	Tamburino	Village of Hillside	President	IDOT	YES
The Honorable	Henderson	Yarbrough, Sr.	Village of Maywood	Mayor	IDOT	No Response
Mr.	David	Myers	Village of Maywood Historic Preservation Commission	Assistant Village Manager/Director of Community Development	IDOT	No Response
Mr.	David	Pope	Village of Oak Park	President	IDOT	YES
Ms.	Rosanne	McGrath	Village of Oak Park Historic Preservation Commission	Chair	IDOT	No Response
Mr.	Sam	Pulia	Village of Westchester	President	IDOT	No Response
Mr.	John	Blackhawk	Winnebago Tribe of Nebraska	Chairman	FHWA	No Response

Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 29, 2014

Ms. Cassandra Francis
President
Friends of the Parks
17 N. State St.
Chicago, IL 60602

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear Ms. Francis:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is developing an Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway Phase I Study. The I-290 Phase I Study limits extend from just west of Mannheim Road to Racine Ave. I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. Funding for Phase I study is being provided as part of IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program (Program). Funding for Phase II (contract plan preparation) and Phase III (construction) is not included in our multiyear program; however, this project will be included in IDOT's priorities for funding consideration as part of future programs.

The preparation of an EIS for the I-290 Phase I Study is required to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and supporting environmental documents will be governed by federal and state regulatory requirements. The federal and state regulatory requirements governing this project include NEPA, 23 U.S.C. 139 and Section 106 of the National Historic Preservation Act, which requires the FHWA to account for the effect of the proposed project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and offer the Advisory Council on Historic Preservation the opportunity to comment.

The I-290 planning process creates opportunities for state, federal, and local agencies as well as the public to provide input into the project development process. Thus far, the project Purpose and Need has been completed along with two rounds of alternatives development and evaluation.

Stakeholders, including all of the corridor communities, have played a significant role in shaping the development of these documents. These documents, along with supporting documentation for the entire project, can be found on the project website at www.eisenhowerexpressway.com. We would be happy to review any of the project findings to date with you. At this stage in the process, four conceptual alternatives, plus the no-build alternative, have been advanced for detailed analysis (as shown on the attached exhibit). All four of the Build alternatives stay within the current right-of-way, except in two small areas near 25th and 1st Avenues, and there are no displacements.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying those federal, state and local agencies that may have an interest in the project and inviting consulting parties for meeting the requirements of Section 106. As this study enters its third round of alternative evaluation, physical details of the improvements are being developed and coordination regarding potential impacts on historical and archaeological resources is more formally advancing. We further reviewed our agency coordination to date, and we have noted that your agency did not receive a formal consulting party invitation. Therefore, with this letter, FHWA and IDOT invite your agency to become a ***Section 106 Consulting Party*** in the development and completion of the EIS for the I-290 Phase I Study. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The role of a consulting party is to consult with the FHWA and IDOT during the project development process to provide information on additional potential historic and archaeological properties in the study area, provide comments on potential effects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon these properties. During the project development process, we would be seeking your input as a consulting party on these issues.

Attached to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Section 106 consulting party. Please check the response that is appropriate for you, and return this form using the enclosed self-addressed, stamped envelope prior to November 15, 2014.

Thank you for your cooperation and interest in this project. IDOT is available to present details of the project and provide additional information at your request.

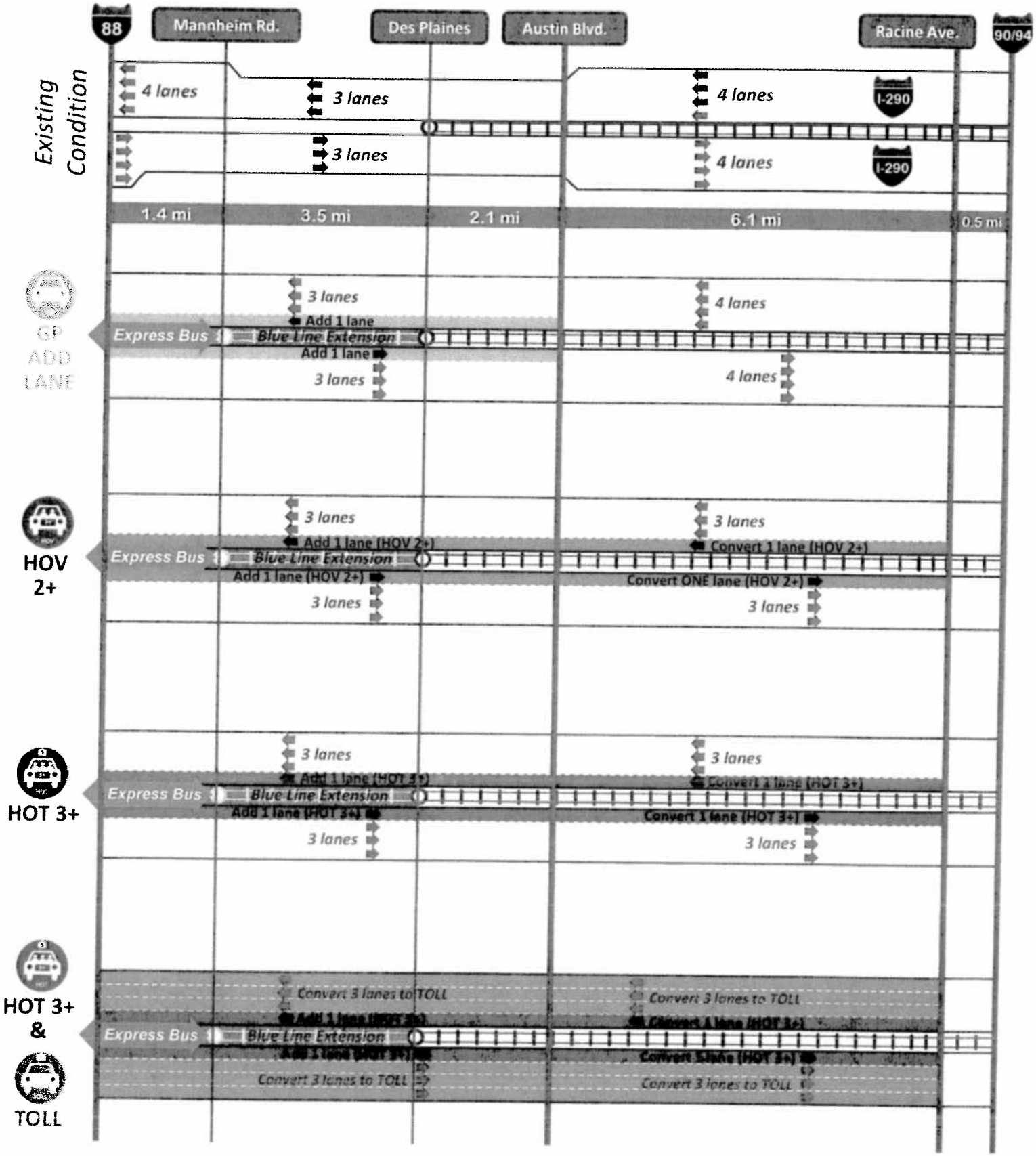
If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

I-290 Phase I Study - *Round 3*

Combination Mode Alternative Descriptions



BUREAU OF PROGRAMMING
RECEIVED
NOV 07 2014
DISTRICT #1

Consulting Agency Response

Accept: FRIENDS OF THE PARKS - CASSANDRA FRANCIS, PRESIDENT

Do Not Accept: _____

Reason (s) for not accepting:

Signature: _____

Title: PRESIDENT, FRIENDS OF THE PARKS

Date: 11/4/14

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 22, 2014

«Full_Name»
«Title»
«Office»
«Address1»
«City», «State» «PostalCode»

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear «Alt_Salutation»:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is developing an Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway Phase I Study. The I-290 Phase I Study limits extend from just west of Mannheim Road to Racine Ave. I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. Funding for the Phase I study is being provided as part of IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program (Program). Funding for the Phase II (contract plan preparation) and Phase III (construction) is not included in our multiyear program; however, this project will be included in IDOT's priorities for funding consideration as part of future programs.

The preparation of an EIS for the I-290 Phase I Study is required to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and supporting environmental documents will be governed by federal and state regulatory requirements. The federal and state regulatory requirements governing this project include NEPA, 23 U.S.C. 139 and Section 106 of the National Historic Preservation Act, which requires the FHWA to account for the effect of the proposed project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and offer the Advisory Council on Historic Preservation the opportunity to comment.

The I-290 planning process creates opportunities for state, federal, and local agencies as well as the public to provide input into the project development process. Thus far, the project Purpose and Need has been completed along with two rounds of alternatives development and evaluation.

Stakeholders, including all of the corridor communities, have played a significant role in shaping the development of these documents. These documents, along with supporting documentation for the entire project, can be found on the project website at www.eisenhowerexpressway.com. We would be happy to review any of the project findings to date with you. At this stage in the process, four conceptual alternatives, plus the no-build alternative, have been advanced for detailed analysis (as shown on the attached exhibit). All four of the Build alternatives stay within the current right-of-way, except in two small areas near 25th and 1st Avenues, and there are no displacements.

The FHWA and IDOT, as joint leads for this project, are responsible for identifying those federal, state and local agencies that may have an interest in the project and inviting consulting parties for meeting the requirements of Section 106. As this study enters its third round of alternative evaluation, physical details of the improvements are being developed and coordination regarding potential impacts on historical and archaeological resources is more formally advancing. We further reviewed our agency coordination to date, and we have noted that your agency did not receive a formal consulting party invitation. Therefore, with this letter, FHWA and IDOT invite your agency to become a ***Section 106 Consulting Party*** in the development and completion of the EIS for the I-290 Phase I Study. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The role of a consulting party is to consult with the FHWA and IDOT during the project development process to provide information on additional potential historic and archaeological properties in the study area, provide comments on potential effects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon these properties. During the project development process, we would be seeking your input as a consulting party on these issues.

Attached to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Section 106 consulting party. Please check the response that is appropriate for you, and return this form using the enclosed self-addressed, stamped envelope prior to November 15, 2014.

Thank you for your cooperation and interest in this project. IDOT is available to present details of the project and provide additional information at your request.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Consulting Agency Response

Accept:

_____

Do Not Accept:

_____

Reason (s) for not accepting:

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_____

Signature:

_____

Title:

_____

Date:

_____

Ms. Eleanor Gorski, Director of Historic Preservation
City of Chicago Historic Preservation Division; Commission on Chicago Landmarks
Department of Planning and Development
121 N. La Salle Street #1101
Chicago, IL 60602

Ms. Sharon Tiedt
President
Hillside Historical Society and Historical Commission
425 Hillside Avenue
Hillside, IL 60162

Mr. Frank Lipo
Executive Director
Historical Society of Oak Park & River Forest
P.O. Box 771
Oak Park, IL 60303

Ms. Bonnie McDonald
President
Landmarks Illinois
53 W. Jackson Blvd, Suite 1315
Chicago, IL 60604

Mr. Scott Stewart
Conservatory Manager
Oak Park Conservatory
Park District of Oak Park
615 Garfield Street
Oak Park, IL 60304

Ms. Beth Cheng
Executive Director
Friends of the Oak Park Conservancy
P.O. Box 1096
Oak Park, IL 60304

Mr. Ward Miller
Executive Director
Preservation Chicago
4410 N. Ravenswood
Chicago, IL 60640

Mr. David Myers
Assistant Village Manager/Director of Community Development
Village of Maywood Historic Preservation Commission
Community Development Planning Division
40 Madison Street
Maywood, IL 60153

Ms. Rosanne McGrath
Chair
Village of Oak Park Historic Preservation Commission
123 Madison Street
Oak Park, IL 60302

Ms. Cassandra Francis
President
Friends of the Parks
17 N. State St
Chicago, IL 60602

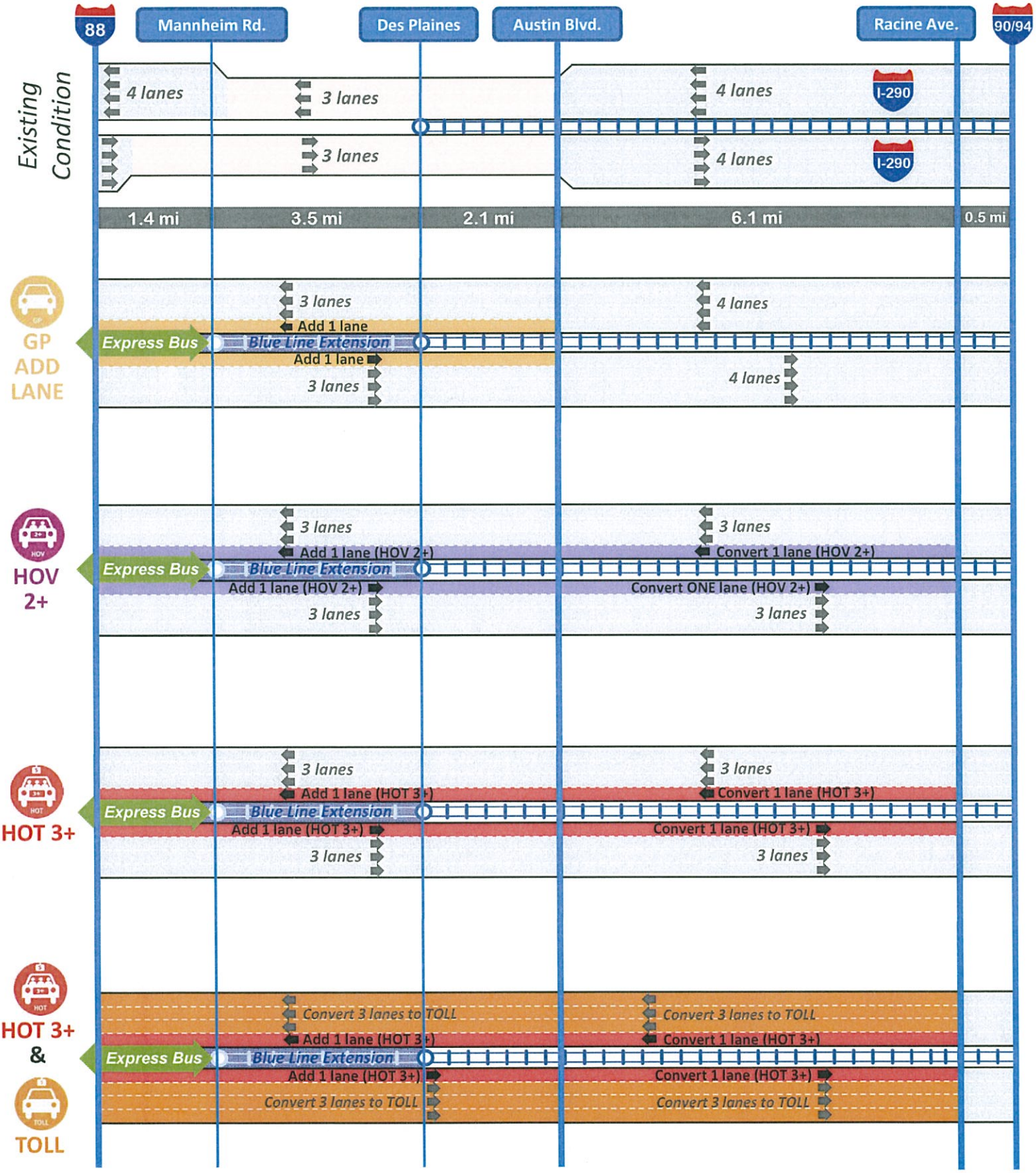
Ms. Erika Sellke
Project Manager
Planning and Development
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

S:\Gen\WP\p&es\CONSULT\PTG\I-290 EIS\Public Involvement\Participating Cooperating Agencies\Consulting Party letters\Consulting agencies invite 100814.docx

Eisenhower expressway

I-290 Phase I Study - *Round 3*

Combination Mode Alternative Descriptions



U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 3, 2010

In Reply Refer To:
HPER-IL

Mr. Wilfrid Cleveland
President
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

Subject: Interstate 290 Environmental Impact Statement
Participating Agency and Section 106 Consulting Party Request

Dear Mr. Cleveland:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation (IDOT) is preparing an Environmental Impact Statement (EIS) for the proposed improvements to Interstate 290 (I-290) located in Cook County, Illinois. The proposed improvement would involve the reconstruction of the existing 7.5 mile roadway facility from U.S. Routes 12/20/45, Mannheim Road, to east of IL Route 50, Cicero Avenue. Resources within the study area include cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, air quality, sensitive noise receptors, the Des Plaines River and related indirect and cumulative impact considerations.

The FHWA and IDOT are developing the EIS in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106). Substantive efforts will be made to identify specific alternatives to be addressed in the EIS, including taking no action and a full range of multi-modal build alternatives that involve the reconstruction of I-290. The purpose of the proposed project is to address safety concerns, operational issues, traffic congestion and the age of the facility.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, Tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT propose that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to June 3, 2010. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Mr. Matt Fuller, of my staff by phone at (217) 492-4625 or by email at matt.fuller@dot.gov . Or you may contact Ms. Barbara H. Stevens, IDOT, Bureau of Design and Environment by phone at (217) 785-4245, or by email at barbara.stevens@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

BUREAU OF PROGRAMMING
RECEIVED
NOV 17 2014
DISTRICT #1

Consulting Agency Response

Accept: X

Do Not Accept:

Reason (s) for not accepting:

Signature: Frank Lipo Frank Lipo

Title: Executive Director

Date: 11-12-14

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

March 31, 2010

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear «Alt_Salutation»:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for the I-290 Eisenhower Expressway. The study limits for this project extend from just West of Mannheim Road to just East of Cicero Avenue (see attached map). I-290 is a major link in the transportation network serving northeast Illinois, and serves as the Western gateway to and from the City of Chicago and beyond. This network also serves important regional intermodal freight railroad terminals, as well as various modes of public transportation.

FHWA and IDOT will complete an EIS for the I-290 Eisenhower Expressway in order to satisfy National Environmental Policy Act (NEPA) requirements. FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by federal and state regulatory requirements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), Section 106 of the National Historic Preservation Act (NHPA) and Context Sensitive Solutions (CSS). These requirements create opportunities for state, federal, and local agencies as well as the public to provide input into the project development process.

FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying government agencies that may have an interest in the project and inviting those entities to be Participating Agencies. Your agency has been identified as one that may have in interest in this project, because of your jurisdiction or authority with respect to the project; accordingly, you are being extended this invitation to become a Participating Agency. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project. Participating agencies are afforded the opportunity to be involved in key aspects of the planning process, including:

- Early identification of any issues of concern regarding the project's potential environmental or socioeconomic impacts;
- Providing input to the project's purpose and need,
- Providing input to the alternative development and evaluation process, and
- Review and comment on other items such as level of detail of study, methodologies for alternative development and analysis, and environmental impact analysis.

Attached as a fourth page to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Participating Agency. Please check the response that is appropriate for you, and return this form to IDOT using the enclosed self addressed, stamped envelope prior to April 16, 2010.

Please note that non-federal agencies must formally accept the invitation in order to be considered a Participating Agency. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation, and your comments regarding the process may be recorded through available public/stakeholder involvement venues, e.g. Corridor Advisory Group, Task Forces, Public Meetings, etc. See the attachment for further definition of the role of a Participating Agency.

Additionally, as a local government agency in the project area, your agency is entitled to participate as a Section 106 consulting party. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings. The role of consulting parties is to consult with IDOT and FHWA during the project development process to provide information on potential historic properties in the project area, provide comments on potential affects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon historic properties. Throughout the project development process, we will be seeking your input as a consulting party on these issues.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

Thank you for your cooperation and interest in this project.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Attachment

Participating Agency Response

Accept: _____

Do Not Accept: _____

Reason (s) for not accepting:

_____

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Signature: _____

Title: _____

Date: _____

Attachment

Role of a Participating Agency

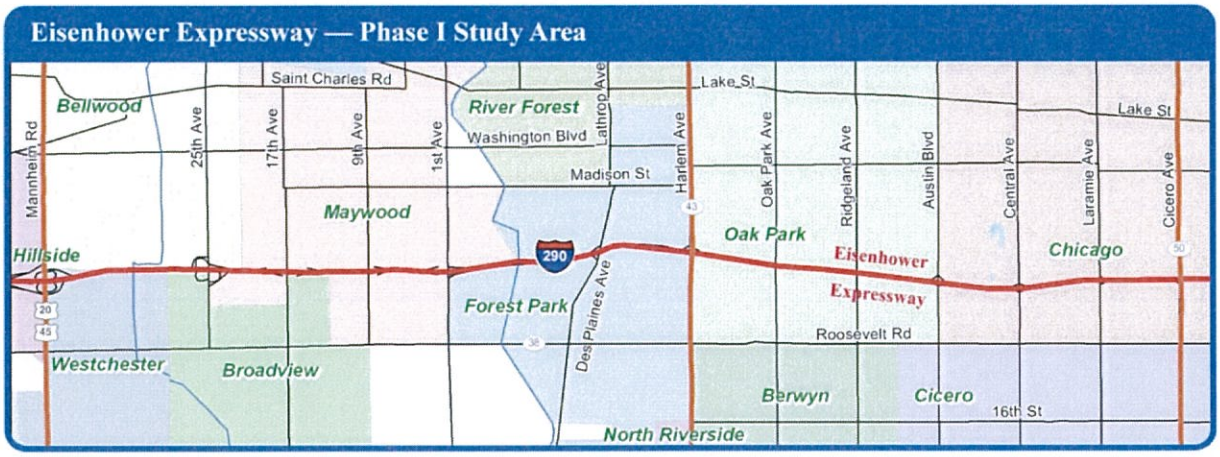
The recent Federal transportation legislation (SAFETEA-LU, 2005) expanded participation in federally funded transportation projects for non-federal agencies with the provision of a "Participating Agency" status. The intent was to broaden formal participation to agencies that have genuine interest in the project. For the I-290 Phase I Study, this means cities, villages, townships, counties and others that would be potentially affected by transportation improvements.

IDOT has extended your agency an opportunity to serve as a "Participating Agency". This is a formal designation that affords you access to the study process; to provide input on key matters early in the process, and to review and comment on outputs from the process. There is an expectation that goes with the status of a "Participating Agency" and that will be your involvement on key matters to ensure timely input and timely decisions that reflects that input. These key milestones are:

- Project Purpose and Need
- Study Methods to be used in the Evaluation
- Alternative Development and Evaluation
- Identification of the Preferred Alternative

IDOT encourages agencies to become participating agencies and to become actively involved with this study. However, you may choose to decline the invitation, and take part in the study process as a non-participating agency. Whereas, your role would be less formalized, you would still have the opportunity to provide input and review project materials through the established public involvement process. For those who are members of the Corridor Advisory Group (CAG), regular opportunities for input and review will be provided through that mechanism as well.

Location Map



U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv/index.htm

March 11, 2010

In Reply Refer To:
HPER-IL

Ms. Anne Haaker
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Subject: Interstate 290 Eisenhower Expressway Environmental Impact Statement
Cook County, Illinois

Dear Ms. Haaker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for Interstate 290 (I-290) Eisenhower Expressway. The study limits for this project extend from just west of Mannheim Road to just east of Cicero Avenue as shown on the enclosed location map. The I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. This network also serves important regional intermodal freight railroad terminals, as well as various modes of public transportation.

The FHWA and IDOT will complete an EIS for the I-290 Eisenhower Expressway in order to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by Federal and State regulatory requirements. The requirements include the NEPA, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), Section 106 of the National Historic Preservation Act and Context Sensitive Solutions. These requirements create opportunities for State, Federal, and local agencies as well as the public to provide input into the project development process.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to SAFETEA-LU Section 6002, participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 Code of Federal Regulations 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

The FHWA and IDOT identified the Illinois Historic Preservation Agency (IHPA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the IHPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the I-290 Eisenhower Expressway project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to April 15, 2010. The SAFETEA-LU requires non-Federal agencies to accept the invitation in writing in order to be considered a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Ms. Barbara H. Stevens, IDOT Bureau of Design and Environment at (217) 785-4245.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator


Eisenhower Expressway — Phase I Study Area
Saint Charles Rd
Bellwood
River Forest
Washington Blvd
Madison St
Lake St
Maywood
Hillside
Oak Park
Eisenhower
Expressway
Chicago
Forest Park
Roosevelt Rd
Westchester
Broadview
Berwyn
Cicero
16th St
North Riverside
Mannheim Rd
25th Ave
17th Ave
9th Ave
1st Ave
Lathrop Ave
Harlem Ave
Oak Park Ave
Ridgeland Ave
Austin Blvd
Central Ave
Laramie Ave
Cicero Ave
Des Plaines Ave
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LANDMARKS
ILLINOIS
People saving places.

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Chairman

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Vice Chairman
& General Counsel

Bonnie McDonald
President

Frieda Ireland, CPA
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Secretary

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Martin C. Tangora*
John J. Tully
Anne B. Voshel

*Life Director

CHAIRMAN EMERITUS

Richard Miller

30 N. Michigan Ave.
Suite 2020
Chicago, IL 60602
www.Landmarks.org

August 30, 2016

Mr. Mark Peterson
IDOT - PMC Programming

RE: I-290 Phase 1 Study, Section 106 Consulting Party review

Dear Mr. Peterson,

Thank you for inviting Landmarks Illinois to participate in the Section 106 process for the review of the I-290 Phase 1 Study. As requested at the August 11th consulting parties meeting, we have the following comments:

- We are pleased to see that the project will not have any physical impact on buildings listed in the National Register or determined eligible for listing in the National Register.
- We would like to request reevaluation of four mid-century properties that were identified as "not eligible" for listing in the National Register of Historic Places, based on additional information we have acquired. They are:
    1. Eisenhower Tower, 1701 South 1st Ave., Maywood, designed by George Schipporeit with Intercontinental Engineering and Development Corp. Schipporeit, with architect John Heinrich, was a co-designer of Lake Point Tower (1968) in Chicago – one of the city's most iconic mid-century high-rises. Schipporeit was also a Dean of the IIT College of Architecture. (See reference in attached article)
    2. Michele Clark Magnet High School, 5101 W. Harrison St., Chicago, is the former Austin Middle School, designed by Vickrey-Wine Assoc. (See reference in attached article)
    3. Genevieve Melody Elementary School, 412 S. Keeler Ave., Chicago, was designed by the CPS board's bureau of architecture and was named for Chicago's first female high school principal. (See reference in attached article).
    4. Medical Center Apartments, 1926 W. Harrison St., was designed by Pace Associates, founded in 1946, and known for its collaborations with Ludwig Mies van der Rohe.

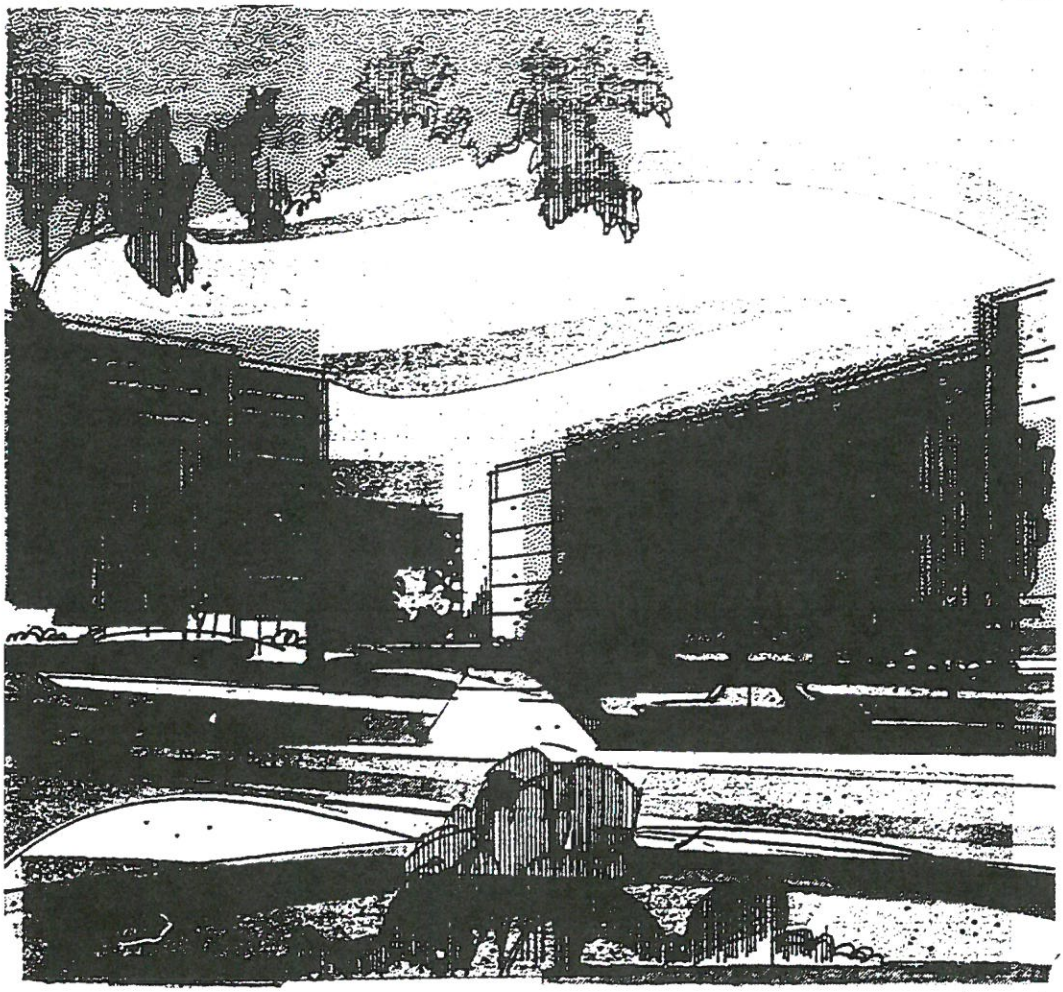
Thank you for the opportunity to review the I-290 project. Please let me know if we can be of further assistance before the next consultation.

Sincerely,

Lisa DiChiera
Director of Advocacy

cc: Dave Halpin, IHPA
Aimee D. Paquin, Parsons Brinckerhoff
Eleanor Gorski, Chicago Dept. of Planning and Development
Tom Kus, Chair, Maywood Historic Preservation Commission

Chicago Tribune (1963-Current file); Mar 25, 1973; ProQuest Historical Newspapers: Chicago Tribune
pg. N_A1



Walls for the Lioncrest Towers project, Richton Park, were constructed in what is now the development's swimming pool.

Concrete walls poured one day, put in place the next

TRY TO IMAGINE a giant toaster. Instead of slices of bread inside, there are panels of concrete.

That's the "factory" for a concrete construction system used to build the Lioncrest Towers apartment project, Governors Highway at 219th Street, Richton Park.

The exterior wall panel system was developed by Intercontinental Engineering and Development Corp. and George Schipporeit, a Chicago architect who also helped design Lake Point Tower, the 70-story building at 505 N. Lake Shore Dr.

The idea was to cast load-bearing wall sections on the site and hoist them in place. The factory was a giant mold capable of containing 15 panels up to 40 feet long.

The mold was placed in a pit that later served as the cavity for the project's swimming pool.

THE BUILDERS POURED the panels one day and hoisted them out with giant cranes the next day.

There were only 12 different wall sizes used in the project, and they were kept on the site and put in place as work progressed. Precast concrete floor-planks rest on the panels and are secured by bolts cast into the panels.

Some of the exterior panels used for the balconies contain an exposed aggregate on the outer surface to give the concrete an attractive texture.

The three all-concrete buildings each contain 90 units. They are separated from the Richton Park Illinois Central Railroad commuter station by a parking lot.

The rentals range from $195 for one-bedroom units and from $225 for two-bedroom units.

Intercontinental also has developed an office building at the northeast corner of the Eisenhower Expressway and First Avenue, Maywood, that features an unusual Schipporeit design. The reinforced concrete structure cantilevers 15 feet to form a columnless exterior wall, creating large, unobstructed interior bays.

THE GLEAMING WHITE exterior is composed of 1,152 windows set in insulated porcelain panels. James E. Tatooles, president of Intercontinental, said it was the first Chicago-area building to have a curtain wall exterior of porcelain panels.

"Once they used to make all gas stations out of porcelain panels, then they turned to other materials and a whole industry went down," he said. "Combustion Engineering's Southwest Porcelain Division worked with Schipporeit to design and produce the panels for our building. They hope to make a niche in a new industry."

Concealed in the exterior wall are 384 individually controlled heating and air conditioning units. The core area of the building is serviced with a central heating and air conditioning system.

George P. Cardis, executive vice president of Intercontinental, said the arrangement reduced the duct lines and increased the usable space.

The 12-story building is 120 feet square and contains 14,400 square feet per floor. Intercontinental was developer and builder of the $8-million office project and $4,750,000-apartment complex.

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Board Approves Plans for New Melody School
Chicago Tribune (1963-Current file); Sep 5, 1963; ProQuest Historical Newspapers: Chicago Tribune
pg. W1

Board Approves Plans for New Melody School

Final plans have been approved by the board of education for the Genevieve Melody elementary school to be built at 412 S. Keeler av.

In other action, the board authorized payment of $266,544 for the Melody school site in Van Buren street, Congress parkway, and Keeler avenue.

Miss Melody was the first woman principal of a Chicago co-educational high school. She became principal of Calumet High school in 1925.

Plan 36 Classrooms

The $1,103,664 school will contain 36 classrooms, 3 kindergartens, library - lunchroom, gymnasium-all purpose room with stage, adjustment room, and administrative and health suites.

The school will accommodate 1,470 pupils and cost an estimated $16 per square foot. The board's bureau of architecture designed the building.

The board awarded contracts for $18,002 for yard improvements at the Emmet school, 5500 Madison st. The work will improve the playground in accordance with the Hitch plan, which sets standards for Chicago public school playgrounds.

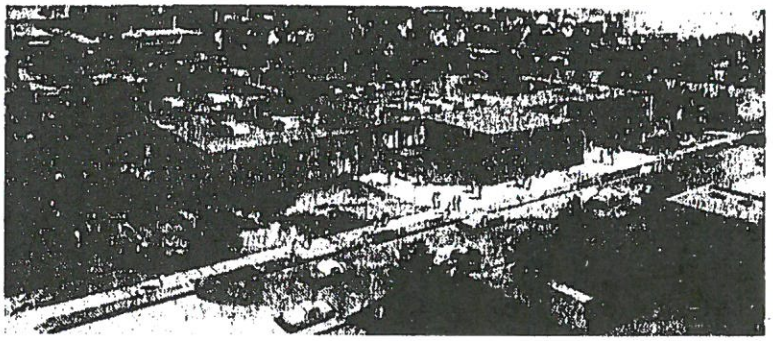
Tell Plan Provisions

Under the plan, there is a three-section play yard with an all - weather surface area equipped with basketball and volley ball facilities and suitable for a number of games. A second area is for softball, soccer, and other games requiring a softer surface. The third area is equipped with swings and climbing equipment, designed to promote muscle development and coordination for small children.

The Hitch plan takes its name from the Hitch school, 5626 N. McVicker av., where it was first used. The plan is being adopted at all Chicago public school yards as soon as possible. Prior to the Hitch concept, school play yards were gravel yards without organized recreational equipment.

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Two Middle School Plans to Come Up for Approval
Chicago Tribune (1963-Current file); Jul 15, 1971; ProQuest Historical Newspapers: Chicago Tribune
pg. W2



Sketch of the proposed $6.3 million Austin Area Middle School, 5055 W. Harrison St.

Two Middle School Plans to Come Up for Approval

Plans for two new schools on the city's South and West Sides will come up for approval at the July 28 Chicago Board of Education meeting.

If approved, more than $12 million will be spent on construction and site development of the two schools: Austin Middle School, Harrison Street and Laramie Avenue, and Hope Middle School, Garfield Boulevard and Lowe Avenue.

Both buildings are part of a "crash" school building program being financed thru the Chicago Public Building Commission.

The Austin School will be a two-story, $6.3 million structure and the Hope School will be three stories and cost $6.1 million.

Both buildings will be fully air-conditioned, said Francis B. McKeag, assistant superintendent for Public Building Projects.

The Austin Middle School building is being designed to house 1,500 pupils. Grounds around this school will be developed by the Chicago Park District as a city park in conjunction with the school.

The Austin School is being designed by Vickrey-Wine Associates, Inc., 14 E. Jackson Blvd. Low bidder for the general construction is The Corbetta Construction Co. of Ill. Inc., 875 E. Grand Rd., Des Plaines.

The Hope School, which also is designed for 1,500 pupils and will have land around the building developed by the Chicago Park District, will include a swimming pool.

The building is being designed by the architect firm Metz, Train, Olson and Youngren, Inc., 1 E. Wacker Dr., and low bidder for general construction on the project is Walsh Brothers, Inc., 3710 S. Western Av.

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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

August 30, 2016

Mark Peterson
Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196

Re: I-290 Eisenhower Expressway EIS Section 106, Properties Identification

Dear Mr. Peterson:

Thank you for your letter of July 13, 2016, providing the opportunity to comment on the Historic Properties Identification Report in regards to the I-290 Eisenhower Expressway improvement project. In reviewing the report, addendum, and maps, our comments are summarized below.

1. Of the properties located within the Area of Potential Effect, that fall within the City of Chicago jurisdiction, six (6) buildings have been identified as being rated 'orange' in the *Chicago Historic Resources Survey*:

   1-21 (Zone 12)
   Assumption Greek Orthodox Church
   601-613 S. Central Avenue

   1-29 (Zone 19)
   Altgeld Park Fieldhouse
   513-521 (515) S. Washtenaw Avenue

   1-31 (Zone 20)
   Crane Technical High School
   2237-59 W. Jackson Boulevard

   1-32 (Zone 20)
   Louis Pasteur Memorial
   1820 W. Harrison Street

   1-33 (Zone 20)
   Cook County Hospital Administration Building
   1801-1855 W. Harrison Street

   1-34 (Zone 20)
   Chicago & Midwest Regional Joint Board Bldg.
   333 S. Ashland Avenue

   These buildings are not currently Chicago Landmarks, but are identified as important historical and architectural resources – all six are NRHP eligible or listed, as noted in the HPI Report. In an effort to provide additional information, the survey cards of these properties are enclosed.

2. The APE boundary in Zone 15 at the southwest corner of Garfield Park (1-26) is unclear in the provided maps. We recommend that the property at 410-414 S. Hamlin Blvd. be included in the APE boundary, given that it is a contributing building to the Chicago Park Boulevard System Historic District and immediately adjacent to the current APE boundary line.

3. Although located outside of the APE boundary, we would encourage careful review of the buildings at 115-119 S. Central Park Blvd., an 1892 Romanesque style school building, and 217-229 S. Central Ave, a 1910 courtyard building – both of which are 'orange' rated in the *Chicago Historic Resources Survey* and included in the Park Blvd. System Historic District.

In addition to the specific items listed above, we encourage and reiterate the need for careful review of not only historic buildings, but the significant cultural landscapes of the pending NRHP Chicago Park Blvd. System Historic District, and Garfield Park. We commend all parties involved for their thorough review in Phase 1, and look forward to continuing to work with you on this endeavor.

Sincerely,

Eleanor Esser Gorski, AIA
Deputy Commissioner
Planning, Design, & Historic Preservation Division
Department of Planning and Development

Originated by:

David Trayte
City Planner III
Planning, Design & Historic Preservation Division

encl.

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Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

November 7, 2016

Ms. Lisa DiChiera
Director of Advocacy
Landmarks Illinois
30 North Michigan Avenue
Suite 2020
Chicago, IL 60602

Dear Ms. DiChiera:

Thank you for your August 30, 2016 letter transmitting Landmarks Illinois' comments on the I-290 Historic Properties Identification (HPI) Report and Addendum. We have carefully reviewed the comments from your agency and offer the responses below:

1. **Comment:** We are pleased to see that the project will not have any physical impact on buildings listed in the National Register or determined eligible for listing in the National Register.

   Response: Comment noted.

2. **Comment:** We would like to request reevaluation of four mid-century properties that were identified as "not eligible" for listing in the National Register of Historic Places, based on additional information we have acquired. They are: [letter lists additional information for Eisenhower Tower, Michele Clark Magnet High School, Genevieve Melody Elementary School, and Medical Center Apartments].

   Response: Your comments and additional information are noted regarding the reevaluation of four mid-century properties identified as not eligible for listing in the NRHP. Our responses regarding the eligibility of each of these properties are provided below.

   a. Eisenhower Tower and Michele Clark High School - The Historic Properties Identification Addendum Report's NRHP determination of eligibility forms for Eisenhower Tower and Michele Clark High School identify both buildings as significant under Criterion C as a good example of the International Style of architecture as applied to an office building and an educational building, respectively.

However, these buildings are less than 50 years of age and Criteria Consideration G was applied in their NRHP eligibility evaluation. Criteria Consideration G requires that buildings less than 50 years of age meet the requirement of exceptional importance in order to be NRHP-eligible. These requirements and guidance for applying Criteria Consideration G are described in the NRHP publication *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years.*

Both buildings are a late interpretation of the International Style and research did not indicate that they were influential in the Chicago area, which is a center of excellent International Style buildings. When evaluated comparatively, these buildings are not exceptionally important examples of architecture nor are they fragile or short-lived resources. Although they are both associated with important area architects (George Schipporeit and Vickrey-Wine Associates), research did not indicate that they were representative examples of those architects' work when compared with other works. Therefore, these buildings do not meet the requirements of Criteria Consideration G and are not eligible under Criterion C at this time as the buildings are less than 50 years of age.

It is recommended that these buildings be re-evaluated upon reaching 50 years of age as they may be NRHP-eligible under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met.

b. Genevieve Melody Elementary School - As noted in your comments, the building was designed by the Chicago Board of Education Architects and was named for Chicago's first female high school principal. Although the building was named to honor Genevieve Melody, a venerable figure in Chicago's educational history, this building bearing her name is not associated with her productive life and was constructed more than 30 years after her death. Therefore, the building does not meet the criteria for eligibility under Criterion B.

   Further, the building is an altered example of the International Style of architecture that is neither an early nor an influential example of the style within the canon of Chicago Modernism. Its integrity of design, materials, workmanship, and feeling have been compromised by the replacement of first story windows with incompatible units throughout the building. Since the building's design is largely defined by its fenestration, this constitutes a substantial alteration. Therefore, the building does not meet the criteria of eligibility under Criterion C.

c. Medical Center Apartments - As noted in your comments, the building was designed by PACE Associates, who was known for its collaborations with Ludwig Mies van der Rohe. The building is a nondescript example of the International Style, lacking the character-defining features of the style. It is not considered a particularly skillful or inspired execution of the style and does not demonstrate the influence of Mies van der Rohe upon PACE Associates. Therefore, the building does not meet the criteria of eligibility under Criterion C.

Based on the responses above, we do not expect any revisions to the HPI Report or Addendum at this time. However, as we complete the Section 106 process, including effects determination, we will continue to coordinate with your agency.

We appreciate your continued involvement in the I-290 Section 106 process and anticipate a meeting regarding the effects determination to be conducted in early 2017.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

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Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

November 7, 2016

Ms. Eleanor Gorski
Deputy Commissioner
Planning, Design, & Historic Preservation Division
City of Chicago Department of Planning and Development
121 North LaSalle Street, Room 1101
Chicago, IL 60602

Dear Ms. Gorski:

Thank you for your August 30, 2016 letter transmitting the City of Chicago's Department of Planning (City) comments on the I-290 Historic Properties Identification (HPI) Report and Addendum. We have reviewed the comments from your agency and offer the responses below:

1. **Comment:** Of the properties located within the Area of Potential Effect, that fall within the City of Chicago jurisdiction, six (6) buildings have been identified as being rated "orange" in the *Chicago Historic Resources Survey*. Assumption Greek Orthodox Church, Altgeld Park Fieldhouse, Crane Technical High School, Louis Pasteur Memorial, Cook County Hospital Administration Building, and Chicago & Midwest Regional Joint Board Building. These buildings are not currently Chicago Landmarks, but are identified as important historical and architectural resources-all six are NRHP eligible or listed, as noted in the HPI Report. In an effort to provide additional information, the survey cards of these properties are enclosed.

   Response: Comments noted.

2. **Comment:** The APE boundary in Zone 15 at the southwest corner of Garfield Park (1-26) is unclear in the provided maps. We recommend that the property at 410-414 S. Hamlin Blvd. be included in the APE boundary, given that it is a contributing building to the Chicago Park Boulevard System Historic District and immediately adjacent to the current APE boundary line.

   Response: The APE is the area that may be adversely affected by the proposed project. Therefore, the APE boundary includes the existing I-290 interstate right-of-way, proposed new right-of-way, proposed improvements to cross streets and railroads, and one tax parcel adjacent to proposed improvements. Exceptions were made in some areas for viewshed considerations to include more than one tax parcel where vacant parcels were located.

In this area, the APE boundary was delineated to include one tax parcel or building next to the I-290 corridor and proposed project improvements, which includes only the building at 418-424 South Hamlin Boulevard. The I-290 APE boundary was not extended further north along South Hamlin Boulevard because no project improvements are proposed along that portion of South Hamlin Boulevard and are limited to the existing I-290 interstate right-of-way. The building at 410-414 South Hamlin Boulevard is not proximate to the proposed I-290 project improvements, is obstructed by an intervening building blocking views to and from the proposed I-290 project improvements, and is oriented away from the proposed I-290 project improvements and eastward toward Garfield Park.

3. **Comment:** Although located outside of the APE boundary, we would encourage careful review of the buildings at 115-119 S. Central Park Blvd., an 1892 Romanesque style school building, and 217-229 S. Central Ave., a 1910 courtyard building-both of which are "orange" rated in the *Chicago Historic Resources Survey* and included in the Park Blvd. System Historic District.

   Response: Your comments are noted regarding review of buildings at 115-119 South Central Park Boulevard and 217-229 South Central Avenue, both rated "orange" in the *Chicago Historic Resources Survey* and contributing to the Chicago Park Boulevard System Historic District. These properties were not included in the APE boundary because they are located approximately 1,600 feet and 1,100 feet, respectively, north of the I-290 corridor and away from the proposed project improvements. No project improvements are proposed in the vicinity of these properties.

4. **Comment:** In addition to the specific items listed above, we encourage and reiterate the need for careful review of not only historic buildings, but the significant cultural landscapes of the pending NRHP Chicago Park Blvd. System Historic District, and Garfield Park.

   Response: Comments noted. Project effects to NRHP-listed and eligible historic properties will be carefully considered and reviewed during the forthcoming Section 106 effects assessment.

Although we do not anticipate any changes to the HPI Report or Addendum, we understand that the Chicago Park Boulevard System Historic District and Garfield Park is a corridor element that the City would like us to consider as we proceed with the Section 106 process. As noted in the response above, we will closely consider this District as we proceed with the effects assessment and determination.

We appreciate your continued involvement in the I-290 Section 106 process and anticipate a meeting regarding the effects assessment and determination to be conducted in early 2017.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

PARK DISTRICT
of OAK PARK

218 Madison Street
Oak Park, IL 60302
Phone: 708.725.2000
Fax: 708.725.2301
www.pdop.org

BUREAU OF PROGRAMMING
RECEIVED
APR 26 2017
DISTRICT #1

Mr. Mark Peterson
Illinois Department of Transportation
201 West Center Court
Schaumberg, IL 60196

Dear Mr. Peterson:

I am writing on behalf of the Park District of Oak Park about the April 11, 2017, meeting conducted by the Illinois Department of Transportation regarding the Environmental Impact Statement for the I-290 improvements project. As you know, that meeting focused on the Effects Assessment Report prepared by IDOT pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations.

As you also know, the Park District's primary interest and concern relate to the potential impacts on the Oak Park Conservatory, the Park District's facility at Garfield Street and East Avenue. The Conservatory by its nature is a fragile building—in essence a glass house in which delicate plants reside. It thus is more susceptible to adverse impacts than the typical structures along the I-290 corridor.

At the April 11 meeting, IDOT representatives discussed its effects assessment, which concludes there will be no adverse impacts on the Conservatory caused by the I-290 project. Park District representatives expressed concern about that conclusion in part because IDOT has not yet prepared design or construction plans that include the means and methods for construction in the area of the Conservatory. The Park District recognizes the timing involved with preparation of the Effects Assessment Report, but the Park District also believes strongly it is not possible for IDOT to make a final decision on potential adverse impacts to the Conservatory related until design and construction plans are advanced to a point where the means and methods are considered and evaluated.

The Park District expressed particular concern at the meeting about potential damage to the Conservatory from vibrations created during construction. Although IDOT's plans are that the I-290 ditch will not be widened at or near East Avenue, it nevertheless is the case that heavy construction, including demolition of existing infrastructure, will take place immediately abutting Garfield Street and the Conservatory. To the Park District's knowledge, there have been no studies yet related to vibration or other impacts on the Garfield Avenue and the Conservation based specifically on the potential methods for undertaking that construction work. Nor is the Park District aware of any study regarding how those impacts could be mitigated.

IDOT representatives responded thoughtfully to the Park District concerns. They stated that the means and methods to mitigate potential adverse impacts have not yet been determined at the current stage of IDOT planning. They stated those elements of the I-290 project plans will be considered during the design stage. They also acknowledged the responsibility IDOT has in all of its projects to care not only for historic property but for all facilities that may be affected.

Park District and IDOT also discussed the fact that the Park District is an independent governmental entity separate from the Village of Oak Park. The Park District asked that IDOT communicate directly with the Park District on matters affecting Park District property rather than using the Village as a middleman. Again, IDOT representatives thoughtful responded that it would take care to do so.

Finally, the IDOT representatives agreed that IDOT will meet with the Park District at appropriate points in the future when design work on the I-190 project is underway in areas pertinent to the Park District. The purpose of the meetings will be to provide the Park District current information regarding how the project will be constructed at and near East Avenue and what studies and plans IDOT is considering to mitigate potential adverse impacts from that construction on Park District property.

Thank you for your continuing consideration of these matters. The Park District looks forward to a constructive relationship regarding the matters stated in this letter.

Sincerely,

Jan R. Arnold

Jan R. Arnold
Executive Director

cc: Park District Board of Commissioners

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

June 13, 2017

Ms. Jan Arnold
Executive Director
Park District of Oak Park
218 Madison Street
Oak Park, IL 60302

Dear Ms. Arnold:

Thank you for your April 26, 2017 letter summarizing the Park District of Oak Park's (Park District) comments at the April 11, 2017 Section 106 consulting parties meeting. Your comments about potential impacts to the Oak Park Conservatory are acknowledged and we will continue to coordinate with the Park District during design and construction for those activities that will occur in the vicinity of the Conservatory.

The concern expressed about the timing of a decision on potential adverse effects to the Conservatory is noted. The finding of no adverse effect is based upon the built environment created under the proposed improvement and what is reasonably known at the time of the assessment. At this point in time, and given the specific commitments described below, there is no evidence that there would be additional effects during construction. Should the results prompt design or construction plans to change substantially from what is now known, effects to historic properties will be revisited through the Section 106 process.

The Illinois Department of Transportation is aware of your concerns that construction activities could result in vibration-related impacts to buildings, including the Conservatory, along the I-290 corridor if not accounted for during design and monitored during construction. To address these concerns, the Department will work with the Park District to develop a Vibration and Displacement Control Plan that identifies items of work for structure monitoring during construction. Specific items include:

- Preconstruction surveys
- Vibration equipment (seismograph with alarms)
- Vibration threshold values
- Displacement monitoring locations
- Monitoring frequency
- Displacement threshold values
- Stop work and corrective action items

We appreciate your continued involvement in the I-290 Section 106 process.

If you have any questions or need additional information, please contact Mark Peterson, Project Manager, at (847) 705-4569.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Appendix E-7

Section 106 Consulting Parties Meeting on Historic Properties Identification and Evaluation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

November 2016

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I-290 Section 106 8/11/16 Consulting Parties Meeting - Distribution List
July 26, 2016

Participating/Consulting Parties

Prefix	FirstName	LastName	Title	CompanyAgency		Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Mr.	Anan	Abu-Taleb	President	Village of Oak Park		123 Madison Street		Oak Park	IL	60302	(708) 383-6400			(708) 383-6692	dpope@oak-park.us
The Honorable	Anthony	Calderone	Mayor	Village of Forest Park		517 Des Plaines Avenue		Forest Park	IL	60130	(708) 366-2323			(708) 771-0177	mayor@forestpark.net
Mr.	Dan	Cronin	Chairman of the Board	Dupage County		421 N. County Farm Rd.		Wheaton	IL	60187					chairman@dupageco.org
Ms.	Luann	Hamilton	Deputy Commissioner/Chief Engineer	Chicago Department of Transportation		30 N. LaSalle St.	Suite 500	Chicago	IL	60602-2570	312-744-3520				luann.hamilton@cityofchicago.org
Mr.	Sherman	Jones	President	Village of Broadview		2350 South 25th Avenue		Broadview	IL	60155	(708) 681-3600			(708) 681-2018	villagehall@broadview-il.gov
The Honorable	Frank A.	Pasquale	Mayor	Village of Bellwood		3200 Washington Boulevard		Bellwood	IL	60104	(708) 547-3500			(708) 547-1965	fpasquale@vil.bellwood.il.us
The Honorable	Edwenna	Perkins	Mayor	Village of Maywood		40 Madison Street		Maywood	IL	60153	(708) 450-4486			(708) 344-8380	eperkins@maywood-il.org
Ms.	Toni	Preckwinkle	President of the Board	Cook County		118 N. Clark St.	Room 537	Chicago	IL	60602					toni.preckwinkle@cityofchicago.org
Mr.	Sam	Pulia	President	Village of Westchester		10300 Roosevelt Road		Westchester	IL	60154	(708) 345-0020			(708) 345-2873	spulia@westchester-il.org
Mr.	Joseph T.	Tamburino	President	Village of Hillside		425 Hillside Avenue		Hillside	IL	60162	(708) 449-6450			(708) 236-5110	jtamburino@hillside-il.org

Consulting Parties

Prefix	FirstName	LastName	Title	CompanyAgency		Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Ms.	Eleanor	Gorski	Deputy Commissioner	City of Chicago Historic Preservation Division; C	Department of Planning and Development	121 N. LaSalle Street	Room 1101	Chicago	IL	60602					landmarks@cityofchicago.org
Ms	Sharon	Tiedt	President	Hillside Historical Society and Historical Commission		425 Hillside Avenue		Hillside	IL	60162					hillsidehistorical@gmail.com
Mr.	Frank	Lipo	Executive Director	Historical Society of Oak Park & River Forest		P.O. Box 771		Oak Park	IL	60303-0771					oprfhistorymatters@sbcglobal.net
Ms.	Bonnie	McDonald	President	Landmarks Illinois		30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602					McDonaldB@lpci.org
Ms.	Lisa	DiChiera	Director of Advocacy	Landmarks Illinois		30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602	312-922-1742				dichieral@lpci.org
Ms.	Jan	Arnold	Executive Director	Park District of Oak Park		218 Madison Street		Oak Park	IL	60302					jan.arnold@pdop.org
Ms.	Beth	Cheng	Executive Director	Friends of the Oak Park Conservatory		615 Garfield Street		Oak Park	IL	60304					manager@fopcon.org
Mr.	Ward	Miller	Executive Director	Preservation Chicago		4410 N. Ravenswood		Chicago	IL	60640					wmiller@preservationchicago.org
Mr.	David	Myers	Assistant Village Manager/Director of Com	Village of Maywood Historic Preservation Comr	Community Development Planning Division	40 Madison Street		Maywood	IL	60153					dmyers@maywood-il.org
Mr.	Greg	Battaglia	Chair	Village of Oak Park Historic Preservation Commission		123 Madison Street		Oak Park	IL	60302					historicpreservation@oak-park.us
Ms	Juanita	Irizarry	Executive Director	Friends of the Parks		17 N. State Street	Suite 1450	Chicago	IL	60602					info@fotp.org
Ms	Heather	Gleason	Director	Planning and Construction	Chicago Park District	541 N. Fairbanks		Chicago	IL	60611					heather.gleason@chicagoparkdistrict.com
Mr.	David	Halpin	Cultural Resources Manager	Illinois Historic Preservation Agency		1 Old State Capitol Plaza		Springfield	IL	62701					david.halpin@illinois.gov
Dr.	Rachel	Leibowitz	Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency		1 Old State Capitol Plaza		Springfield	IL	62701					rachel.leibowitz@illinois.gov

Village Contacts

Prefix	First Name	Last Name	Title	Company/Agency		Address1	Address 2	City	State	PostalCode	Telephone	Ext.	AltPhone	FaxNumber	Email
Mr.	Marty	Walker	Superintendent of Public Works	Village of Bellwood		3200 Washington Blvd		Bellwood	IL	60104	(708) 547-3500				mwalker@vil.bellwood.il.us
Mr.	Matthew	Ames	Director of Public Works	Village of Broadview		2734 South 9th Ave.		Broadview	IL	60155	(708) 681-3602				mames@broadview-il.gov
Mr.	John	Doss	Public Works Director	Village of Forest Park		7343 15th Street		Forest Park	IL	60130	(708) 323-9136				jdoss@forestpark.net
Mr.	Tim	Gillian	Village Administrator	Village of Forest Park		517 DesPlaines Ave.		Forest Park	IL	60130	(708) 615-6201				tgillian@forestpark.net
Mr.	Joseph L.	Pisano	Director of Public Works	Village of Hillside		425 Hillside Ave		Hillside	IL	60162	(708) 202-3434				jpisano@hillside-il.org
Mr.	Russell F.	Wajda	Village Administrator	Village of Hillside		425 Hillside Ave.		Hillside	IL	60162	(708) 449-6450				rwajda@hillside-il.org
Mr.	Willie	Norfleet, Jr.	Village Manager	Village of Maywood		40 Madison St.		Maywood	IL	60153	(708) 450-4429				wnorfleet@maywood-il.org
Mr.	John	West	Superintendent of Public Works	Village of Maywood		40 Madison Street		Maywood	IL	60153	(708) 450-8380				jwest@maywood-il.org
Ms.	Cara	Pavlicek	Village Manager	Village of Oak Park		123 Madison St.		Oak Park	IL	60302					cpavlicek@oak-park.us
Mr.	Robert	Lewis	Director of Public Works	Village of Westchester		10300 Roosevelt Rd		Westchester	IL	60154	708-345-0041				rlewis@westchester-il.org
Ms.	Janet	Matthys	Village Manager	Village of Westchester		10300 Roosevelt Rd		Westchester	IL	60154	(708) 345-0020				jmatthys@westchester-il.org
Ms.	Jennifer "Sis	Killen	Assistant Superintendent	Cook County Department of Transportation and Highways		69 W. Washington St., Ste. 2300		Chicago	IL	60602					jennifer.killen@cookcountyil.gov
Ms.	Jill	Hayes	Bureau Chief	Cook County Department of Transportation and Highways		69 W. Washington St., Ste. 2300		Chicago	IL	60602					jill.hayes@cookcountyil.gov
Ms.	Brenda	Rancher McGru	Coordinating Planner	CDOT		30 N. LaSalle St., St. 500		Chicago	IL	60602					brenda.mcgruder@cityofchicago.org
Mr.	Peter	Tsiolis	Chief of Staff	Village of Bellwood		3200 Washington Blvd		Bellwood	IL	60104					ptsiolis@vil.bellwood.il.us
Mr.	Bill	McKenna	Village Engineer	Village of Oak Park		123 Madison St		Oak Park	IL	60302					bmckenna@oak-park.us
Mr.	John	Wielebnicki	Public Works Director	Village of Oak Park		123 Madison St		Oak Park	IL	60302					jwielebnicki@oak-park.us
Ms.	Julia	Bachrach	Department of Planning and Construction	Chicago Park District		541 N. Fairbanks Court, 5th Floor		Chicago	IL	60611	(312) 742-4698				julia.bachrach@chicagoparkdistrict.com
Mr.	Larry	Piekarz	Executive Director	Park District of Forest Park		7501 Harrison St		Forest Park	IL	60130	(708) 366-7500	12			lpiekarz@pdofp.org

YOU'RE INVITED!

Section 106 Consulting Parties Meeting for the I-290 Study



SECTION 106 CONSULTING PARTIES MEETING TO BE HELD

AUGUST 11, 2016 • 9:00 - 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room

Eisenhower expressway

www.dot.il.gov | www.EisenhowerExpressway.com

Illinois Department of Transportation

As a Section 106 Consulting Party for the preparation of an Environmental Impact Statement for the improvement of I-290 from west of US 12/20/45 (Mannheim Road) to Racine Avenue in Cook County, you are invited to join the Illinois Department of Transportation for an overview of the I-290 Section 106 progress to date.

This meeting will focus on a review of the historic resources along the I-290 corridor as identified in the Historic Properties Identification (HPI) Report (March 2016) and the Historic Properties Identification (HPI) Addendum Report (May 2016) that were transmitted to your organization under a separate cover letter dated July 13, 2016. FHWA, IDOT, and its consultants will be there to explain the Section 106 process, and the role of consulting parties in that process. They will also discuss the project timeline, Area of Potential Effects (APE), the identification and evaluation of properties for inclusion in the National Register of Historic Places (NRHP), and the proposed methodology to assess the effects of the undertaking on historic properties.

Section 106 Consulting Parties Meeting will be held on:

Thursday, August 11, 2016
9:00 – 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room
1110 Pleasant Street
Oak Park, IL 60302

Please RSVP by August 9th to:
Mark Peterson (847) 705-4569
mark.peterson@illinois.gov

** This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Kristina Kuehling of Images, Inc. at (630) 510-3944 ext.112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.*

Illinois Department of Transportation

Eisenhower Expressway Project
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196

Printed using soy based inks on recycled paper.

Eisenhower expressway

Section 106 Meeting

August 11, 2016 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

Name	Organization	Address	Phone	E-mail
Doug Kaarre	Oak Park	Village Hall	708-358-5417	dKaarre@oak-park.us.

Section 106 Meeting

August 11, 2016 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

Initial Here	Last Name	First Name	Title	Organization	Address	City	ST	Zip	E-mail
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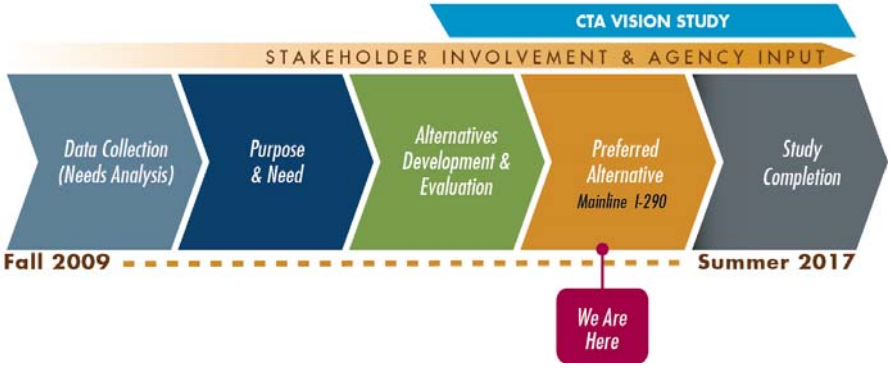


Meeting Agenda

- Overview of I-290 Study Area and Schedule
- Overview of I-290 Preferred Alternative
- Overview of Section 106 Review Process
- Identification/Evaluation of Historic Properties
- Proposed Methodology to Evaluate Project Effects
- Next Steps

2

I-290 Study Overview



I-290 Study Area



- 13 Mile Study Corridor – Cook County
- Between 2 system interchanges
  - I-88 & I-294
  - I-90/94 (Jane Byrne Interchange – fka: Circle Interchange)
- 7 Municipalities + City of Chicago
- Fully developed urban corridor
- 40 cross-streets + 7 pedestrian bridges
- Parallel & crossing freight rail (3 crossings)
- Parallel heavy rail transit
  - CTA Blue Line in shared I-290 ROW
  - CTA Green Line (1 mile north)
  - CTA Pink Line (1.3 miles south)
- Robust bus service network (CTA & Pace)
- Metra commuter rail

I-290 History – Original Design & Construction

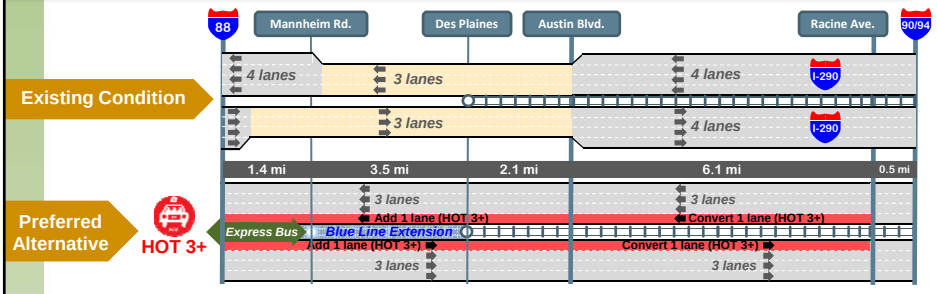
- Designed in 1940s
- Land acquisition began in 1942
- Opened in 7 segments, 1955 to 1960
- One of first multi-modal expressway corridors in nation



Eisenhower expressway

5

Preferred Alternative – HOT 3+ & Supporting Transit



CONGESTION
- ✓ 56% travel time savings and improved reliability in HOT 3+ lane

SAFETY
- ✓ 6.2% overall safety improvement
- ✓ Improved non-motorized safety

FACILITY DESIGN
- ✓ Improved community connections and access to transit

MINIMIZE OR AVOID COMMUNITY IMPACTS
- ✓ Mainline remains in existing ROW
- ✓ Minimal additional ROW required and no displacements

ADDITIONAL TRAVEL CHOICES
- ✓ Managed lane for 3+ person carpools and express bus service
- ✓ New east-west multi-use trail

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6

What is Section 106 Review?

- National Historic Preservation Act of 1966, as amended (16 USC 470 et seq.) and implementing regulations (36 CFR 800)
  - *Federal agencies must consider effects of undertakings on historic properties*
  - *Federal agencies must provide Advisory Council on Historic Preservation (ACHP) opportunity to comment prior to decision*
- Federal Undertakings
  - *Receive federal funding*
  - *Require federal permit or approval*
  - *Occur on federally owned property*

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Overview of Section 106 Review Process

- Coordinate with State Historic Preservation Officer (SHPO)
- Identify Section 106 consulting parties
- Define Area of Potential Effects (APE)
- Identify/evaluate historic properties in APE — We Are Here
- Evaluate project effects to historic properties
- Resolve adverse effects to historic properties, if any
- Throughout process, continue consultation with SHPO and consulting parties

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Who is Involved in Section 106 Review?

- Federal Highway Administration (FHWA) – lead federal agency
- Illinois Department of Transportation (IDOT)
- Illinois Historic Preservation Agency (IHPA) – SHPO
- Consulting Parties
  - *Federally recognized Indian tribes*
  - *Local governments in project area*
  - *Organizations with demonstrated interest in historic preservation*
  - *ACHP*

What is the Role of Section 106 Consulting Parties?

- Lead federal agency must actively consult & consider consulting parties' comments and views about project effects
- Consulting parties have opportunity to:
  - *Share views*
  - *Receive/review pertinent information & project documentation*
  - *Offer ideas*
  - *Consider possible solutions in coordination with federal agency and other consulting parties*

Defining the Area of Potential Effects (APE)

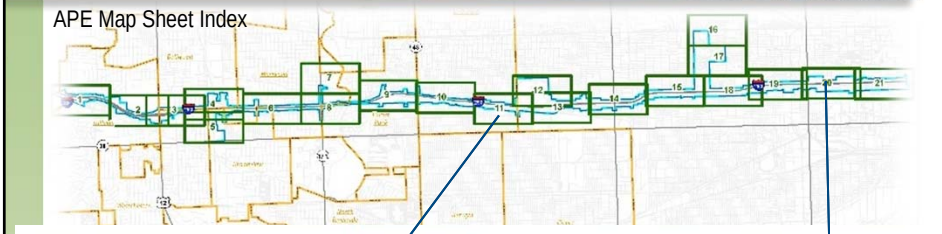
- Geographic area where project may directly or indirectly affect historic properties
- I-290 APE boundary includes:
  - *I-290 interstate right-of-way*
  - *Cross streets & railroad crossings with planned improvements*
  - *One parcel adjacent to interstate, cross streets, & railroad crossings*
  - *May extend greater than one parcel for vacant parcels or viewshed considerations*

11

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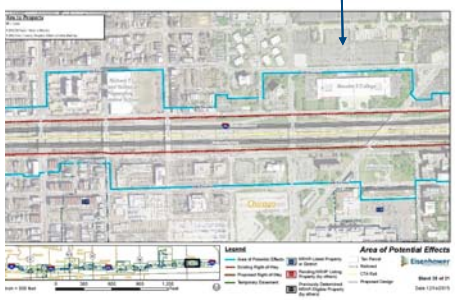
I-290 Area of Potential Effects (APE)

APE Map Sheet Index





Reconstruction Section



Restriping Section

12

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What are Historic Properties?

- Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, National Register of Historic Places (NRHP)
  - *Artifacts, records, and remains related to and located within NRHP properties*
  - *Properties of traditional religious & cultural importance to Indian tribe or Native Hawaiian organization that meet NRHP criteria*
  - *Generally, at least 50 years old*

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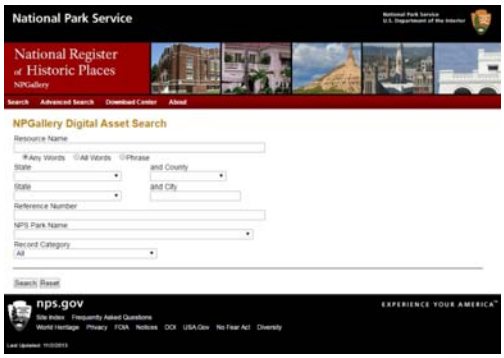
What are Historic Properties?

- To identify historic properties, complete literature review & field survey of APE
  - *Published literature pertinent to history/architecture of APE*
  - *Existing databases/prior surveys of known properties*
  - *Identify NRHP-listed and previously determined NRHP-eligible historic properties*
  - *Field survey of resources meeting 50-year age criterion by qualified architectural historians*

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Evaluating NRHP Eligibility

- NRHP – official list of historic properties worthy of preservation and recognized for significance in American history, architecture, engineering, and culture



15

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Evaluating NRHP Eligibility

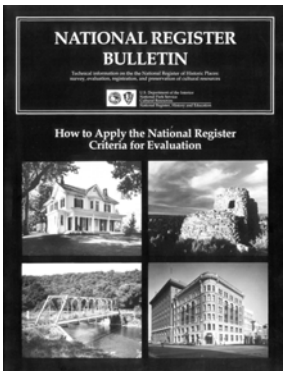
- NRHP Criteria for Evaluation
  - *Criterion A – Association with significant history or events*
  - *Criterion B – Association with significant persons in past*
  - *Criterion C – Significant work of architecture, landscape architecture, engineering, and/or work of master*
  - *Criterion D – Potential to yield important information about past through archaeological investigations*

16

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Evaluating NRHP Eligibility

- Aspects of Integrity
  - *Location*
  - *Setting*
  - *Design*
  - *Workmanship*
  - *Materials*
  - *Feeling*
  - *Association*
- Period of Significance
- Historic Boundary




VIII. HOW TO EVALUATE THE INTEGRITY OF A PROPERTY

INTRODUCTION

SEVEN ASPECTS OF INTEGRITY

DESIGN

UNDERSTANDING THE ASPECTS OF INTEGRITY

LOCATION

17

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Is the I-290 Corridor a Historic Property?

- Section 106 Exemption Regarding Effects to the Interstate Highway System (36 CFR 800.14(c))
  - *ACHP adopted on March 10, 2005*
  - *Excludes 46,700-mile Interstate System from consideration as historic property under Section 106*
  - *Exceptions are individual elements/structures that are exceptional or meet NRHP criteria's national level of significance*
  - *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*

18

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I-290 Identification and Evaluation of Historic Properties within APE

- Identified known NRHP-listed historic properties within APE
  - *1 National Historic Landmark*
  - *5 NRHP-listed historic properties*
  - *2 previously determined NRHP-eligible historic properties*
  - *1 historic property pending NRHP designation*
- 35 properties required intensive-level field survey and further NRHP eligibility evaluation by qualified architectural historians
  - *Evaluated in Section 106 Historic Properties Identification Report (March 2016)*
  - *12 individual historic properties recommended NRHP-eligible*

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I-290 Identification and Evaluation of Historic Properties within APE

- March 31, 2016 APE field review with IHPA
  - *Identified 11 additional properties/districts requiring NRHP evaluation*
  - *Coordinated with CTA on NRHP eligibility of Commonwealth Edison Kolmar Substation*
- Evaluated 11 additional properties/districts in *Section 106 Historic Properties Identification Addendum Report* (May 2016)
  - *3 individual historic properties recommended NRHP-eligible*
  - *Commonwealth Edison Kolmar Substation revised to not NRHP-eligible due to lack of integrity and historic/architectural significance*

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I-290 Identification and Evaluation of Historic Properties within APE
NRHP-Listed Properties



Columbus Park
500 S. Central Ave., Chicago
National Historic Landmark, Criteria A and C



Garfield Park
100 N. Central Park Ave., Chicago
Criteria A and C



Tri-Taylor Historic District
Roughly bounded by Oakley, Harrison, Claremont, and Taylor Streets, Chicago
Criteria A and C



Cook County Hospital Administration Building
1835 West Harrison St., Chicago
Criteria A and C

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I-290 Identification and Evaluation of Historic Properties within APE
NRHP-Listed Properties



Oak Park Conservatory
615 Garfield St., Oak Park
Criteria A and C



Gunderson Historic District
Roughly bounded by Madison, Harrison, and Gunderson Streets and South Ridgeland Avenue, Oak Park
Criteria A and C

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I-290 Identification and Evaluation of Historic Properties within APE
Previously Determined NRHP-Eligible Properties



Paulina Mansions
901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park
Criterion C

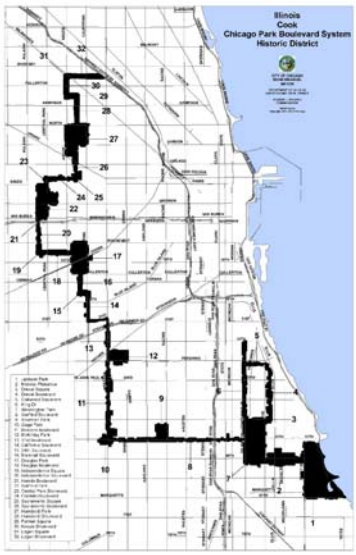


Hulbert Historic District
Roughly bounded by Madison and Harrison Streets and Clinton and Kenilworth Avenues, Oak Park
Criteria A and C

23

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I-290 Identification and Evaluation of Historic Properties within APE
Pending NRHP Designation



The Chicago Park Boulevard System Historic District
Includes approximately 26 miles of parks and boulevards beginning at Dr. Martin Luther King, Jr. Drive and ending at Logan Boulevard, Chicago
Criteria A and C

24

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



Synagogue for Congregation B'Nai Israel of Proviso
10216 Kitchner Street, Westchester
Criterion C, Criteria Consideration A



Commercial building at 841 South Oak Park
841 S. Oak Park Ave., Oak Park
Criterion C



Park District of Forest Park
7441 Harrison Street, Forest Park
Criteria A and C



Suburban Trust and Savings Bank Building
840 S. Oak Park Ave., Oak Park
Criterion C

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



T.A. Holm Building
905 S. Oak Park Ave., Oak Park
Criteria A, B, C



Assumption Greek Orthodox Church
601 S. Central Ave., Chicago
Criterion C, Criteria Consideration A



Maze Branch Library
845 S. Gunderson Ave., Oak Park
Criteria A, B, C



Altgeld Park Fieldhouse
515 S. Washtenaw Ave., Chicago
Criteria A, C

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I-290 Identification and Evaluation of Historic Properties
Recommended NRHP-Eligible Properties



Crane Technical High School
2301 W. Jackson Blvd., Chicago
Criteria A, C



Chicago & Midwest Regional Joint Board Building
333 S. Ashland Ave., Chicago
Criteria A, C



Louis Pasteur Memorial
1800 W. Harrison St., Chicago
Criterion C, Criteria Considerations B, F



St. Eulalia Church
1851 S. 9th Ave., Maywood
Criterion C, Criteria Consideration A

27

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



First Church of the Brethren
425 S. Central Park Blvd., Chicago
Criterion C, Criteria Consideration A



Precious Blood Roman Catholic Church
2401 W. Congress Pkwy., Chicago
Criterion C, Criteria Considerations A, B

28

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I-290 Identification and Evaluation of Historic Properties within APE

- In summary, 23 historic properties identified
  - *1 National Historic Landmark*
  - *5 NRHP-listed historic properties*
  - *2 previously determined NRHP-eligible historic properties (by other agencies)*
  - *1 historic property pending NRHP designation (independent of the I-290 project)*
  - *14 individual historic properties recommended NRHP-eligible*

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Discussion – Identification and Evaluation of Historic Properties

Illinois Department of Transportation

Evaluating Project Effects to Historic Properties

- Criteria of Adverse Effect defined in 36 CFR 800.5:

  "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility to the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative."

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Evaluating Project Effects to Historic Properties

- Adverse effect – project may alter characteristics that qualify property for NRHP in manner that diminishes integrity
- Integrity is ability of property to convey significance, based on location, design, setting, materials, workmanship, feeling, and association
- Assess each property and make overall project finding of effect
  - *No Effect*
  - *No Adverse Effect*
  - *Adverse Effect*

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Evaluating Project Effects to Historic Properties

- Examples of adverse effects include, but not limited to:
  - *Physical destruction or damage*
  - *Alteration of property*
  - *Removal of property from historic location*
  - *Change of character of use or physical features within setting that contribute to historic significance*
  - *Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features*

I-290 Effects Assessment Methodology

- Change of character of use or physical features within setting that contribute to historic significance
  - *What is overall importance of setting to eligibility?*
  - *Does the property retain integrity of setting? Integrity of setting for historic properties along I-290 currently and substantially compromised when expressway constructed in 1950s*
  - *Do historically significant viewsheds remain?*
  - *Project components may be visible and obstruct views to or from property, but that is not necessarily an adverse effect*

I-290 Effects Assessment Methodology

- Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features
  - *What are significant historic features and aspects of integrity?*
  - *What effect would project elements have to historic properties?*





Noise Wall Analysis

- FHWA-required process
- Wall evaluated in areas where traffic noise exceeds Noise Abatement Criteria (NAC)
- Walls proposed if they
  - Can be physically constructed
  - Meet noise reduction and cost criteria
  - Are locally supported/voted for
- Voter eligibility
  - Property owners and tenants benefitted by a noise wall
  - Benefit defined as 5 or more decibel decrease (exterior)

Noise Wall Analysis

IDOT CURRENT TYPICAL WALL





Final Design (Phase II)

- Balloting revisited if public sentiment has changed due to time lapse, wall technology or policy

Construction (Phase III)



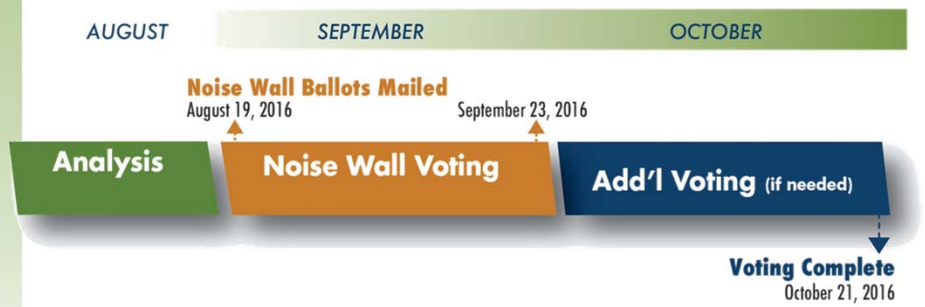
Researching new wall technologies, such as transparent barriers

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Noise Wall Analysis – Process & Timeline

25th Avenue to 1st Avenue Noise Wall Re-Evaluation and Voting Schedule

IDOT is reanalyzing noise walls for I-290 between 25th and 1st Avenues as a result of the revised design developed in this area



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Next Steps

Noise Wall Analysis

- Complete re-analysis of noise walls – August 2016
- Noise wall viewpoints solicitation surveys – October 2016

Environmental Impact Statement

- DEIS Preparation – Fall 2016
- DEIS Release – December 2016
- Public Hearing – January 2017

Section 106

- Prepare Assessment of Effects Report – January 2017
- Consulting Parties Review of Effects Report – February-March 2017
- Section 106 Consulting Parties Meeting #2 – March 2017
- Complete Section 106 Review – April 2017

FEIS/Study Completion – Summer 2017

- Final design, ROW and construction not funded

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39



MEETING SUMMARY

Section 106 Consulting Parties Meeting

Date:	**August 11, 2016**
Time:	**9:00 a.m.**
Location:	**Carleton of Oak Park Hotel, 1110 Pleasant St., Oak Park, IL 60302**

On Thursday, August 11, 2016 at 9:20 a.m., a meeting was held between the Section 106 Consulting Parties and the Illinois Department of Transportation (IDOT) I-290 Project Study Team to discuss the identification and evaluation of historic properties for the I-290 project as discussed in the *Section 106 Historic Properties Identification Report* (HPI) (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016). Attendees included representatives from Landmarks Illinois (LI), Chicago Park District (CPD), Chicago Department of Transportation (CDOT), Village of Oak Park (VOP), Village of Oak Park Historic Preservation Commission (VOP HPC), and the IDOT I-290 Project Study Team (PST).

The *Section 106 HPI Report and Section 106 HPI Addendum Report* were made available on a CD to the Consulting Parties prior to the meeting. The CDs were mailed to the Consulting Parties for their review on July 13, 2016. The submittal requested the Consulting Parties review the contents and findings of the reports and provide any comments within a 30-day review period.

Agenda topics for the meeting included an overview of the I-290 study area and schedule, overview of the I-290 preferred alternative, overview of the Section 106 review process and the role of consulting parties in that process; identification and evaluation of historic properties, and proposed effects assessment methodology. Section 106 Consulting Parties were provided an opportunity to provide input and comment on the project and recommended NRHP-eligible historic properties.

IDOT provided an overview of the Section 106 process. This included an explanation of each step of the Section 106 process and a discussion of the respective roles and responsibilities of the lead federal agency, Illinois Historic Preservation Agency (IHPA)/State Historic Preservation Officer (SHPO), and the consulting parties. An overview of the project's Area of Potential Effects (APE), the NRHP criteria of evaluation used to assess NRHP eligibility, and the process that was undertaken by the project's qualified architectural historians to identify historic properties in the APE was also given. The content and findings contained in the *Section 106 Historic Property Identification Report* (March 2016) and the *Section 106 Historic Property Identification Addendum Report* (May 2016), currently under review by the Section 106 consulting parties and IHPA/SHPO, was provided.

IDOT identified the name and status of each NRHP-listed, previously determined NRHP-eligible, and NRHP-eligible historic property and district identified or evaluated in the APE.

<u>Meeting Discussion of Historic Properties Identification and Evaluation</u>

- LI asked about the NRHP eligibility of the Eisenhower Tower in Maywood because it has been informally attributed to the prominent architectural firm Skidmore, Owings & Merrill; this information has not previously been confirmed. She indicated the Skidmore, Owings & Merrill archivist, Karen Widi, may be looking into the firm's project files to determine if the firm was

involved with the Eisenhower Tower. LI also asked if an association with that architectural firm would change the eligibility recommendation. PST explained that the project architectural historians' research indicated it was designed by Schipporeit, Inc. If the building was designed by Skidmore, Owings & Merrill, this would likely not change the eligibility recommendation as the building likely would not meet the exceptional significance criteria required for buildings less than 50 years of age under Criteria Consideration G. IDOT will further investigate the Eisenhower Tower's architect through additional research, and contact Karen Widi.

- LI noted that the Malcolm X College Building identified in the HPI as eligible has been demolished.

- CPD shared additional information about the NRHP multiple property listing for Chicago's parks. Specifically, that Altgeld Park was acknowledged in that listing as NRHP-eligible.

- CPD inquired about the NRHP eligibility of Loretto Hospital given its prominence along the I-290 corridor near Columbus Park. IDOT explained that it had been evaluated for NRHP eligibility in the *Section 106 Historic Properties Identification Report* (March 2016) and recommended not eligible because of significant alterations to the building since its construction.

- LI inquired about Cook County's involvement as a consulting party. PST and IDOT indicated that Cook County had been included as a consulting party and was notified of the meeting. LI asked the team to share the Section 106 consulting parties list. (Post meeting note - provided in an 8/11/16 email).

- VOP HPC asked about the longevity of a NRHP eligibility determination, and whether the property involved would still be considered eligible once the project is completed. IDOT stated that once a property was determined NRHP eligible, and received SHPO concurrence, the property would be considered NRHP-eligible for other projects with no formal NRHP nomination/designation required. Property owners are not notified since we are not formally submitting an application for the property. For the purposes of Section 106, eligible properties have the same standing as listed properties.

- VOP asked about the basis for establishing the Area of Potential Effects (APE). IDOT explained that the boundary was formed considering the limits of the proposed project improvements are within the existing right-of-way for the most part. Initially, the limits were extended one parcel beyond the existing right-of-way, and then expanded to account for sight lines from those improvements to incorporate vacant parcels and broader viewsheds. Architectural historians went parcel by parcel to determine the APE. It was noted that in an urban area, the APE is constrained by other buildings. Also, because there may be a viewshed to the improvement, does not mean there will be an effect.

IDOT provided a brief overview of the proposed assessment of effects methodology, which will be undertaken after the identification and evaluation of historic properties is completed. IDOT provided general examples of potential adverse effects and discussed the factors considered when assessing indirect effects from visual or audible project elements. This included a discussion with the meeting participants on the manner in which a historic property's significant features is assessed, which aspects of integrity a historic property retains, the importance of setting to the property's eligibility, and the difference between historically significant viewsheds and views to or from a historic property.

IDOT also provided an overview of the noise wall analysis requirements and study completed to date. Currently, IDOT's typical noise walls are textured concrete but the agency is investigating acrylic, see-through wall types that would help maintain visual aspects of the corridor.

- CPD requested discussion for potential noise wall effects citing a scenario for a tall wall at Oak Park Avenue in front of the eligible bank building. Although the structure may not have landscape in the historic designation, it would no longer be in the public sphere. IDOT said that each structure has to be evaluated individually. With the bank at Oak Park Avenue, the orientation is more toward Oak Park Avenue and other commercial viewpoints. We need to determine what is significant and it is property specific. Considering noise and air quality elements, the existing noise levels are over the Noise Abatement Criteria and there is no noticeable increase in noise level for the proposed improvements. For air quality, pollutant levels are actually reduced somewhat.

- CPD asked about the connectivity of the shared use path into Columbus Park. IDOT said that the shared use path would connect to the Illinois Prairie Path at 1st Avenue. The path would follow along Maybrook Drive past the CTA Forest Park Station and then along the north side of the expressway right-of-way.

- IDOT clarified that no right-of-way is anticipated being acquired from any NRHP-listed or eligible properties and that only a minor amount of new right-of-way would be acquired as part of the project.

IDOT closed the meeting with an overview of the next steps in the project schedule for the noise wall analysis, the Environmental Impact Statement, and Section 106 effects determination process. IDOT informed the meeting participants that a formal extension to the comment period for the recommended NRHP determinations of eligibility would be provided to the Section 106 Consulting Parties. The comment period would be extended to August 31, 2016.

Attendees
Meeting attendees are listed in the attendance roster attached.

Appendix E-8

Section 106 Effects Assessement Report (April 2017)

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

April 2017

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Section 106 Effects Assessment Report

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP | Parsons Brinckerhoff

April 2017

Table of Contents

EXECUTIVE SUMMARY **S-1**

1.0 INTRODUCTION AND DESCRIPTION OF UNDERTAKING **1-1**

1.1 I-290 Study Area **1-2**
1.1.1 National Environmental Policy Act 1-2
1.1.2 DEIS Build Alternatives 1-2
1.1.3 DEIS No Build Alternative 1-4

1.2 Preferred Alternative **1-5**
1.2.1 Right-of-Way 1-5
1.2.2 Grade Changes 1-5
1.2.3 Interchanges and Cross Street Improvements 1-5
1.2.4 Railroad Crossing Improvements 1-6
1.2.5 Transit and Non-Motorized Travel Improvements 1-6
1.2.6 Noise Analysis 1-6

2.0 EFFORTS TO IDENTIFY HISTORIC PROPERTIES **2-1**

2.1 Area of Potential Effects **2-1**

2.2 Identification of Historic Properties **2-2**

2.3 Consultation **2-5**
2.3.1 SHPO Meeting and Field Review 2-6
2.3.2 Consulting Parties Meeting – Eligibility Determinations 2-6

3.0 EFFECTS ASSESSMENT METHODOLOGY **3-1**

3.1 Criteria of Adverse Effect **3-1**

3.2 Historic Significance and Integrity **3-2**
3.2.1 Aspects of Integrity 3-3
3.2.2 Determining Relevant Aspects of Integrity to Historic Significance 3-5
3.2.3 Integrity of Setting and Effects Assessments 3-5
3.2.4 Integrity of Setting along the I-290 Corridor 3-6

3.3 Cumulative Effects **3-7**

3.4 Planning to Minimize Effects and Future Project Refinements **3-8**

4.0 EFFECTS TO NRHP-LISTED OR ELIGIBLE PROPERTIES **4-1**

4.1 Direct and Indirect Effects to Historic Properties **4-1**

4.2 Effects Findings **4-2**

4.3 Individual Effects Assessments **4-13**
4.3.1 Synagogue for Congregation B'Nai Israel of Proviso 4-13
4.3.2 St. Eulalia Church 4-16
4.3.3 Park District of Forest Park 4-21

4.3.4 Hulbert Historic District 4-26
4.3.5 Commercial Building at 841 South Oak Park Avenue 4-32
4.3.6 T.A. Holm Building 4-36
4.3.7 Suburban Trust and Savings Bank Building 4-40
4.3.8 Paulina Mansions 4-44
4.3.9 Oak Park Conservatory 4-48
4.3.10 Maze Branch Library 4-53
4.3.11 Gunderson Historic District 4-58
4.3.12 Columbus Park 4-64
4.3.13 Assumption Greek Orthodox Church 4-71
4.3.14 Garfield Park 4-76
4.3.15 The Chicago Park Boulevard System Historic District 4-81
4.3.16 First Church of the Brethren 4-86
4.3.17 Altgeld Park Fieldhouse 4-91
4.3.18 Precious Blood Roman Catholic Church 4-95
4.3.19 Tri-Taylor Historic District 4-99
4.3.20 Crane Technical High School 4-103
4.3.21 Louis Pasteur Memorial 4-107
4.3.22 Cook County Hospital Administration Building 4-111
4.3.23 Chicago and Midwest Joint Board Building 4-115

List of Tables

Table 1-1. Historic Properties and Approved Noise Barriers 1-9
Table 4-1. Historic Properties within the I-290 Eisenhower Expressway APE 4-5

List of Figures

Figure 1-1. I-290 Build Alternatives Evaluated in the DEIS 1-4
Figure 4-1. IDOT Frequently Used Wall Type 4-2
Figure 4-2. Synagogue for Congregation B'Nai Israel of Proviso 4-15
Figure 4-3. St. Eulalia Church 4-19
Figure 4-4. St. Eulalia Church 4-19
Figure 4-5. St. Eulalia Church 4-20
Figure 4-6. Park District of Forest Park 4-24
Figure 4-7. Park District of Forest Park 4-24
Figure 4-8. Park District of Forest Park 4-25
Figure 4-9. Park District of Forest Park 4-25
Figure 4-10. Hulbert Historic District 4-29
Figure 4-11. Hulbert Historic District 4-29
Figure 4-12. Hulbert Historic District 4-30
Figure 4-13. Hulbert Historic District 4-30
Figure 4-14. Hulbert Historic District 4-31
Figure 4-15. Hulbert Historic District 4-31

Figure 4-16. Commercial Building at 841 South Oak Park Avenue 4-34
Figure 4-17. Commercial Building at 841 South Oak Park Avenue 4-34
Figure 4-18. Commercial Building at 841 South Oak Park Avenue 4-35
Figure 4-19. T.A. Holm Building 4-38
Figure 4-20. T.A. Holm Building 4-38
Figure 4-21. T.A. Holm Building 4-39
Figure 4-22. Suburban Trust and Savings Bank 4-42
Figure 4-23. Suburban Trust and Savings Bank 4-42
Figure 4-24. Suburban Trust and Savings Bank 4-43
Figure 4-25. Paulina Mansions 4-46
Figure 4-26. Paulina Mansions 4-46
Figure 4-27. Paulina Mansions 4-47
Figure 4-28. Oak Park Conservatory 4-51
Figure 4-29. Oak Park Conservatory 4-51
Figure 4-30. Oak Park Conservatory 4-52
Figure 4-31. Maze Branch Library 4-56
Figure 4-32. Maze Branch Library 4-56
Figure 4-33. Maze Branch Library 4-57
Figure 4-34. Gunderson Historic District 4-61
Figure 4-35. Gunderson Historic District 4-61
Figure 4-36. Gunderson Historic District 4-62
Figure 4-37. Gunderson Historic District 4-62
Figure 4-38. Gunderson Historic District 4-63
Figure 4-39. Gunderson Historic District 4-63
Figure 4-40. Columbus Park 4-68
Figure 4-41. Columbus Park 4-68
Figure 4-42. Columbus Park 4-69
Figure 4-43. Columbus Park 4-69
Figure 4-44. Columbus Park 4-70
Figure 4-45. Columbus Park 4-70
Figure 4-46. Assumption Greek Orthodox Church 4-74
Figure 4-47. Assumption Greek Orthodox Church 4-74
Figure 4-48. Assumption Greek Orthodox Church 4-75
Figure 4-49. Garfield Park 4-79
Figure 4-50. Garfield Park 4-79
Figure 4-51. Garfield Park 4-80
Figure 4-52. Chicago Park Boulevard System Historic District 4-84
Figure 4-53. Chicago Park Boulevard System Historic District 4-84
Figure 4-54. Chicago Park Boulevard System Historic District 4-85
Figure 4-55. First Church of the Brethren 4-89
Figure 4-56. First Church of the Brethren 4-89
Figure 4-57. First Church of the Brethren 4-90
Figure 4-58. Altgeld Park Fieldhouse 4-93
Figure 4-59. Altgeld Park Fieldhouse 4-93
Figure 4-60. Altgeld Park Fieldhouse 4-94
Figure 4-61. Precious Blood Roman Catholic Church 4-97

Figure 4-62. Precious Blood Roman Catholic Church 4-97
Figure 4-63. Precious Blood Roman Catholic Church 4-98
Figure 4-64. Tri-Taylor Historic District 4-101
Figure 4-65. Tri-Taylor Historic District 4-101
Figure 4-66. Tri-Taylor Historic District 4-102
Figure 4-67. Tri-Taylor Historic District 4-102
Figure 4-68. Crane Technical High School 4-105
Figure 4-69. Crane Technical High School 4-105
Figure 4-70. Crane Technical High School 4-106
Figure 4-71. Crane Technical High School 4-106
Figure 4-72. Louis Pasteur Memorial 4-109
Figure 4-73. Louis Pasteur Memorial 4-109
Figure 4-74. Louis Pasteur Memorial 4-110
Figure 4-75. Cook County Hospital Administration Building 4-113
Figure 4-76. Cook County Hospital Administration Building 4-113
Figure 4-77. Cook County Hospital Administration Building 4-114
Figure 4-78. Chicago and Midwest Regional Joint Board Building 4-117
Figure 4-79. Chicago and Midwest Regional Joint Board Building 4-117
Figure 4-80. Chicago and Midwest Regional Joint Board Building 4-118

List of Appendices

APPENDIX A ASSESSMENT OF EFFECTS MAPS

APPENDIX B CONSULTING PARTIES MEETING MATERIALS

Executive Summary

This Effects Assessment Report documents the methodology and assessment of effects to built historic properties to complete the Section 106 process for the I-290 Eisenhower Expressway study. Archaeological investigations have already been completed by the Illinois State Archaeological Survey (ISAS) and received a "No Archaeological Properties Affected" letter of concurrence dated May 28, 2015, from the Illinois State Historic Preservation Officer (SHPO).

The Illinois Department of Transportation (IDOT), in coordination with the Federal Highway Administration (FHWA), is seeking Illinois SHPO, Section 106 consulting parties, and public comments on the assessment of effects to historic properties. This report, and any comments received on the report, will be included in the Final Environmental Impact Statement (FEIS).

Within the Area of Potential Effects (APE), there is one National Historic Landmark, Columbus Park (Survey ID 1-20), and 22 National Register of Historic Places (NRHP)-listed or eligible historic properties (listed from west to east):

- Survey ID 1-1 Synagogue for Congregation B'Nai Israel of Proviso
- Survey ID 1-36 St. Eulalia Church
- Survey ID 1-3 Park District of Forest Park
- Survey ID 1-5 Hulbert Historic District
- Survey ID 1-6 Commercial Building at 841 South Oak Park Avenue
- Survey ID 1-7 T.A. Holm Building
- Survey ID 1-8 Suburban Trust and Savings Bank Building
- Survey ID 1-9 Paulina Mansions
- Survey ID 1-10 Oak Park Conservatory
- Survey ID 1-16 Maze Branch Library
- Survey ID 1-17 Gunderson Historic District
- Survey ID 1-21 Assumption Greek Orthodox Church
- Survey ID 1-26 Garfield Park
- Survey ID 1-27 The Chicago Park Boulevard System Historic District
- Survey ID 1-43 First Church of the Brethren
- Survey ID 1-29 Altgeld Park Fieldhouse
- Survey ID 1-44 Precious Blood Roman Catholic Church
- Survey ID 1-30 Tri-Taylor Historic District
- Survey ID 1-31 Crane Technical High School

- Survey ID 1-32 Louis Pasteur Memorial
- Survey ID 1-33 Cook County Hospital Administration Building
- Survey ID 1-34 Chicago and Regional Midwest Joint Board Building

Within the APE, the Preferred Alternative would result in six no effect findings and 17 no adverse effect findings. None of the properties in the APE would be adversely affected by the Preferred Alternative.

Therefore, FHWA has made an effect determination that the I-290 Eisenhower Expressway would have **no adverse effect** to historic properties.

1.0 Introduction and Description of Undertaking

The Interstate 290 (I-290) Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. It serves northwest Cook and DuPage counties, connecting to the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294) on the west, and I-90/I-94 (Kennedy and Dan Ryan expressways) on the east. Because the Federal Highway Administration (FHWA) may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking, subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (54 USC 300101 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking.

This report documents the Section 106 assessment of effects to built historic properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP) that are located in the Area of Potential Effects (APE) for the I-290 Eisenhower Expressway study. This report assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP. It also differentiates those views relevant to the Section 106 assessment of effects as opposed to those views of the project as a whole.

Information on the historic properties investigations for built resources in the I-290 APE is summarized in Section 2.0 of this report and documented in further detail in these reports:

- *Section 106 Historic Properties Identification Report for the I-290 Eisenhower Expressway, Cook County, Illinois* (March 2016)

- *Section 106 Historic Properties Identification Addendum Report for the I-290 Eisenhower Expressway, Cook County, Illinois* (May 2016)

Archaeological investigations were completed by the Illinois State Archaeological Survey (ISAS) and documented in a Phase I Survey Report. No previously recorded archaeological sites were identified in the Project Corridor and no additional potentially NRHP-eligible sites were identified warranting further investigation. Therefore, no archaeological resources are considered present in the proposed project limits of disturbance. In a letter dated May 28, 2015, the Illinois SHPO concurred with the "No Archaeological Properties Affected" determination made by IDOT's Bureau of Design and Environment (BDE) cultural resources staff.

1.1 I-290 Study Area

The I-290 Study Area is centered along I-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) approximately 13 miles east to Racine Avenue, meeting the western limits of the I-90/I-94 at I-290 Jane Byrne (Circle) Interchange project. North to south, the Study Area extends from North Avenue to Cermak Road. The Study Area is an area of approximately 55 square miles. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 corridor, serving transit passenger travel between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the central portion of the Project Corridor.

The existing I-290 interstate footprint consists of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and 25th Avenue, and four lanes in both directions west of 25th Avenue. The Study Area's western nine miles is referred to as the "reconstruction section" and the eastern four miles is referred to as the "restriping section." The project utilizes the existing interstate right-of-way footprint within which all four build alternatives, along with the Preferred Alternative, would add a fourth lane in both directions between Austin Boulevard and 25th Avenue (the reconstruction section) and only restripe the existing lanes between Austin Boulevard and Racine Avenue (the restriping section). Six operational modes were evaluated in varying configurations for the build alternatives in the DEIS, as defined in Section 1.1.2.

1.1.1 National Environmental Policy Act

An Environmental Impact Statement (EIS) is being completed by FHWA and IDOT for the I-290 Eisenhower Expressway project in order to satisfy requirements of the National Environmental Policy Act (NEPA) of 1969. The Draft EIS (DEIS) was released in December 2016 with the identification of a Preferred Alternative and will be followed by a Final EIS (FEIS) and Record of Decision in mid-2017. FHWA is the Federal Agency responsible for final approval of the environmental document. The EIS and supporting environmental documents are governed by NEPA and corresponding Illinois regulatory requirements.

1.1.2 DEIS Build Alternatives

The development and evaluation of the alternatives is an essential aspect of the NEPA process, compelling federally funded projects to document alternatives considered. For the I-290 DEIS, this was an iterative process driven by extensive stakeholder involvement combined with technical analysis and environmental impact avoidance and minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process was completed within an initial identification of a range of alternatives to be considered (including a No Build alternative) and three rounds of development that considered single mode alternatives, combination mode alternatives, and evaluation and refinement of combination mode

alternatives that resulted in four build alternatives carried forward for detailed environmental analysis in the DEIS. Each build alternative comprises a different configuration of the varying operational modes, which are defined as:

General Purpose (GP) lanes, (also referred to as "mixed use" or "mixed flow" lanes), which allow use by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose. The GP Add Lane build alternative would consist of four GP lanes in each direction.

High Occupancy Vehicle (HOV) 2+ lanes, which require at least two occupants per vehicle. There would be one HOV lane and three GP lanes in each direction with the HOV +2 build alternative.

High Occupancy Toll (HOT) 3+ lanes, which require at least three occupants per vehicle or the payment of a toll for vehicles with two or less occupants. There would be one HOT lane and three GP lanes in each direction with the HOT +3 build alternative.

High Occupancy Toll (HOT) 3+ & TOLL, which would include one HOT lane (similar to HOT 3+) in each direction with the HOT +3 & TOLL build alternative; the remaining three lanes in each direction would require a toll for all users.

Express Bus Service (EXP), which can operate on GP, HOV, or HOT lanes as needed to provide longer distance commuting trips. Accommodations for EXP are included with all four build alternatives.

High Capacity Transit (HCT), which could be either Bus Rapid Transit running on separate travel lanes or heavy rail transit similar to the existing CTA Forest Park Branch (Blue Line). Accommodations for HCT are included in all four build alternatives.

The build alternatives carried forward into the DEIS all utilize the same design right-of-way footprint with varying operational configurations. All the build alternatives require additional right-of-way and temporary construction easements. As shown in Figure 1-2, the four build alternatives are:

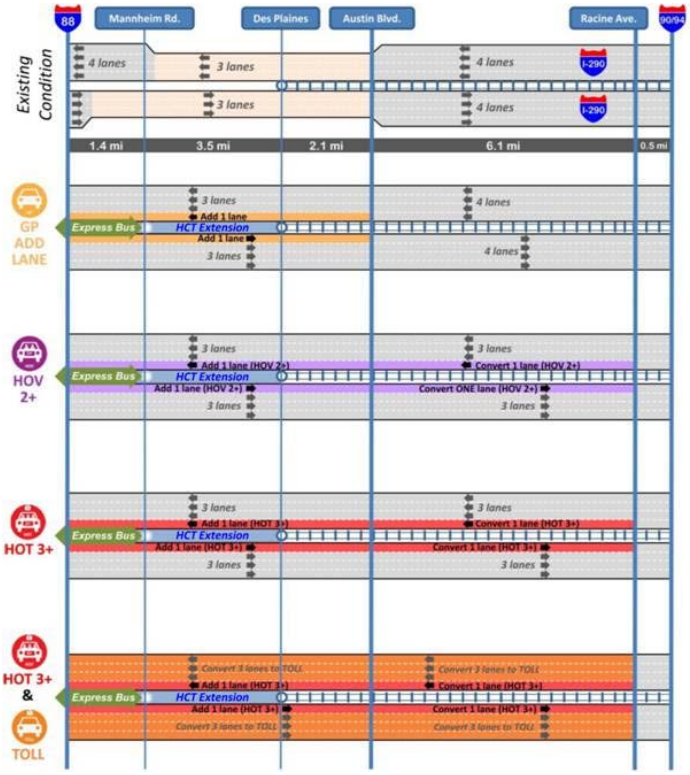
GP & EXP & HCT (also referred to as GP Add Lane), consisting of adding one general purpose lane in each direction between 25th Avenue and Austin Boulevard, and provisions for Express Bus and High Capacity Transit;

HOV 2+ & EXP & HCT (also referred to as HOV +2), consisting of adding one HOV 2+ high occupancy vehicle (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOV 2+ use, and provisions for Express Bus and High Capacity Transit;

HOT 3+ & EXP & HCT (also referred to as HOT +3), consisting of adding one HOT 3+ high occupancy/toll (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, and provisions for Express Bus and High Capacity Transit; and

HOT 3+ & TOLL & EXP & HCT (also referred to as HOT +3 & TOLL), consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (all users of these lanes paying a toll), and provisions for Express Bus and High Capacity Transit.

Figure 1-1. I-290 Build Alternatives Evaluated in the DEIS



1.1.3 DEIS No Build Alternative

The No Build alternative is also carried forward to provide a baseline of comparison of travel benefits as well as environmental impacts. This alternative consists of improvements to existing roadway and transit facilities in the broader Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements, such as I-290 or CTA Forest Park Blue Line branch expansion, within the Study Area. The environmental conditions that would exist under the No Build

alternative are generally consistent with the existing conditions, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or development projects). The No Build alternative would not satisfy the project's Purpose and Need.

1.2 Preferred Alternative

In considering the key factors for meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits by avoiding social/economic and environmental impacts while providing regional and local travel benefits, including benefits to environmental justice communities. The quantitative comparison of alternatives completed as part of the DEIS shows the HOT 3+ Alternative as scoring higher than the other three build alternatives. Since the social, economic and environmental factors are indistinguishable among the build alternatives for most measures, travel performance became a principal factor in selecting a Preferred Alternative. Compared to the other build alternatives, the HOT 3+ Alternative demonstrates superior and balanced transportation performance and, based on the analyses completed, the HOT 3+ Alternative was identified as the Preferred Alternative in the DEIS.

1.2.1 Right-of-Way

The proposed expressway, cross street, and railroad improvements are located almost entirely within their existing respective rights-of-way, except for 2.79 acres located near five of the interchanges proposed for reconstruction at 25th, 1st, DesPlaines, Circle, and Harlem Avenues, and 2.65 acres for a 10-foot strip of right-of-way from the Chicago Transit Authority (CTA) Blue Line, which parallels the existing I-290 right-of-way. Minor areas throughout the "reconstruction section" would also be needed for temporary construction easements. No building demolitions would occur as a result of the Preferred Alternative.

1.2.2 Grade Changes

The project includes grade changes to meet current design standards requirements, hydraulic and drainage requirements, and vertical clearance requirements. The grade changes would generally consist of the entire existing longitudinal profile east of Westchester Boulevard and west of Kostner Avenue. Similarly, throughout the majority of the Project Corridor, there would be vertical profile changes along this same portion of the expressway. The I-290 vertical profile would be lowered a maximum of approximately 10 feet and raised a maximum of approximately five feet throughout the Project Corridor.

1.2.3 Interchanges and Cross Street Improvements

The proposed project would improve the design of interchanges and cross streets to modern standards. This would include improved truck turning radii, improved vehicle storage, wider sidewalks, ADA ramps, pedestrian plaza areas, and modern pedestrian countdown signals. The Austin Boulevard and Harlem Avenue interchanges would

retain their existing center ramp termini, but be converted to conventional right-hand ramps. These interchanges would also have pedestrian refuge islands installed between the ramps. Between 1st and 25th Avenues, the substandard interchange ramps spacing would be reconfigured with improved geometric design, and the interchanges at 1st and 25th Avenues would be fully removed and replaced using single-point urban interchange (SPUI) designs. Also between 1st and 25th Avenues, the frontage roads of Bataan Drive and Harrison Street would be fully reconstructed as part of this project. Twenty-two bridges and structures, including pedestrian bridges, would be reconstructed over I-290 in the "reconstruction section" of the project only. East of Cicero Avenue, the bridges and structures would not be reconstructed, rehabilitated, or replaced as part of this project.

1.2.4 Railroad Crossing Improvements

The project includes proposed improvements at three railroad grade separated crossings. The existing bridge carrying the IHB Railroad over I-290 would be reconstructed to accommodate the interstate's added lanes, the acceleration/deceleration lanes, and the two frontage roads (see Appendix A, map sheets 4 and 5). Increased vertical clearance requirements would require the proposed reconstruction of the IHB Railroad grade south to Roosevelt Road, approximately 3,000 feet.

The existing CTA Blue Line and CSX Railroad bridges over I-290 would be reconstructed, although no substantive grade changes are anticipated along the railroad grades.

1.2.5 Transit and Non-Motorized Travel Improvements

The project would improve access to both transit and non-motorized travel. This would include wider sidewalks on all cross road bridges in the reconstruction area with additional width for sidewalks serving CTA Blue Line stations. CTA Blue Line stations would also be made ADA accessible and station entrances would have increased pedestrian plaza space for bicycle parking, bus passengers, and bus passenger shelters. All four build alternatives also include east-west express bus service on the interstate shoulder or in a managed lane, as well as the relocation of bus stops closer to CTA transit stations. Non-motorized travel improvements also include construction of a new two-mile, east-west, shared-use path between DesPlaines Avenue and Austin Boulevard that connects the Illinois Prairie Path to Columbus Park in Chicago. Shared-use path improvements within Columbus Park will also improve connections to the Illinois Prairie Path.

1.2.6 Noise Analysis

A traffic noise analysis was completed for the four build alternatives as part of the DEIS; it is included in the I-290 DEIS as Appendix F, *Traffic Noise Analysis Volume 2* (November 2016) and the IDOT *Highway Traffic Noise Assessment Manual*. The noise study was conducted in accordance with the IDOT Noise Analyses policy (Chapter 26-6, BDE Manual, 2011). The policy is based on FHWA noise regulations, 23 CFR Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

The existing I-290 corridor is a high-volume urban expressway, with rail transit service (CTA Blue Line) from DesPlaines Avenue to beyond the east project terminus. The expressway and CTA transit service are the predominant sources of existing traffic noise, which already approaches or exceeds the FHWA Noise Abatement Criteria (NAC). The FHWA NAC establishes noise level limits for five land-use categories. When the future build condition noise levels approach or exceed the NAC limits, this is a noise impact under NEPA, regardless of the amount of change in noise level. Per the FHWA NAC, a 3 dB(A) change in noise level is a barely perceptible change, while a +1 dB(A) or +2 dB(A) change is not perceptible to the human ear. For many properties along the I-290 corridor, a +1 dB(A) or +2 dB(A) change in traffic noise levels was identified.

To determine potential traffic noise impacts with the Preferred Alternative, receptor sites were identified by completing an initial review of all land uses within 500 feet of the edge of proposed roadway improvements. Highway traffic noise impacts are not typically identified greater than 500 feet from a roadway. Noise impacts were determined by comparing modeled future build traffic noise levels to the NAC. No noise impacts were identified due to substantial noise increases over existing noise level conditions. However, noise impacts were identified due to future build noise levels approaching or exceeding the NAC. The future build noise levels approach, meet, or exceed the NAC limits at 229 of 288 representative receptors for the Preferred Alternative.

To mitigate the noise impact under NEPA, FHWA regulations recommend a noise abatement analysis be completed to determine whether abatement measures would reduce noise levels. Implementation of noise abatement measures, such as barriers or berms, could reduce future build noise levels at representative receptors. Noise barriers, rather than berms, were studied for the I-290 noise abatement given the limited right-of-way through the urbanized corridor. Per IDOT's traffic noise policy, any recommended barrier must be feasible and reasonable. For a barrier to be feasible, it must be constructable and reduce noise by at least 5 dB(A) at an impacted receptor. For a barrier to be reasonable, it must satisfy the IDOT noise reduction design goal of reducing noise levels at one benefited receptor by at least 8 dB(A), be cost effective per IDOT policy, and be supported by the people it benefits (where the barrier would reduce noise by at least 5 dB(A)).

The I-290 noise abatement analysis of the Preferred Alternative studied 92 noise barrier locations, which included the extension of three existing barriers and the potential height increase of ten existing barriers. Of these, 63 noise barriers were found to be reasonable and feasible. These 63 reasonable and feasible noise barriers were presented to people (benefitted receptors) who would receive a benefit from the barrier to be voted upon through the viewpoints solicitation process. Through that process, the benefitted receptors ultimately voted in favor of 46 barriers. The 46 approved noise barriers are recommended for construction, and will likely be constructed as part of the I-290 project. See Appendix A of this report and Appendix F of the I-290 DEIS for maps showing the locations of the barriers likely to be implemented.

1.2.6.1 Historic Properties in Vicinity of Noise Barriers

Within the I-290 APE, there are 23 NRHP-listed or eligible historic properties, including the Columbus Park National Historic Landmark (NHL), that are also considered sensitive noise receptors because of their use (i.e., churches, apartment buildings, residences, and parks). As noise impacts were identified in each of these areas, noise barriers were studied in the vicinity of all of these historic properties. For each NRHP-listed or eligible historic property in the APE, Table 1-1 provides an overview of the existing and calculated build noise levels for the Preferred Alternative, the change in noise level, the approximate distance to approved noise barriers, a summary of viewsheds from each historic property to approved noise barriers, and the approved noise barriers likely to be constructed in the vicinity of the property based on the results of the viewpoint solicitation process.

As shown in Table 1-1 and the Effects Assessment Maps in Appendix A, approved noise barriers will likely be constructed in the vicinity of most of the 23 NRHP-listed or eligible historic properties. These barriers may be visible from some portions of those properties or with their viewshed, but they are located across I-290 from the property and not directly adjacent or in front of the property. As a result of the noise abatement analysis and the viewpoint solicitation process, an existing noise barrier located near one historic property will not be replaced or improved, while approved noise barriers are likely to be constructed within the viewshed of nine historic properties; however, these properties have no approved barrier directly adjacent to or in front of the property. Remaining historic properties have approved barriers in their vicinity, but views to or from them are obstructed by intervening buildings or vegetation.

Table 1-1. Historic Properties and Approved Noise Barriers[1]

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-1	**Synagogue for Congregation B'Nai Israel of Proviso** *NRHP-Eligible September 2016*	R18	59	61	+2	B8	255 feet north of south rear elevation	Oriented south, away from I-290 and existing barrier	No changes in height or length to existing barrier. No new barrier to be implemented
1-36	**St. Eulalia Church** *NRHP-Eligible September 2016*	R50	63	64	+1	B17	65 feet north of facade	Oriented north toward I-290 and barrier	Barrier likely to be implemented
1-3	**Park District of Forest Park** *NRHP-Eligible September 2016*	R69	76	76	0	B27	165 feet north of north NRHP boundary, across I-290 from property	Park on south side of I-290; no barrier found reasonable here. Barrier B27 on north side of I-290, obstructed by dense vegetation along I-290 south right-of-way and CSX Railroad bridge. Park resources oriented to Harrison Street or each other within park setting	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented

[1] Based on the results of the viewpoint solicitation process (November 2016), these barriers were approved by the benefitted receptors and will likely be constructed as part of the proposed project. Approved barriers may be located in the viewshed of a historic property, but not directly adjacent or in front of that property.

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-5	**Hulbert Historic District** *NRHP-Eligible December 2013*	R79A	75	75	0	B31	185 feet southwest of southwest NRHP boundary	Majority of district's contributing properties located north of I-290, oriented east and west to each other and away from barrier	No barrier directly adjacent or along south district boundary. Closest barrier likely to be implemented
1-6	**Commercial Building at 841 South Oak Park Avenue** *NRHP-Eligible September 2016*	R86	77	78	+1	B33	300 feet south of south side elevation, across I-290 from property	Building on north side of I-290; no barrier approved here. Barrier B33 on south side of I-290. Building oriented southeast to Harrison Street and South Oak Park Avenue intersection; south side elevation view to I-290	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-7	**T.A. Holm Building** *NRHP-Eligible September 2016*	R84	76	77	+1	B33	95 feet north of north side elevation	Intervening commercial buildings between property and I-290 to north	Barrier likely to be implemented
1-8	**Suburban Trust and Savings Bank Building** *NRHP-Eligible September 2016*	R89	77	78	+1	B33	280 feet southwest of building's southwest corner, across I-290 from property	Proximate views to barrier southwest across I-290; oriented west to South Oak Park Avenue	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-9	**Paulina Mansions** *NRHP-Eligible 2012*	R92	75	76	+1	N/A	No barriers in vicinity of property	None	None

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-10	**Oak Park Conservatory** *NRHP-Listed 2005*	R93	75	77	+2	B36	355 feet northeast of building's northeast corner, across I-290 from the NRHP-listed property	East Avenue bridge partially obstructs proximate views northeast across I-290; oriented north to I-290	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-16	**Maze Branch Library** *NRHP-Eligible September 2016*	R98	75	76	+1	B36	120 feet southwest and 170 feet south of south side elevation	Oriented east to residential neighborhood (Gunderson Historic District); trees on parcel and across Harrison Street partially obstruct views south to I-290	Barrier likely to be implemented
1-17	**Gunderson Historic District** *NRHP-Listed 2002*	R102	72	73	+1	B36 B38	150 feet south from Gunderson Avenue and 240 feet south from Ridgeland Avenue	Located north of I-290 and Harrison Street; contributing properties oriented east and west to each other, away from I-290; proximate views south obstructed by intervening vegetation and buildings	Barrier likely to be implemented
1-20	**Columbus Park** *NRHP-Listed 1991 Designated NHL 2003*	R126	72	70	-2	B40 B42 B44	90 feet southwest, 276 feet southeast, and 340 feet south and across I-290 from south NRHP boundary	Contributing park elements and buildings oriented to each other in park setting; intervening dense vegetation obstructs views south	No barrier directly adjacent or along south district boundary. Closest barriers likely to be implemented

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-21	**Assumption Greek Orthodox Church** *NRHP-Eligible September 2016*	R127A	70	71	+1	B44	425 feet south of south side elevation	Oriented east to Columbus Park; views directly south obstructed by adjacent multi-story Loretto Hospital.	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-26	**Garfield Park** *NRHP-Listed 1993*	R185	76	77	+1	B59 B60 B61 B62	Depending on location, between 50 to 100 feet south of park's south NRHP boundary and between 300 to 860 feet southeast of the park's southeast NRHP boundary	Largely located north and away from I-290; contributing park resources oriented to each other within park setting. Many contributing park resources located half mile or more away from I-290. Views to barriers obstructed by intervening vegetation and buildings	Closest barriers likely to be implemented
1-27	**The Chicago Park Boulevard System Historic District** *Pending NRHP Listing 2011*	R185	76	77	+1	B59	Boundaries along Independence Boulevard adjacent to barriers on north and south sides of I-290. Contributing properties between 130 and 285 feet south or north of barriers	Greater boundaries extend 26 miles throughout Chicago; small portion in I-290 Study Area and crosses I-290. Contributing resources near I-290 oriented east or west to each other. Proximate views to barriers partially obstructed by intervening buildings	Closest barriers likely to be implemented
		R186	75	76	+1	B60			
		R187	71	72	+1	B60			
		R188	66	66	0	B60			
		R191	67	68	+1	B61			
		R194	65	65	0	B62			

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-43	**First Church of the Brethren** *NRHP-Eligible September 2016*	R198	78	79	+1	B62 B63	50 feet south and 85 feet southwest of south elevation	Oriented west to South Central Park Boulevard. I-290 within south and southwest viewshed	Barriers likely to be implemented
1-29	**Altgeld Park Fieldhouse** *NRHP-Eligible September 2016*	R241A	68	68	0	B72	160 feet north of north side elevation	Oriented west to residential neighborhood, away from I-290. Intervening vegetation partially obstructs barrier from north side elevation	Barrier likely to be implemented
1-44	**Precious Blood Roman Catholic Church** *NRHP-Eligible September 2016*	R244	75	75	0	B74	60 feet north and 145 feet northeast of north NRHP boundary	Oriented north toward I-290 with unobstructed views north and northeast	Barriers likely to be implemented
		R246	75	75	0	B75			
1-30	**Tri-Taylor Historic District** *NRHP-Listed 1983, 1988*	R248A	66	66	0	B75	30 feet north of north NRHP boundary and 40 feet north of nearest contributing building	Majority of district extends south of I-290; nearest contributing buildings oriented east or west to each other, away from I-290. Proximate views partially obstructed by intervening vegetation	Barrier likely to be implemented

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-31	**Crane Technical High School** *NRHP-Eligible September 2016*	R250	70	69	-1	B76 B80	105 feet southwest of building's southwest corner and 390 feet southeast of building's southeast corner	No barrier approved adjacent to building, which is oriented north and west away from I-290. Barriers southwest and southeast; views to barriers partially obstructed	No barrier directly adjacent or in front of property. Barriers likely to be implemented
1-32	**Louis Pasteur Memorial** *NRHP-Eligible September 2016*	R262	73	73	0	B83	125 feet north of monument's north side	Oriented south to Cook County Hospital Administration Building; view north to I-290 from north side of monument	Barrier likely to be implemented
1-33	**Cook County Hospital Administration Building** *NRHP-Listed 2006*	R262	73	73	0	B83	415 feet north of north-facing facade	Oriented north to I-290 across landscaped block and Louis Pasteur Memorial	Barrier likely to be implemented
1-34	**Chicago and Midwest Regional Joint Board Building** *NRHP-Eligible September 2016*	R267	72	74	+2	B83	450 feet southwest of building's southwest corner, across I-290 from property	Building on north side of I-290, oriented west; no barrier found reasonable here. Barrier B83 on south side of I-290, blocked from view by intervening vegetation, South Ashland Avenue bridge	No barrier directly adjacent or in front of property. Barrier likely to be implemented

1.2.6.2 Construction Noise and Vibration

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. At varying times, during the construction phase of the proposed project, residents living adjacent to the I-290 corridor would experience perceptible construction noise. To minimize or eliminate the effect of construction noise on receptors, mitigation measures have been incorporated into IDOT's Standard Specifications for Road and Bridge Construction as Article 107.35.32.

The construction of the proposed project could result in temporary noise and vibration increases within and adjacent to the I-290 corridor. The noise and vibration would be generated primarily from trucks and heavy machinery used during construction and demolition. Any anticipated noise and vibration impacts likely would be confined to normal working hours, which are periods generally considered to be tolerant of noise and vibration. No adverse noise and vibration impacts are expected during construction, and construction methods that minimize the potential for noise and vibration impacts as well as monitoring of sensitive structures during construction will be specified as needed in subsequent phases.

Prior to construction, IDOT will implement an existing structure monitoring program. Existing conditions of buildings adjacent to or near the expressway (as identified in coordination with the local communities) will be documented prior to any project-related construction activity. Monitoring will continued for a period after construction to document any damages potentially related to the construction activities. IDOT will work with the communities to develop a scope of work for the overall monitoring program.

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2.0 Efforts to Identify Historic Properties

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the APE, identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may or may not participate in the consultation. The ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

If a NHL is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the US Department of the Interior, be notified and invited to participate in the consultation involving NHLs. Columbus Park is the only NHL located within the APE for the I-290 Eisenhower Expressway project.

2.1 Area of Potential Effects

The APE is defined in 36 CFR 800.16 as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The APE for this project was defined to include the I-290 interstate right-of-way, cross streets and railroad crossings with planned improvements, and at least one tax parcel adjacent to the interstate and those cross streets. In general, the buildings immediately adjacent to the interstate obstruct views to and from the project for the second row of buildings and beyond, acting as a physical buffer. However, in some areas, the APE boundary extends greater than one tax parcel to account for vacant parcels and viewshed considerations. Generally, no potential for indirect effects (i.e., noise, visual, atmospheric) is anticipated to properties located beyond one tax parcel.

FHWA provided the APE boundary and supporting documentation to the Illinois SHPO for review on December 18, 2015. The SHPO concurred with the APE boundary in a letter dated February 5, 2016. Maps depicting the APE, the project corridor and Preferred Alternative, and NRHP-listed or eligible historic properties are appended to this report (Appendix A).

2.2 Identification of Historic Properties

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. Are associated with events that have a made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Built historic resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 historic properties identification process of this project.

Within the I-290 APE, architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards conducted an intensive-level survey of 46 resources 50 years or older that were previously identified by IDOT-BDE cultural resources staff as listed in or potentially eligible for inclusion in the NRHP. Of this number, the architectural historians photographed nine historic properties already listed in the NRHP, pending NRHP designation, or previously determined NRHP-eligible by the SHPO to document their state at the time of survey. These include, from west to east:

- Hulbert Historic District roughly bounded by Madison and Harrison Streets, and Clinton and Kenilworth Avenues, Oak Park (Survey ID 1-5), previously determined NRHP-eligible under Criterion A for its association with community planning and subdivision development by Thomas Henry Hulbert, and under Criterion C for its collection of early twentieth-century Queen Anne-style and American Foursquare houses with Craftsman and Prairie-style influences;
- Paulina Mansions at 901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park (Survey ID 1-9), previously determined NRHP-eligible under Criterion C as

a good example of an early twentieth-century Tudor Revival-style, S-shaped courtyard apartment building in Oak Park;

- Oak Park Conservatory at 615 Garfield Street, Oak Park (Survey ID 1-10), NRHP-listed under Criterion A for its association with the development and maturation of the parks movement and preservation of open space in suburban developments in Oak Park, and under Criterion C as a rare example of a Victorian-era glass-and-steel-greenhouse design in Illinois;
- Columbus Park at 500 South Central Avenue, Chicago (Survey ID 1-20), NRHP-listed under Criterion A for its association with social and recreational history, and under Criterion C as the masterpiece of Jens Jensen reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components, and designated a National Historic Landmark under NHL Criterion 4 as an exceptionally important work of design;
- Gunderson Historic District roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park (Survey ID 1-17), NRHP-listed under Criterion A for its association with community planning and subdivision development efforts undertaken by the S.T. Gunderson and Sons firm, and under Criterion C for its uniformly designed collection of early twentieth-century American Foursquare houses with Colonial Revival, Craftsman, and Prairie-style influences;
- Garfield Park at 100 North Central Park Avenue, Chicago (Survey ID 1-26), NRHP-listed under Criterion A for its association as one of three original parks of the West Park Commission that continually accommodated changing recreational and cultural needs of the community, and under Criterion C for its significant landscape design and architectural history by William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen;
- The Chicago Park Boulevard System Historic District that includes approximately 26 miles of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north, and back east, to the eastern end of Logan Boulevard, Chicago. The system consists of 8 parks, 19 boulevards, and 6 squares (Survey ID 1-27), pending listing in the NRHP under Criterion A for its association with community planning and development as the first major comprehensively designed system in the country and the creation of Chicago's neighborhoods in the late nineteenth century, and under Criterion C for its examples of high-quality late nineteenth- and early twentieth-century architecture along the boulevards and associated parks;
- Tri-Taylor Historic District roughly bounded by Oakley, Harrison, and Claremont Streets on the north and Taylor and Oakley Streets on the southeast, Chicago (Survey ID 1-30), NRHP-listed under Criterion A for its association with immigrant-developed neighborhoods on the Near West Side after the 1871 Chicago Fire, and its late nineteenth- and early twentieth-century residential urban architecture; and

- Cook County Hospital Administration Building at 1835 West Harrison Street, Chicago (Survey ID 1-33), NRHP-listed under Criterion A for its association with the history of medicine, medical education, and public health in Chicago; its importance to immigrant, minority, and poor populations; and as the site of numerous important medical breakthroughs. Also NRHP-listed under Criterion C for its Beaux Arts-style architecture.

The remaining 37 historic resources (i.e., meeting the 50-year age criterion) identified by the architectural historians were evaluated for NRHP eligibility by conducting additional research and applying the NRHP criteria. Individual determinations of NRHP eligibility were completed and documented in the *Section 106 Historic Properties Identification Report* (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016). As a result of identification and evaluation efforts for this project, 14 individual historic properties and no historic districts within the APE were determined eligible for inclusion in the NRHP. These findings were provided to the SHPO and Section 106 consulting parties for review and comment. The SHPO concurred with these findings in letters dated May 27, 2016, and September 22, 2016. The 14 NRHP-eligible historic properties include, from west to east:

- Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester (Survey ID 1-1), recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic synagogue;
- St. Eulalia Church at 1851 South 9th Avenue, Maywood (Survey ID 1-36), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building;
- Park District of Forest Park at 7441 Harrison Street, Forest Park (Survey ID 1-3), NRHP-eligible under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park, and under Criterion C for its original design form, features, and buildings;
- Commercial Building at 841 South Oak Park Avenue, Oak Park (Survey ID 1-6), NRHP-eligible under Criterion C as a good example of an early twentieth-century Beaux Arts-style commercial building in Oak Park;
- T.A. Holm Building at 905 South Oak Park Avenue, Oak Park (Survey ID 1-7), NRHP eligible under Criterion A for its association with the local success of the T.A. Holm & Co. Realtors in Oak Park, under Criterion B for its association with the productive life of T.A. Holm, and under Criterion C as a good example of an early twentieth-century Classical and Art Deco-style terra cotta-clad commercial building in Oak Park;
- Suburban Trust and Savings Bank Building at 840 South Oak Park Avenue, Oak Park (Survey ID 1-8), NRHP-eligible under Criterion C as a good example of an early twentieth-century Neoclassical-style bank building in Oak Park;
- Maze Branch Library at 845 Gunderson Avenue, Oak Park (Survey ID 1-16), NRHP-eligible under Criterion A for its association with post-Depression and

New Deal-era neighborhood branch library construction, under Criterion B for its association with local librarian Adele H. Maze, and under Criterion C as a good example of Revivalist library architecture by local architect Elmer C. Roberts in Oak Park;

- Assumption Greek Orthodox Church at 601 South Central Avenue, Chicago (Survey ID 1-21), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style by local master architect Peter E. Camburas;
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornamentation integrated into a religious building;
- Altgeld Park Fieldhouse at 515 South Washtenaw Avenue, Chicago (Survey ID 1-29), NRHP-eligible under Criterion A for its association with innovative early twentieth-century trends in recreation, and under Criterion C as a good example of a Classical Revival-style public building constructed for a neighborhood park in Chicago;
- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44), NRHP-eligible under Criterion C and Criteria Considerations A and B as a collective significant example of a purpose-built religious institution intended to provide space for worship and education and a Mediterranean Revival-style rectory;
- Crane Technical High School at 2301 West Jackson Boulevard, Chicago (Survey ID 1-31), NRHP-eligible under Criterion A for its association with the trend toward vocational schools in the early twentieth century in Chicago, and under Criterion C as an example of Neoclassical-style school architecture;
- Louis Pasteur Memorial at 1800 West Harrison Street, Chicago (Survey ID 1-32), NRHP-eligible under Criterion C and Criteria Considerations B and F as an excellent and rare example of master sculptor Leon Hermant's work in Chicago; and
- Chicago and Regional Midwest Joint Board Building at 333 South Ashland Avenue, Chicago (Survey ID 1-34), NRHP-eligible under Criterion A for its association with the critical growth of unions in 1920s Chicago, and under Criterion C as an example of Art Deco-style architecture designed by local architect Walter W. Ahlschlager in Chicago.

2.3 Consultation

FHWA and IDOT identified organizations with an interest in cultural resources in the project vicinity and invited them to participate as consulting parties, consistent with the Section 106 implementing regulations. This included the Illinois SHPO and 24 additional agencies and organizations. Of that number, ten accepted consulting party status, including the Chicago Department of Transportation, City of Chicago Historic

Preservation District/Commission on Chicago Landmarks, DuPage County, Friends of the Parks, Historical Society of Oak Park and River Forest, Landmarks Illinois, Oak Park Conservatory – Park District of Oak Park, Oak Park Township, Village of Hillside, and Village of Oak Park. FHWA also identified federally recognized American Indian tribes with potential interests in the APE and invited eight tribal governments to participate in the Section 106 process; none accepted consulting party status.

In consultation with FHWA and IDOT, the project architectural historians met with the SHPO and consulting parties to discuss and provide comments on the Section 106 findings of NRHP eligibility determinations and proposed effects assessment methodology.

2.3.1 SHPO Meeting and Field Review

On March 30, 2016, FHWA and IDOT held a meeting and field review of the Project Corridor for federal and state agency representatives. Attendees included staff from FHWA, US Environmental Protection Agency (EPA), SHPO/IHPA, IDOT-BDE, IDOT District 1, and the Project Team. The purpose of the meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice communities along the Project Corridor. The field visit included stops at many of the historic properties evaluated in the *Section 106 Historic Properties Identification Report* (March 2016). SHPO/IHPA staff provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated, and potential project effects to historic properties. A list of meeting participants and a meeting summary is included in Appendix B.

2.3.2 Consulting Parties Meeting – Eligibility Determinations

On August 11, 2016, the Project Team held a meeting with the Section 106 consulting parties to discuss the identification and evaluation of historic properties for the I-290 Study as discussed in the *Section 106 Historic Properties Identification Report* (March 2016) and *Section 106 Historic Properties Identification Addendum Report* (May 2016). The Project Team provided an overview of the Project Corridor and schedule, the Preferred Alternative, and the Section 106 review process and the role of consulting parties in that process. An overview of the identification and evaluation of historic properties and the proposed effects assessment methodology was also provided. Consulting parties' comments and discussion focused on the NRHP eligibility recommendations of individual properties contained in the reports, the process for delineating the APE, and potential effects to historic properties from proposed improvements, including noise walls. A list of meeting participants and a meeting summary is included in Appendix B.

3.0 Effects Assessment Methodology

This section discusses the effects assessment methodology used to evaluate project effects to NRHP-listed or eligible historic properties in the APE. This methodology was developed based on the criteria of adverse effect and consideration of each property's historic significance, relevant aspects of integrity, and historically significant viewsheds.

3.1 Criteria of Adverse Effect

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Following the criteria of adverse effect guidelines, and supported by information on historic significance and integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997), the following findings are used to assess project effects to individual historic properties and make an overall project finding of effect:

- ***No Effect:*** Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any character-defining features and aspects of integrity for any historic properties.
- ***No Adverse Effect:*** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- ***Adverse Effect:*** An adverse effect is determined if the undertaking would alter a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

In evaluating the Preferred Alternative's potential effects to historic properties along the I-290 corridor, it is important to note that no historic properties will be taken as a result of the project because the project largely occurs within the existing footprint of the I-290 corridor, existing crossroads, or railroad rights-of-way. Additionally, with the exception of Columbus Park, no proposed project work will occur within any historic property boundaries and no effect is anticipated to the integrity of location, design, workmanship, or materials for those properties. No direct effects to historic properties are anticipated.

Consequently, the Section 106 effects assessment methodology focuses on the indirect effects to historic properties due to changes in traffic noise and the introduction of visual project components in their vicinity, such as approved noise barriers, and the degree to which these changes may diminish a historic property's integrity of setting, feeling, and/or association and alter the characteristics that qualify it for inclusion in the NRHP.

3.2 Historic Significance and Integrity

When evaluating potential project effects to historic properties, it is critical to understand a property's historical significance and determine its character-defining features and those aspects of integrity that are most relevant to conveying its historic significance. Crucial information on integrity assessments (used for NRHP eligibility determinations) provides insight regarding what each aspect of integrity entails and how each aspect relates to the select NRHP criteria for eligibility. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

As described in the criteria of adverse effect, retention of relevant aspects of integrity is critical to conveying a property's significance under the NRHP Criteria for Evaluation. NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the NRHP guidance is more commonly used.

3.2.1 Aspects of Integrity

The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

1. **Location is the place where the historic property was constructed or the place where the historic event occurred.** The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

2. **Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

   Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

3. **Setting is the physical environment of a historic property.** Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is

positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

4. **Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.** The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

5. **Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.** It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

6. **Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.** It results from the presence of physical features that, taken together, convey the property's historic character.

7. **Association is the direct link between an important historic event or person and a historic property.** A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

3.2.2 Determining Relevant Aspects of Integrity to Historic Significance

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, certain aspects of integrity may be more important than others in expressing a property's historic significance depending on the type of property. By determining which aspects of integrity are more relevant than others to a property's historic significance, the degree to which a project may affect a historic property can be evaluated to determine whether those potential effects are adverse or not.

For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important to the significance as location, setting, feeling, or association.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. However, location and setting will be important for those properties whose design is a reflection of their immediate environment, such as designed landscapes.

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

3.2.3 Integrity of Setting and Effects Assessments

Because of common misunderstandings regarding the application of the Section 106 criteria of adverse effects to historic properties, it is important to clarify that while project components may be visible from a historic property, may obstruct views to or from that property, and/or may affect one or more aspects of integrity, this does not necessarily constitute an adverse effect to a historic property, though it may change a property's setting. A project component may change or affect a property's setting because it did not previously exist; however, if that change or effect does not alter the characteristics that qualify it for inclusion in the NRHP, then the change or effect is not considered adverse and the Section 106 finding would be no adverse effect. Factors considered for historic properties that fall into this category include: 1) proximity of

proposed project components to the historic property, 2) the presence of any historically significant viewsheds that remain, and 3) the overall importance of integrity of setting to the historic property's significance, as described in Section 3.2.2.

A historically significant viewshed is the geographic area that is visible from a property and contributes to an understanding of the property's historic significance as conveyed through its integrity of setting, feeling, and association. Depending on the historic property, the I-290 expressway may be a part of the property's viewshed but it does not contribute to an understanding of its historical significance. Each property's historically significant viewshed is determined and supported by a field review and/or prior documentation, such as NRHP nominations and determinations of eligibility completed by others, as well as NRHP determinations of eligibility completed for this project. It is possible that prior non-project-related changes have altered these viewsheds since the original NRHP nominations or eligibility determinations were completed.

Information available for each historic property is reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, are historically significant and contribute to the property's NRHP eligibility. Using the same information, a determination is made regarding which aspects of integrity are most critical to conveying a historic property's significance and NRHP eligibility based on field review and/or prior documentation. If a property does not retain integrity of setting and/or it is not as relevant as other aspects to conveying a property's historic significance and character-defining features, then the introduction of visual project components into its viewshed and setting would likely not appreciably diminish the property's integrity of setting and would not result in an adverse effect.

3.2.4 Integrity of Setting along the I-290 Corridor

Railroad and interurban railways were historically part of the I-290 corridor's urban and suburban landscape, contributing to the growth of western Chicago and the suburban communities of Oak Park, Forest Park, Maywood, Westchester, and Hillside throughout the late nineteenth and early twentieth centuries. This originally included the Garfield Park "L" through the established communities of Chicago, Oak Park, and Forest Park; the Chicago, Aurora and Elgin (CA&E) railway through Oak Park, Forest Park, and the very eastern portion of Maywood; and the Baltimore & Ohio Chicago Terminal Railroad through Oak Park and a portion of Forest Park. No previous historical transportation use existed west of Maywood. However, the original right-of-way for these transportation uses was much narrower, typically ranging from approximately 80 to 300 feet, and their presence less obtrusive to the surrounding landscape due to the predominant use of at-grade track and roadway.

When construction of the I-290 Eisenhower Expressway began in the early 1950s, the amount of right-of-way required for the undertaking exceeded the existing transportation corridor's right-of-way. In some areas, the proposed interstate alignment was routed a block or more away from the existing transportation corridor right-of-way and through established neighborhoods; this primarily occurred in Chicago. The undertaking required the demolition of more than 2,000 individual buildings or

structures throughout the corridor, which included entire residential and commercial blocks in some areas for new or additional expressway right-of-way, as well as moving three Forest Park cemeteries and taking a portion (9 acres) of Columbus Park. In addition to the widespread demolition, the Garfield Park "L" was temporarily rerouted and replaced by the CTA Blue Line in the expressway median; the rail lines were rerouted or elevated; and large sections of the new interstate right-of-way were depressed, placing the I-290 corridor below grade of its surrounding communities.

The scope and scale of the expressway's construction was such that it physically bisected and altered the corridor's urban and suburban landscape. The readily apparent changes included the residential and commercial displacements, the scale of earthwork associated with depressing the roadway below grade, and the attendant changes in traffic patterns, noise levels, and lighting. For many properties adjacent to the expressway, this substantially changed their setting and views to and from those properties.

Since the expressway was built prior to the enactment of the National Historic Preservation Act (1966), it predates the NRHP nominations of many historic properties in its vicinity. Consequently, for these pre-expressway historic properties, integrity of setting may not be considered as important as the other aspects of integrity to conveying their historical significance and character-defining features; they retain historical significance despite the diminishment of their integrity of setting by the expressway. Views to these historic properties from the expressway are not historically significant views and do not contribute to an understanding of that property's significance and character-defining features. Similarly, historic properties built after the expressway's construction likely retain integrity of setting because the setting has always included the expressway, though, the integrity of setting may not be as important as other aspects of integrity to conveying their historical significance.

3.3 Cumulative Effects

Indirect and cumulative effects to historic properties have also been considered. This may include reasonably foreseeable land use changes or cumulative visual effects, where the visual effect to a historic property is successively degraded by changes to its environment resulting in a cumulative adverse effect to its integrity of setting.

The Preferred Alternative would add project components to the setting and viewshed of historic properties in the APE, representing a change to the setting. However, this change would not further degrade integrity of setting for some of the historic properties because they no longer retain integrity of setting and more changes to the setting would not further diminish integrity since it no longer exists. While the integrity of setting for historic properties that retain that aspect may be diminished by the introduction of project components into their setting, the degree to which this change affects the historic property would not be adverse because setting is not as relevant to conveying historical significance or character-defining features.

3.4 Planning to Minimize Effects and Future Project Refinements

Findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken as required by 36 CFR 800.6. Such efforts may include developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects. Throughout the course of the project, planners and design staff were made aware of the historic and architectural significance of the historic properties within the APE. Based on the evaluations contained in this report, as well as project requirements and other planning and environmental constraints, project planners and designers have made all possible efforts to avoid or minimize adverse effects to historic properties.

Future project refinements and/or changes that would affect determinations made in this report will be coordinated with the SHPO through appropriate documentation (supplemental reports and/or technical memoranda) and continue to comply with Section 106 as the project details become available. All such documentation will also be provided to consulting parties for comment.

4.0 Effects to NRHP-Listed or Eligible Properties

This section evaluates the effects of the Preferred Alternative to each historic property and provides FHWA's effects finding for the I-290 Eisenhower Expressway.

To determine if any historic properties within the project's APE would be affected by the Preferred Alternative, documentation was reviewed for each NRHP-listed or eligible property in the APE; project plans were reviewed; and additional field visits were taken to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Preferred Alternative would alter any historically significant characteristics or features and aspects of integrity of each historic property by diminishing those features and relevant aspects of that property's historic integrity.

Table 4-1 summarizes the effect assessments for each NRHP-listed or eligible historic property in the APE. Detailed effects assessments and viewshed photographs of each historic property follow in Section 4.3. Maps showing each historic property boundary, their NRHP status and effect assessment finding, and the location of approved noise barriers are located in Appendix A.

4.1 Direct and Indirect Effects to Historic Properties

Upon reviewing the project plans in the vicinity of each historic property, it was determined that no project activity is proposed within the NRHP boundaries of 22 of the 23 NRHP-listed or eligible historic properties in the APE. Therefore, no direct physical impacts to those 22 historic properties would occur and no effects to their integrity of location, design, materials, and workmanship would occur. Project activity is proposed within the NRHP boundary of Columbus Park and an evaluation of the effects to its integrity of location, design, materials, and workmanship is included in Section 4.12.

The individual effects assessments, consequently, focused on those indirect effects which would be anticipated to historic properties. In this regard, changes were considered in traffic noise and the introduction of visual project components in their vicinity, such as approved noise barriers. The evaluation has taken into account the degree to which these changes may diminish their integrity of setting, feeling, and/or association and alter the characteristics that qualify it for inclusion in the NRHP.

For the purposes of this evaluation, one of IDOT's common wall types was used to assess the potential effects of the approved noise barriers in the vicinity of historic properties, as shown in Figure 4-1. The approved noise barriers would be implemented as a minimization measure to perceptibly lower projected roadway noise levels, as determined through the viewpoint solicitation process. It is noted that the final wall aesthetic characteristics will be identified in Phase 2 of the project, with public and local agency input, and the example shown in Figure 4-1 is a baseline aesthetic condition.

Depending on their location, the noise barrier heights vary between an average height of 9 feet and 19 feet and barrier lengths vary between 589 feet and 3,254 feet. Each individual historic property assessment provides the height of the noise barrier to be implemented in its vicinity.

Figure 4-1. IDOT Frequently Used Wall Type



Based on current information and the technical study data in Section 3.0 of the DEIS, the Preferred Alternative would have no vibratory or atmospheric impacts to any of the historic properties in the APE. Temporary construction-related noise and vibration increases within and adjacent to the I-290 corridor are not anticipated to have an adverse effect to historic properties because minimization measures would be implemented to minimize or eliminate those effects prior to and during construction. Minimization measures include construction methods that minimize the potential for construction-related noise and vibration effects as well as monitoring of sensitive structures, such as historic properties, during construction.

IDOT will implement an existing structure monitoring program that will begin prior to construction of the Preferred Alternative. Existing conditions of buildings adjacent to or near the expressway (as identified in coordination with the local communities) will be documented prior to any project-related construction activity. Monitoring will continue for a period after construction to document any damages potentially related to the construction activities. IDOT will work with the communities to develop a scope of work for the overall monitoring program.

4.2 Effects Findings

Based on current project information and technical study data, the I-290 Preferred Alternative would have no effect to six historic properties: Synagogue for Congregation B'Nai Israel of Proviso, T.A. Holm Building, Paulina Mansions, Louis Pasteur Memorial, Cook County Hospital Administration Building, and Chicago and Regional Midwest Joint Board Building. The I-290 Preferred Alternative would have no adverse effect to seventeen historic properties:

- St. Eulalia Church
- Park District of Forest Park
- Hulbert Historic District
- Commercial Building at 841 South Oak Park Avenue
- Suburban Trust and Savings Bank Building
- Oak Park Conservatory
- Maze Branch Library
- Gunderson Historic District
- Columbus Park
- Assumption Greek Orthodox Church
- Garfield Park
- The Chicago Park Boulevard System Historic District
- First Church of the Brethren
- Altgeld Park Fieldhouse
- Precious Blood Roman Catholic Church
- Tri-Taylor Historic District
- Crane Technical High School

Therefore, FHWA has made an effect determination of **no adverse effect** for the I-290 Eisenhower Expressway.

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Table 4-1. Historic Properties within the I-290 Eisenhower Expressway APE

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-1	**Synagogue for Congregation B'Nai Israel of Proviso** *NRHP-Eligible* *September 2016*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-36	**St. Eulalia Church** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-3	**Park District of Forest Park** *NRHP-Eligible* *September 2016*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-5	**Hulbert Historic District** *NRHP-Eligible* *December 2013*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-6	**Commercial Building at 841 South Oak Park Avenue** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-7	**T.A. Holm Building** *NRHP-Eligible* *September 2016*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-8	**Suburban Trust and Savings Bank Building** *NRHP-Eligible September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-9	**Paulina Mansions** *NRHP-Eligible 2012*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-10	**Oak Park Conservatory** *NRHP-Listed 2005*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-16	**Maze Branch Library** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-17	**Gunderson Historic District** *NRHP-Listed 2002*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-20	**Columbus Park** *NRHP-Listed 1991* *Designated NHL 2003*	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-21	**Assumption Greek Orthodox Church** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-26	**Garfield Park** *NRHP-Listed 1993*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-27	**The Chicago Park Boulevard System Historic District** *Pending NRHP Listing 2011*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-43	**First Church of the Brethren** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-29	**Altgeld Park Fieldhouse** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-44	**Precious Blood Roman Catholic Church** *NRHP-Eligible* *September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-30	**Tri-Taylor Historic District** *NRHP-Listed 1983, 1988*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-31	**Crane Technical High School** *NRHP-Eligible September 2016*	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-32	**Louis Pasteur Memorial** *NRHP-Eligible September 2016*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-33	**Cook County Hospital Administration Building** *NRHP-Listed 2006*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-34	**Chicago and Midwest Regional Joint Board Building** *NRHP-Eligible September 2016*	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

4.3 Individual Effects Assessments

This section contains the individual effects assessments for each of the 23 NRHP-listed or eligible historic properties within the APE. Detailed effects assessments and viewshed photographs of each historic property are included in each evaluation.

4.3.1 Synagogue for Congregation B'Nai Israel of Proviso

See Appendix A and Figure 4-2

4.3.1.1 Historic Significance

The Synagogue for Congregation B'Nai Israel of Proviso is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue. It was constructed in 1962 and designed by local architectural firm, A.L. Salzman and Sons. Located within a residential mid-twentieth-century Westchester neighborhood, the former synagogue building is oriented south toward Gladstone Park and surrounded by modest houses to the east and west. To the north, there is an existing noise barrier located along the property's north NRHP boundary, blocking views to and from the I-290 expressway and CTA Congress Line.

The building is historically significant for its parabolic shape representative of the Exaggerated Modern style; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains moderate integrity of design and workmanship through its parabolic sanctuary form and wings; its integrity of materials has been diminished by replacement vinyl siding covering the original sanctuary windows and replacement windows on the wings. The building retains its integrity of feeling as an Exaggerated Modern parabolic-shaped synagogue and its association with that style. The building was constructed after the expressway was completed and retains its integrity of location and setting, which to a lesser extent, contribute to the property's character-defining features.

4.3.1.2 Preferred Alternative in Vicinity of Property

Near the Synagogue for Congregation B'Nai Israel of Proviso, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way is required in this area. The existing interstate right-of-way and existing noise barrier are located adjacent to the property's north NRHP boundary and approximately 250 feet north of the building's north rear elevation.

The existing noise barrier (B8) is located along the south interstate right-of-way between the property and the Preferred Alternative. Per the traffic noise studies, there would be an increase in traffic noise levels in this area with the Preferred Alternative, as shown in

Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The noise abatement analysis concluded that no new or additional noise barriers would be implemented in this area and the existing barrier (B8) would remain in place with no height increase.

4.3.1.3 Effects Assessment

Project implementation would have no effect to the Synagogue for Congregation B'Nai Israel of Proviso's integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property's setting; however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

The Preferred Alternative's additional mainline travel lanes would be located within the existing I-290 right-of-way, which is obstructed from view by the existing noise barrier. The building is also oriented south toward Kitchner Street and Gladstone Park, away from I-290 and the Preferred Alternative. I-290 is not visible from the property, and therefore, the Preferred Alternative would not be visible from the property. Further, setting is not a contributing factor to the property's historical significance and character-defining features, and no historically significant viewsheds would be altered or obstructed. Because no views would be obscured, no visual effects to the property were identified. Therefore, the Preferred Alternative would have no effect to the property's integrity of setting.

No project activity would alter the property's feeling as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Synagogue for Congregation B'Nai Israel of Proviso.

Figure 4-2. Synagogue for Congregation B'Nai Israel of Proviso



View north to Synagogue for Congregation B'Nai Israel of Proviso (at left) and I-290 Preferred Alternative and existing noise barrier (at center, behind building) from Kitchner Street.

4.3.2 St. Eulalia Church

See Appendix A and Figure 4-3 to Figure 4-5

4.3.2.1 Historic Significance

St. Eulalia Church is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building. It was constructed in 1964 and designed by local architectural firm, Gaul & Voosen. The firm specialized in designing sacred buildings; during the mid-twentieth century, they skillfully interpreted Neo-Formalism, Expressionism, and the International Style for church designs. Located within an early twentieth-century residential Maywood neighborhood, the church faces north across Bataan Drive with a partially obstructed view toward I-290, which is depressed below grade in this area; vegetation and a chain-link fence along the right-of-way partially blocks views. Modest houses are located to the east and west. An entrance ramp to the expressway is located near the building's northeast corner.

The building is historically significant for its design that exemplifies Neo-Formalist design principles; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains a high level of integrity of design, workmanship, materials, feeling, and association. The building was constructed after the expressway was completed and retains its integrity of location and setting, which to a lesser extent, contribute to the property's character-defining features. The expressway is a part of the property's original overall setting, though it is not as important to conveying the property's historic significance as its integrity of design, workmanship, materials, feeling, and association, or its original setting within its historic boundary.

4.3.2.2 Preferred Alternative in Vicinity of Property

Near St. Eulalia Church, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way is required in this area. The existing interstate right-of-way is located north of the property's north NRHP boundary across Bataan Drive, approximately 65 feet north of the building's north-facing facade.

Bataan Drive serves as a frontage road to the expressway. The road and sidewalk would be reconstructed in place in front of the building. No new right-of-way is required for the frontage road reconstruction; however, a temporary easement along the property's north boundary is required for the sidewalk reconstruction during construction. Additionally, the South 9th Avenue bridge would be reconstructed over I-290; no new right-of-way or temporary or permanent easements are required for the bridge reconstruction.

Per the traffic noise studies, there would an increase in traffic noise levels near St. Eulalia Church with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The noise abatement analysis concluded that two 15-foot noise barriers (B16 and B17) in the vicinity of the building were feasible and reasonable. Both were approved to be implemented through the viewpoint solicitation process. The B17 noise barrier would be located approximately 65 feet north and directly in front of the building, across Bataan Drive and along the existing south I-290 right-of-way between South 5th and South 9th Avenues. Northwest of the building, between South 9th and South 17th Avenues, the B16 noise barrier would be located approximately 110 feet northwest, across the Bataan Drive and South 9th Avenue intersection and along the existing south I-290 right-of-way.

4.3.2.3 Effects Assessment

Project implementation would not adversely affect St. Eulalia Church's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of St. Eulalia Church, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be located within the existing I-290 right-of-way, which is depressed below grade in this area and partially blocked by existing vegetation. The frontage road, Bataan Drive, and the sidewalk would be reconstructed in place directly in front of the building. To the northwest, the South 9th Avenue bridge would also be reconstructed in place. Although the additional mainline travel lanes may be visible from some portions of the building, primarily the north-facing facade, the I-290 expressway has always been a part of the property's setting and the additional travel lanes would not represent a substantial change to its setting or any historically significant viewsheds. Additionally, reconstruction of Bataan Drive and the South 9th Avenue bridge would not substantially alter the integrity of setting because it would occur within the existing right-of-way and be reconstructed with similar materials and configuration. Although a temporary easement along the property's north boundary would be required during construction for the sidewalk replacement, this change to the property would be temporary in nature. The grass adjacent to the sidewalk would be temporarily removed for construction of the new sidewalk; no trees or plantings would be removed from the property. The property would be returned to its original appearance once the sidewalk replacement is completed. The temporary easement would not adversely affect the property's integrity of setting or character-defining features.

The noise barriers would be visible from the building's north-facing facade and portions of its east and west side elevations, obstructing views to and from the property. Although the approved noise barriers would represent a visual change to the property's

setting and historically significant viewsheds, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of Neo-Formalism applied to a religious building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

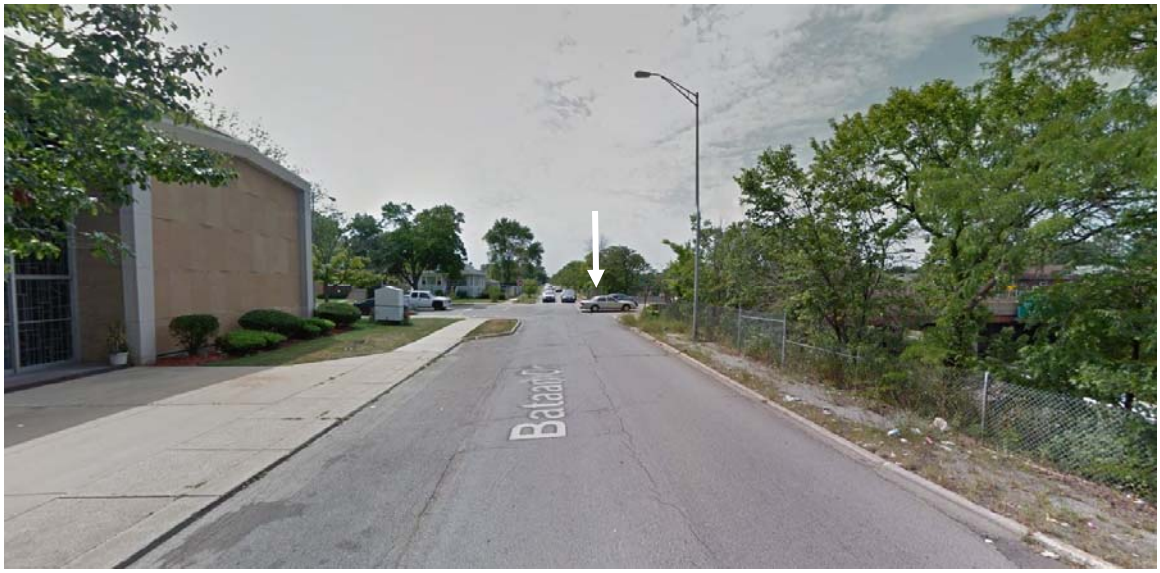
Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to St. Eulalia Church.

Figure 4-3. St. Eulalia Church



View east along Bataan Drive (frontage road) to I-290 Preferred Alternative (at left), B17 noise barrier location (at left, center along existing fence), entrance ramp (at center), and north-facing facade (at right) from South 9th Avenue.

Figure 4-4. St. Eulalia Church



View west along Bataan Drive (frontage road) toward South 9th Avenue (at center), north-facing facade (at left), and I-290 Preferred Alternative (at right). B17 noise barrier location at right, along existing fence, and B16 noise barrier location across South 9th Avenue (arrow location, at center).

Figure 4-5. St. Eulalia Church



View north along South 9th Avenue toward Bataan Drive (frontage road) intersection (at center), South 9th Avenue bridge (at center), I-290 Preferred Alternative, and west side elevation (at right). B17 noise barrier location along existing fence east of South 9th Avenue (arrow location, at right), and B16 noise barrier location along existing fence west of South 9th Avenue (arrow location, at left).

4.3.3 Park District of Forest Park

See Appendix A and Figure 4-6 to Figure 4-9

4.3.3.1 Historic Significance

The Park District of Forest Park is eligible for listing in the NRHP under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park as the village's first and oldest park. It is also eligible under Criterion C for its original form and original features and buildings, which include the Tudor Revival-style Administration Building designed by Forest Park architect, Carl J. Kastrup. The WPA constructed the park between 1936 and 1938 on 16.5 acres of land purchased in 1935. The park is located between an early twentieth-century Forest Park residential neighborhood to the south and the CSX Railroad, CTA Blue Line, and I-290 to the north, which are depressed below grade in this area. Dense vegetation and mature trees along the park's north NRHP boundary obstruct views between the park and the rail, transit, and expressway rights-of-way.

The parcel-based NRHP boundaries proposed in the determination of eligibility in the I-290 *Section 106 Historic Properties Identification Report* (March 2016) included the historic northern extent of the park prior to the construction of I-290. This area now comprises the CSX Railroad and CTA Blue Line right of way and does not accurately reflect the current physical extent of the park. The proposed boundary is revised to follow the south right-of-way of the CSX Railroad and CTA Blue Line.

The Park District of Forest Park is historically significant for its association as the first and oldest park in the village and as a recreational facility originally funded and constructed by the WPA. It retains integrity of location, feeling, and association. It also retains moderate integrity of design, materials, and workmanship through its original configuration and original features and buildings, despite alterations and changes that have occurred over time. Those changes have been consistent with changing and evolving trends in recreation to meet the needs of village residents and provide updated facilities. Remaining original features and buildings that contribute to its integrity of design, workmanship, and materials include the Tudor Revival-style Administration Building; curving walkways and road, which define the overall form of the park and spaces within the site; the west-end softball fields; the Warner fountain; the grass lawn fronting the Administration Building; and six tennis courts.

The Park District of Forest Park also retains moderate integrity of setting, despite numerous changes to its surrounding setting. In the 1950s, this involved construction of the I-290 Eisenhower Expressway and CTA Blue Line, as well as the reconstruction of the original railroad transit corridor along the north NRHP boundary, substantially altering the northern setting outside of the park. In 2013, the demolition of the Roos Building just outside of the park's east NRHP boundary along Hannah Avenue altered the eastern setting outside of the park. However, the park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds.

4.3.3.2 Preferred Alternative in Vicinity of Property

Near the Park District of Forest Park, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed below grade. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the existing interstate and rail/transit right-of-way is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way. The existing interstate right-of-way is located north of the property's north NRHP boundary across the existing CSX Railroad and CTA Blue Line rights-of-way, between approximately 40 feet and 150 feet north of the north NRHP boundary, depending on the location.

Near the park, the DesPlaines Avenue and Circle Avenue bridges would be reconstructed over I-290. Additionally, the existing CSX Railroad and CTA Blue Line bridges over I-290 would be reconstructed in this area, although no substantive grade changes are anticipated along the railroad grades. They currently are depressed below the grade of the park property. The existing CSX Railroad right-of-way is located adjacent to the western portion of the property's north NRHP boundary. The existing CTA Blue Line right-of-way is located adjacent to the eastern portion of the property's north NRHP boundary. No new right-of-way or easements are required for these proposed improvements.

Per the traffic noise studies, there would be no change in traffic noise levels near the Park District of Forest Park with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent to or in front of the property's north NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 13-foot B27 noise barrier, would be located along the north side of the existing I-290 right-of-way between DesPlaines and Circle Avenues. Depending on location, the barrier would vary in proximity to the property's north NRHP boundary by approximately 170 feet to 280 feet, obscured by intervening dense vegetation.

4.3.3.3 Effects Assessment

Project implementation would have no effect to the Park District of Forest Park's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property; however, they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be located within the existing I-290 right-of-way, which is depressed below grade in this area and not visible from within the park or its contributing elements. The existing grade of the CSX Railroad and CTA Blue Line bridges would not substantially change for their reconstruction and would not be visible

from the park because they are also currently located below the grade of the park. The DesPlaines Avenue and Circle Avenue bridges would be reconstructed in place with no substantial changes in grade. Intervening dense vegetation and mature trees would further obstruct views to and from the reconstructed bridges and the additional I-290 mainline travel lanes. No historically significant viewsheds remain to the north of the park where the reconstruction would occur, and therefore, the reconstruction would not alter any character-defining features of the park or its integrity of setting.

North of the property and across the existing CSX Railroad, CTA Blue Line, and I-290 interstate rights-of-way, the B27 noise barrier would be located along the north interstate right-of-way. The barrier may be visible from select portions of the park property and contributing elements where there is less intervening dense vegetation. However, these views northward are not historically significant viewsheds and do not contribute to conveying the property's historical significance and character-defining features under Criteria A and C. Therefore, the noise barrier would not affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a 1930s park that retains its original form and features, such as its Tudor Revival-style Administration Building or its association with that style, as the first and oldest park in Forest Park, or the WPA. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Park District of Forest Park.

Figure 4-6. Park District of Forest Park



View northeast from Harrison Street and DesPlaines Avenue intersection toward Park District of Forest Park (at center), I-290 Preferred Alternative (at left), and CSX Railroad bridge at DesPlaines Avenue (at left).

Figure 4-7. Park District of Forest Park



View north from Harrison Street toward Park District of Forest Park (Administration Building and Warner fountain at center).

Figure 4-8. Park District of Forest Park



View northeast from within Park District of Forest Park (Administration Building at left off-camera and playground at right) toward I-290 Preferred Alternative.

Figure 4-9. Park District of Forest Park



View north along Hannah Avenue at Harrison Street toward Park District of Forest Park (at left), its east NRHP boundary at Hannah Avenue (at left, center), I-290 Preferred Alternative (at center), proposed recreation center site on former Roos property (at right, center), and Circle Avenue bridge (at right).

4.3.4 Hulbert Historic District

See Appendix A and Figure 4-10 to Figure 4-15

4.3.4.1 Historic Significance

The Hulbert Historic District is eligible for listing in the NRHP under Criteria A and C as an early twentieth-century neighborhood of uniformly designed American Foursquare and bungalow houses with Queen Anne, Prairie School, Craftsman, Colonial Revival, Tudor Revival, and Mission Revival style influences that is locally significant for its association with early twentieth century subdivision development in Oak Park by local developer, Thomas Henry Hulbert. Developed between 1905 and 1913, the neighborhood is one of several early examples of a subdivision planning in Oak Park. The neighborhood was advertised to middle-class Chicago residents as a promising subdivision with affordable and well-built houses. The district includes 176 contributing and six noncontributing single-family houses. The most recognizable historic features of the district are as follows: green parkways with mature deciduous trees regularly spaces, equal setbacks for each property, consistent building massing, consistent porch sizes and depths, and consistent building height. The district is a residential enclave of Oak Park whose south NRHP boundaries extend to Harrison Street and include both the east and west sides of Clinton and Kenilworth Avenues; the majority of the district is located northward and away from I-290. Across Harrison Street, an approximately 6-foot wood fence partially blocks views south toward I-290 from the district.

The district is historically significant for its collection of American Foursquare and bungalow houses developed by Thomas Henry Hulbert who, like S.T. Gunderson & Sons, specifically developed and marketed the neighborhood to middle class families seeking houses in Oak Park. The district retains integrity of location, design, workmanship, materials, feeling, and association. The integrity of setting south of the district is diminished by the prior construction of I-290 in the 1950s; however, the district retains moderate integrity of setting. The district's contributing buildings are primarily oriented east and west toward each other on the district's north-south streets. These spatial relationships between contributing buildings and the setting within the district help convey the district's significance under Criteria A and C more than the setting outside of the district.

4.3.4.2 Preferred Alternative in Vicinity of Property

Near the Hulbert Historic District, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the existing interstate and rail/transit rights-of-way is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way. The existing interstate right-of-way is located south of the district's south NRHP boundary across Harrison Street by approximately 30 feet; the nearest contributing buildings are located approximately 45 feet north of the existing interstate right-of-way.

Also south of the district, the existing pedestrian bridge between Home and Clinton Avenues would be reconstructed in place, approximately 30 feet south of the district's south NRHP boundary.

Per the traffic noise studies, there would be no change in traffic noise levels near the Hulbert Historic District with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent or in front of the property's south NRHP boundary, which is nearest to the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B31 noise barrier, would be located just southwest of the district along the north side of the existing I-290 right-of-way between South Harlem Avenue and the existing pedestrian bridge between Home and Clinton Avenues. It would be located approximately 30 feet south of the district's south NRHP boundary and approximately 85 feet southwest of the nearest contributing house on Clinton Avenue.

4.3.4.3 Effects Assessment

Project implementation would not adversely affect the Hulbert Historic District's integrity of setting. No auditory changes were identified for the district, and therefore, no effect to the district's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the district, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative's additional mainline travel lanes may be visible from portions of the district's contributing buildings nearest Harrison Street and I-290. However, they would not represent a substantial visual change to the district's setting because they would occur below grade within the existing I-290 right-of-way and would be partially obstructed from view by an existing 6-foot fence along the south Harrison Street right-of-way. Further, the nearest contributing buildings are oriented east and west to each other along Clinton and Kenilworth Avenues, away from I-290; as is the majority of the district. The additional mainline travel lanes would not alter any historically significant viewsheds as the setting within the district is more important to conveying the district's historical significance than the setting outside it, which is diminished by the prior construction of the interstate in the 1950s. The nearby pedestrian bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the district's setting.

South of the district, across Harrison Street and along the north I-290 right-of-way, the B31 noise barrier would be visible from portions of the west rear elevations of contributing buildings along the west side of Clinton Avenue and potentially from portions of the west-facing facades of contributing buildings along the east side of Clinton Avenue. However, these views are not as important to conveying the district's character-defining features or its historical significance under Criteria A and C as those views between contributing buildings within the district. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as an early twentieth-century neighborhood of uniformly designed American Foursquare and bungalow houses with Queen Anne, Prairie School, Craftsman, Colonial Revival, Tudor Revival, and Mission Revival style influences or its association with those forms, styles, or early twentieth century subdivision development in Oak Park by local developer, Thomas Henry Hulbert. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Hulbert Historic District.

Figure 4-10. Hulbert Historic District



View southeast along Harrison Street toward I-290 Preferred Alternative (at right), pedestrian bridge (at right, center), and district's southwest NRHP boundary along alley between Clinton and Home Avenues (arrow location, at left). B31 noise barrier location at right, along existing fence at I-290 north right-of-way and west of pedestrian bridge.

Figure 4-11. Hulbert Historic District



View west along Harrison Street toward I-290 Preferred Alternative (at left), pedestrian bridge (at left), and district's south NRHP boundary along Harrison Street, west of Clinton Avenue (at right). B31 noise barrier location at left, along existing fence at I-290 north right-of-way and west of pedestrian bridge (arrow location, at left).

Figure 4-12. Hulbert Historic District



View west along Harrison Street at Clinton Avenue toward I-290 Preferred Alternative (at left), district's south NRHP boundary along Harrison Street, and contributing building on west side of Clinton Avenue (at right). B31 noise barrier location's eastern limits would begin west of the pedestrian bridge (arrow location), along existing fence at I-290 north right-of-way.

Figure 4-13. Hulbert Historic District



View south along Clinton Avenue from within district boundaries toward Harrison Street and I-290 Preferred Alternative (at center). B31 noise barrier location not visible from here.

Figure 4-14. Hulbert Historic District



View southwest along Harrison Street at Kenilworth Avenue toward I-290 Preferred Alternative (at left), district's south NRHP boundary along Harrison Street, and contributing building on west side of Kenilworth Avenue (at right).

Figure 4-15. Hulbert Historic District



View south along Kenilworth Avenue from within district boundaries toward Harrison Street and I-290 Preferred Alternative (at center).

4.3.5 Commercial Building at 841 South Oak Park Avenue

See Appendix A and Figure 4-16 to Figure 4-18

4.3.5.1 Historic Significance

The commercial building at 841 South Oak Park Avenue is eligible for listing in the NRHP under Criterion C as an excellent example of an early twentieth-century Beaux Arts-style commercial building. Constructed in 1911 by Peter Neilsen, the building's facade comprises its east and south elevations, united by a curved southeast corner and terra cotta tile cladding. Located at the northwest corner of South Oak Park Avenue and Harrison Street, the building's primary elevations face east to other commercial buildings along South Oak Park Avenue and south across Harrison Street to I-290 and the CTA Blue Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area.

The building is historically significant for its design that exemplifies Beaux Arts design principles; smooth, light colored masonry veneer, classical door surrounds, Corinthian pilasters, rows of windows separated by a string course entablature and topped by an elaborate frieze, decorative panels, a balustrade, and a parapet featuring a broken pediment, urn, and shield. The building retains integrity of location, feeling, and association. It retains moderate integrity of design, materials, and workmanship due to the alteration or replacement of the first story storefronts and upper stories' windows. This is a common occurrence in many commercial building and does not substantially detract from the building's overall integrity as the majority of its historical materials remain intact. The building retains its relationship to other commercial buildings along South Oak Park Avenue, however, its south viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting no historically significant viewsheds south.

4.3.5.2 Preferred Alternative in Vicinity of Property

Near the commercial building at 841 South Oak Park Avenue, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located across Harrison Street, approximately 35 feet south of the building's south side elevation and NRHP boundary. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would an increase in traffic noise levels near the commercial building at 841 South Oak Park Avenue with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches

or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the facade's south elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located across I-290, along its south right-of-way between Home and South Oak Park Avenues, approximately 295 feet south of the facade's south elevation and NRHP boundary.

4.3.5.3 Effects Assessment

Project implementation would not adversely affect the commercial building at 841 South Oak Park Avenue's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building facade's south and east elevations. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Across Harrison Street and I-290, along the south I-290 right-of-way, the B33 noise barrier would be visible from the building facade's south elevation, obstructing views to and from the building from properties along Garfield Street. However, these views are not historically significant and do not contribute to conveying the property's character-defining features or its architectural significance under Criterion C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Beaux Arts style applied to a commercial building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the commercial building at 841 South Oak Park Avenue.

Figure 4-16. Commercial Building at 841 South Oak Park Avenue



View east along Harrison Street toward building facade's south elevation (at left), South Oak Park Avenue (at center), and I-290 Preferred Alternative (at right). B33 noise barrier location at far right (arrow location), along existing I-290 south right-of-way.

Figure 4-17. Commercial Building at 841 South Oak Park Avenue



View west along Harrison Street across South Oak Park Avenue toward I-290 Preferred Alternative (at left) and building facade's south elevation and southeast corner (at right). B33 noise barrier location at far left, along existing I-290 south right-of-way.

Figure 4-18. Commercial Building at 841 South Oak Park Avenue



View south along South Oak Park Avenue at Harrison Street intersection toward South Oak Park Avenue bridge (at left), I-290 Preferred Alternative (at center) and building facade's east elevation and southeast corner (at right). B33 noise barrier location at center (arrow location), along existing I-290 south right-of-way.

4.3.6 T.A. Holm Building

See Appendix A and Figure 4-19 to Figure 4-21

4.3.6.1 Historic Significance

The T.A. Holm Building is eligible for listing in the NRHP under Criterion A for its association with prominent local builder, T.A. Holm & Co. Realtors, who constructed many homes in Oak Park, largely as a result of innovative advertising; under Criterion B for its association with the productive life of T.A. Holm and his commercial success in Oak Park as the company's headquarters; and under Criterion C as an excellent example of Classicism and Beaux Arts architecture applied to a commercial building. Constructed in 1926 by T.A. Holm & Co. Realtors and designed by local architect Jeremiah J. Cerny, the building's architectural ornament was executed in an ornate terra cotta facade. The T.A. Holm Building is oriented east toward other commercial buildings located along the South Oak Park Avenue commercial corridor; adjacent buildings block views north and south.

The building is historically significant for its association with T.A. Holm and his real estate company as well as for its skillful blend of Classical and Beaux Arts architecture executed in terra cotta ornamentation. Its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains moderate integrity of design, workmanship, and materials. Although the first story storefront has been altered, a common occurrence in commercial buildings, this does not substantially detract from the building's overall integrity as the second and third stories feature original ornate decorative elements executed in polychrome terra cotta. It also retains integrity of location, setting, feeling, and association. The building retains its relationship to other commercial buildings along South Oak Park Avenue; proximate northeast views toward the expressway are not as important to conveying its historical significance as its views and relationships with other buildings along South Oak Park Avenue.

4.3.6.2 Preferred Alternative in Vicinity of Property

Near the T.A. Holm Building, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located approximately 90 feet north of the building's north side elevation and NRHP boundary; adjacent intervening buildings obstruct views directly north. From the building's northeast corner and NRHP boundary, the interstate right-of-way is approximately 100 feet northeast and across South Oak Park Avenue. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would be an increase in traffic noise levels near the T.A. Holm Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located along the south side of the existing I-290 right-of-way between Home and South Oak Park Avenues, approximately 90 feet north of the building's north side elevation and NRHP boundary. The barrier would not be visible from the property because adjacent intervening buildings obstruct views north toward I-290.

4.3.6.3 Effects Assessment

Project implementation would have no effect to the T.A. Holm Building's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes may be visible from portions of the building's east-facing facade. However, they would not represent a substantial visual change to the property's setting due to the distance between the property and the expressway and that the work would occur below grade in the "trench" within the existing I-290 right-of-way. Further, the building is oriented east toward other commercial buildings along South Oak Park Avenue, away from the expressway, and there are no historically significant viewsheds northeast of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

In the vicinity of the property, the noise barrier would not be visible from any of the building's elevations. Adjacent buildings block views north between the property and the B33 noise barrier location. The barrier would not alter any historically significant viewsheds and would not affect the property's integrity of setting. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of Classicism and Beaux Arts architecture applied to a commercial building in ornate terra cotta cladding or its association with that style, the productive life of T.A. Holm, or his company, T.A. Holm & Co. Realtors. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the T.A. Holm Building.

Figure 4-19. T.A. Holm Building



View north along South Oak Park Avenue toward the T.A. Holm Building (at left) and Garfield Street and the I-290 Preferred Alternative (at center). B33 noise barrier location west of South Oak Park Avenue bridge (at center, left).

Figure 4-20. T.A. Holm Building



View west along Garfield Street across South Oak Park Avenue toward T.A. Holm Building (at left) and I-290 Preferred Alternative (at right). B33 noise barrier location at center (arrow location), west of South Oak Park Avenue and along south I-290 right-of-way.

Figure 4-21. T.A. Holm Building



View southwest from Harrison Street toward T.A. Holm Building (arrow location, behind red brick building) and I-290 Preferred Alternative. B33 noise barrier location at center, along south I-290 right-of-way.

4.3.7 Suburban Trust and Savings Bank Building

See Appendix A and Figure 4-22 to Figure 4-24

4.3.7.1 Historic Significance

The Suburban Trust and Savings Bank Building is eligible for listing in the NRHP under Criterion C as an excellent example of an early twentieth-century Neoclassical-style bank. The building was constructed in 1927 by an unknown architect. It is located at the northeast corner of South Oak Park Avenue and Harrison Street in a commercial corridor of early-to-late twentieth-century buildings. The building's primary elevations face west to other commercial buildings along South Oak Park Avenue and south to I-290 and the CTA Blue Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area.

The building is historically significant for its design that is a representative local example of an early twentieth-century Neoclassical bank building. The building embodies the distinctive characteristics of the Neoclassical style, which was commonly applied to banks during the 1910s and 1920s throughout the nation. The building retains integrity of location, feeling, and association. It retains moderate integrity of design, materials, and workmanship through its overall appearance, massing, and many of its original features; replacement windows and doors do not substantially alter the building's original appearance. The building retains its relationship to other commercial buildings along South Oak Park Avenue, however, its south viewshed and integrity of setting has been compromised by the expressway's construction; therefore, the building retains moderate integrity of setting and no historically significant viewsheds south.

4.3.7.2 Preferred Alternative in Vicinity of Property

Near the Suburban Trust and Savings Bank Building, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located across Harrison Street, approximately 35 feet south of the building's south side elevation and NRHP boundary. Harrison Street serves as a frontage road to the expressway. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Suburban Trust and Savings Bank Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented

directly adjacent or in front of the property's south side elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located along the south I-290 right-of-way between Home and South Oak Park Avenues. It would be located approximately 275 feet southwest of the building's southwest corner and NRHP boundary, across I-290 and the South Oak Park Avenue bridge.

4.3.7.3 Effects Assessment

Project implementation would not adversely affect the Suburban Trust and Savings Bank's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building's west-facing facade, south side elevation, and east rear elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Located southwest of the property and along the south I-290 right-of-way, the B33 noise barrier would be visible from portions of the building's west-facing facade and south side elevation. However, the South Oak Park Avenue bridge and the CTA Blue Line station would partially obscure views south to the barrier. Additionally, these views are not historically significant and do not contribute to conveying the property's character-defining features or its architectural significance under Criterion C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example an early twentieth-century Neoclassical-style bank building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Suburban Trust and Savings Bank.

Figure 4-22. Suburban Trust and Savings Bank



View southeast along Harrison Street at South Oak Park Avenue (at center) toward west-facing facade (at left) and I-290 Preferred Alternative (at right). B33 noise barrier location at far right (arrow location), across South Oak Park Avenue and I-290 along south interstate right-of-way.

Figure 4-23. Suburban Trust and Savings Bank



View southwest along Harrison Street toward South Oak Park Avenue (at center), south side elevation (at right), and I-290 Preferred Alternative (at left). B33 noise barrier location southwest (at left) across I-290 and South Oak Park Avenue bridge along south interstate right-of-way, west of South Oak Park Avenue.

Figure 4-24. Suburban Trust and Savings Bank



View south along South Oak Park Avenue at Harrison Street intersection toward South Oak Park Avenue bridge (at center), I-290 Preferred Alternative (at center) and west-facing facade (at left). B33 noise barrier location southwest (arrow location at right) across I-290 and South Oak Park Avenue bridge, along south interstate right-of-way, west of South Oak Park Avenue.

4.3.8 Paulina Mansions

See Appendix A and Figure 4-25 to Figure 4-27

4.3.8.1 Historic Significance

Paulina Mansions is eligible for listing in the NRHP under Criterion C as an excellent example of the Tudor Revival style applied to a S-shaped courtyard apartment building. In 1927, the four-story apartment building was designed by architectural firm, Turbyfill and Moke, and built by Aaron Miller. The building's S-shaped plan comprises three L-shaped wings forming a large L-shaped courtyard, opening east to Wesley Avenue, and a much narrower court, opening west to the rear parking lot. The Wesley Avenue courtyard is the building's main entrance, distinguished by a colonnaded one-story entryway. Secondary apartment entrances are located on the building's north side elevation facing I-290. Paulina Mansions is located at the southwest corner of Garfield Street and Wesley Avenue in an early twentieth-century Oak Park residential neighborhood. The building is oriented east to Wesley Avenue. The north side elevation faces Garfield Street with an unobstructed view toward I-290.

The building is historically significant for its Tudor Revival-style design applied to an S-shaped apartment building in Oak Park. It retains integrity of location, feeling, and association. Although some of its windows have been replaced, the new windows are compatible with the building's historic appearance and do not detract from the building's overall integrity of design, workmanship, and materials. These aspects of integrity are important to expressing the building's historical significance and its character-defining features under Criterion C. The building retains its relationship to other single and multi-family residential buildings along Wesley Avenue, however, its north viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting and no historically significant viewsheds north.

4.3.8.2 Preferred Alternative in Vicinity of Property

Near Paulina Mansions, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The CSX Railroad right-of-way is located across Garfield Street, approximately 35 feet north of the building's north side elevation and north NRHP boundary. The existing interstate right-of-way is located across the existing CSX Railroad and CTA Blue Line rights-of-way, approximately 150 feet north of the building's north side elevation and north NRHP boundary.

Per the traffic noise studies, there would be an increase in traffic noise levels near Paulina Mansions with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers were approved to be implemented directly adjacent or in front of the building, or in its vicinity, through the viewpoint solicitation process.

4.3.8.3 Effects Assessment

Project implementation would have no effect to Paulina Mansions' integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from the building's north side elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain north of the property due to the prior construction of the interstate in the 1950s and the building is oriented east toward other residential buildings on Wesley Avenue. No historically significant viewsheds or character-defining features of the property would be altered, and therefore, the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Tudor Revival style applied to a S-shaped courtyard apartment building or its association with that style or form. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to Paulina Mansions.

Figure 4-25. Paulina Mansions



View west along Garfield Street at Welsey Avenue toward east-facing facade and north side elevation (at left) and I-290 Preferred Alternative (at right).

Figure 4-26. Paulina Mansions



View east along Garfield Street toward Wesley Avenue, north side elevation (at right) and I-290 Preferred Alternative (at left).

Figure 4-27. Paulina Mansions



View north along Wesley Avenue toward Garfield Street, I-290 Preferred Alternative (at center), and east-facing facade (at left).

4.3.9 Oak Park Conservatory

See Appendix A and Figure 4-28 to Figure 4-30

4.3.9.1 Historic Significance

The Oak Park Conservatory is listed in the NRHP under Criteria A and C as a locally significant example of a glass and steel Victorian-era glass greenhouse design in Illinois and for its association with the park movement in Oak Park. The greenhouse was designed and built by Foley Greenhouse Manufacturing Company in 1929. The original building is divided into three public houses and two nurseries that are arranged east to west along Garfield Street, which runs parallel to I-290. To the south, the nurseries are arranged perpendicular to the houses forming a U-shape. Additional houses were built in 1986 and 2001; both are located between the original growing house wings and are not visible from the street. Located at the southwest corner of Garfield Street and South East Avenue in a residential Oak Park neighborhood, the building is oriented north with an unobstructed view toward I-290.

The building is historically significant for its rare Victorian-era glass and steel greenhouse design and its association with the park movement in Oak Park. The building retains integrity of location, feeling, and association. It retains integrity of design, workmanship, and materials, despite material changes to portions of its original white cedar glass support system, which is now clad in aluminum. These aspects of integrity are important to expressing the building's significance and its character-defining features under Criterion A and Criterion C. The building retains its spatial relationship to the early twentieth-century houses to its south and west, and to Rehm Park on its east. However, its north viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting and no historically significant viewsheds north.

4.3.9.2 Preferred Alternative in Vicinity of Property

Near the Oak Park Conservatory, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Garfield Street and the existing CSX Railroad and CTA Blue Line rights-of-way, approximately 170 feet north of the building's north-facing facade and approximately 155 feet north of its north NRHP boundary. The existing CSX Railroad right-of-way is located across Garfield Street, approximately 50 feet north of the building's north-facing facade and approximately 35 feet north of its north NRHP boundary.

Northeast of the Oak Park Conservatory, the South East Avenue bridge and its intersection with Garfield Street would be reconstructed in the same location. No additional right-of-way is required for the removal and replacement of the bridge or improvements to South East Avenue's intersection with Garfield Street. Additionally, no permanent or temporary easements are required for construction.

Per the traffic noise studies, there would an increase in traffic noise levels near the Oak Park Conservatory with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property's north-facing facade and north NRHP boundary, which is nearest the I-290 interstate right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B36 noise barrier, would be located northeast of the building, across the South East Avenue bridge and rights-of-way of the CSX Railroad, CTA Blue Line, and I-290 interstate. It would be located along the north side of the existing I-290 right-of-way between South East and South Ridgeland Avenues, approximately 355 feet northeast of the building's southwest corner and approximately 340 feet northeast of the northeast NRHP boundary.

4.3.9.3 Effects Assessment

Project implementation would have no adverse effect to the Oak Park Conservatory's integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

No vibration impacts are anticipated from implementation of the Preferred Alternative. During construction, temporary construction-related vibration increases are expected to occur within and adjacent to the I-290 corridor; however, these increases are not anticipated to have an adverse effect to properties nearest the construction. Prior to and during construction, minimization measures would be implemented to minimize or eliminate potential effects from vibration increases. These will include implementing an existing structure monitoring program of sensitive structures, such as the Oak Park Conservatory, prior to construction of the Preferred Alternative as well as utilizing construction methods that minimize the potential for constructed-related vibration.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building's north-facing facade and east side elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain north of the property due to the prior construction of the interstate in the 1950s. The South East Avenue bridge would be

reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Located northeast of the property and along the north I-290 right-of-way, the B36 noise barrier would be visible from portions of the building's north-facing facade and east side elevation. However, the South East Avenue bridge and the CTA Blue Line station would partially obscure views northeast to the barrier. Additionally, these views are not historically significant and do not contribute to conveying the property's character-defining features or its historical significance under Criteria A and C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a rare Victorian-era glass and steel greenhouse design or its association with that form or the park movement in Oak Park. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Oak Park Conservatory.

Figure 4-28. Oak Park Conservatory



View east along Garfield Street toward north-facing facade (at right), South East Avenue (at center), CTA Blue Line station (at center, left), and I-290 Preferred Alternative (at left). B36 noise barrier location northeast (arrow location, at left behind bridge) across South East Avenue bridge and I-290 along north interstate right-of-way, east of South East Avenue.

Figure 4-29. Oak Park Conservatory



View northwest along Garfield Street toward Oak Park Conservatory (at left), I-290 Preferred Alternative (at center), and South East Avenue bridge (at center). B36 noise barrier location (arrow location, at right) along I-290 north right-of-way, east of South East Avenue.

Figure 4-30. Oak Park Conservatory



View north along South East Avenue toward Garfield Street and I-290 Preferred Alternative (at center), west side elevation (at left), and South East Avenue bridge (at center). B36 noise barrier location (arrow location, east of bridge) across I-290 along north interstate right-of-way, east of South East Avenue.

4.3.10 Maze Branch Library

See Appendix A and Figure 4-31 to Figure 4-33

4.3.10.1 Historic Significance

The Maze Branch Library is eligible for listing in the NRHP under Criterion A for its association with the establishment of neighborhood branch libraries during the New Deal era; under Criterion B for its association with local librarian Adele H. Maze, who worked at the library from its opening in 1936 until 1957; and under Criterion C as an excellent display of Colonial Revival and Georgian Revival-style architecture applied to a branch library building. The building was constructed in 1936 by Milton W. Pillenger and designed by Elmer C. Roberts of the E.E. Roberts architectural firm. Landscaping and mature trees on the property partially obscure views to and from the property. Located within an early-twentieth century residential Oak Park neighborhood at the northeast corner of Harrison Street and Gunderson Avenue, the building is oriented east toward Gunderson Avenue and the Gunderson Historic District. Its south side elevation faces I-290 across Harrison Street and the IDOT Traffic System Center parking lot, which is lined by a low brick wall and mature trees that partially obscure views south to I-290.

The Maze Branch Library is historically significant for its skillful and harmonious blend of Colonial Revival and Georgian Revival architecture that reflects both the traditional and contemporary design tenets of the 1930s, as well as its association with Adele H. Maze, and post-Depression and New Deal era architecture. Although renovations in 2006 altered some portions of the building, the library retains integrity of location, design, materials, workmanship, feeling, and association. The building retains moderate integrity of setting as its south viewshed was compromised by the expressway's construction and the south view is no longer historically significant. The building retains its spatial relationship to the early twentieth-century houses in the Gunderson Historic District to the east and the houses to the north and west

4.3.10.2 Preferred Alternative in Vicinity of Property

Near the Maze Branch Library, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Harrison Street, approximately 170 feet south of the building's south side elevation and approximately 140 feet south of its south NRHP boundary. A connection to the Prairie Path trail would also be implemented along the south Harrison Street right-of-way, along the existing sidewalk, approximately 50 feet south of the property's south NRHP boundary.

Per the traffic noise studies, there would an increase in traffic noise levels near the Maze Branch Library with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The nearest approved noise barrier to be implemented, the 15-foot B36 noise barrier, would be located directly south and southwest of the building, across Harrison Street, between South East and South Ridgeland Avenues. The noise barrier would be located along a portion of the existing Harrison Street right-of-way and the existing I-290 interstate right-of-way. The portion along the Harrison Street right-of-way would be located approximately 70 feet southwest of the southwest NRHP boundary and approximately 120 feet southwest of the building's south side elevation. The portion along the existing I-290 interstate right-of-way would be located approximately 140 feet south of the south NRHP boundary and approximately 170 feet south of the building's south side elevation.

4.3.10.3 Effects Assessment

Project implementation would have no adverse effect to the Maze Branch Library's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from the building's south side elevation and portions of the building's east-facing facade. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way and would not be readily visible. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s.

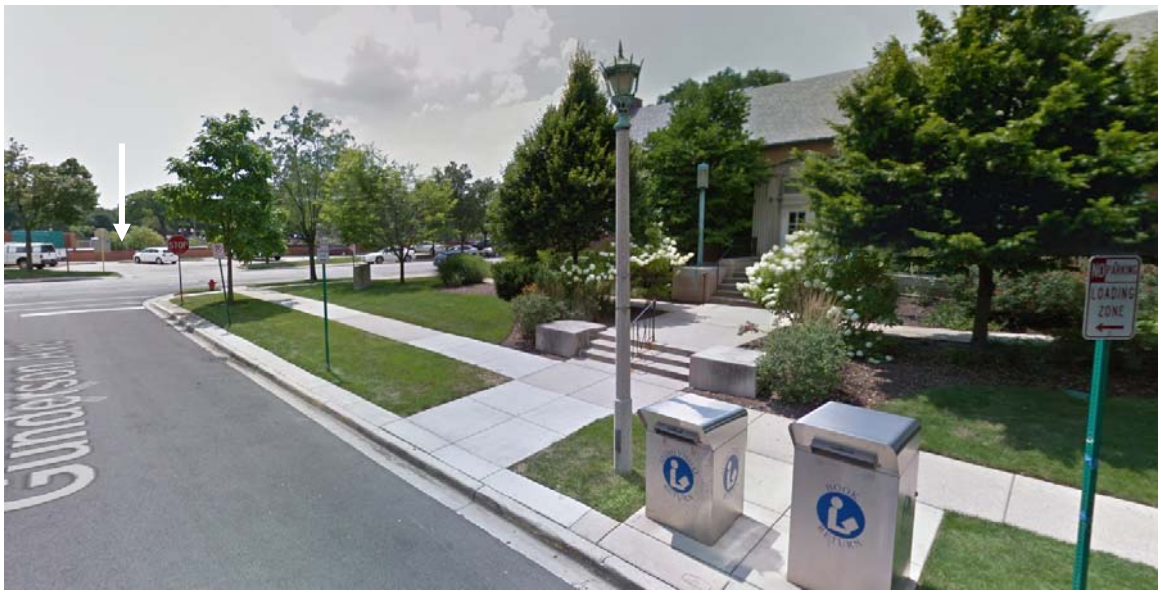
The B36 noise barrier would be visible from the building's south side elevation facade and portions of its east-facing facade and west rear elevation, obstructing views to and from the property. Although the barrier would represent a visual change to the property's setting, it is located outside of the historic property boundary, across Harrison Street and partially obscured by intervening mature trees on and outside of the property. Additionally, the property retains integrity of setting but it is not as important to conveying the property's significance and character-defining features under Criteria A, B, and C as its integrity of design, workmanship, materials, feeling, and association. No historically significant viewsheds remain south of the property and no views would be altered. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as excellent display of Colonial Revival and Georgian Revival-style architecture applied to a branch library

building or its association with those styles, the branch library form during the New Deal era, or Adele H. Maze. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Maze Branch Library.

Figure 4-31. Maze Branch Library



View southwest along Gunderson Avenue toward east-facing facade (at right, center), Harrison Street (at center), IDOT Traffic System Center parking lot (at center, left), and I-290 Preferred Alternative (at center, left, behind brick wall). B36 noise barrier location (arrow location, at left behind brick wall) along I-290 north right-of-way.

Figure 4-32. Maze Branch Library



View east along Harrison Street toward Maze Branch Library (at left), IDOT Traffic System Center parking lot (at right), and I-290 Preferred Alternative (at far right, behind brick wall). B36 noise barrier location (arrow location, at far right along brick wall) along I-290 north right-of-way.

Figure 4-33. Maze Branch Library



View west along Harrison Street at Gunderson Avenue toward Maze Branch Library (at right), IDOT Traffic System Center parking lot (at left), and I-290 Preferred Alternative (at far left, behind brick wall). B36 noise barrier location (arrow location, at far left along brick wall) along I-290 north right-of-way.

4.3.11 Gunderson Historic District

See Appendix A and Figure 4-34 to Figure 4-39

4.3.11.1 Historic Significance

The Gunderson Historic District is listed in the NRHP under Criterion A and Criterion C as a neighborhood of uniformly designed American Foursquare houses with Colonial Revival, Craftsman, and Prairie style influences that is locally significant for its association with early twentieth century subdivision development in Oak Park by local developer, S.T. Gunderson & Sons. The neighborhood was developed between 1906 and 1920 by architect Frank DeMoney and developer and builder S.T. Gunderson and Sons. It was advertised to middle-class Chicago residents as a promising subdivision with affordable and well-built houses. The district contains 230 buildings, 208 of which are single-family residences and twenty-two of which are two-flat apartment buildings. The most recognizable character-defining features of the district are as follows: green parkways with mature deciduous trees regularly spaces, equal setbacks for each property, consistent building massing, consistent porch sizes and depths, and consistent building height. The district is a residential enclave of Oak Park whose south NRHP boundaries extend to Harrison Street, but is predominantly located northward and away from I-290; the west and east boundaries extend to Gunderson Avenue and South Ridgeland Avenue, respectively.

The district is historically significant for its collection of American Foursquare houses developed by S.T. Gunderson & Sons, who specifically developed and marketed the neighborhood to middle class families seeking houses in Oak Park. The district retains integrity of location, design, workmanship, materials, feeling, and association. It also retains integrity of setting as the district's contributing properties are primarily oriented east and west toward each other on the district's north-south streets; these spatial relationships between contributing resources contribute to the district's integrity of setting and help convey its significance under Criteria A and C.

4.3.11.2 Preferred Alternative in Vicinity of Property

Near the Gunderson Historic District, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Harrison Street, varying between approximately 120 feet and 215 feet south of the district's south NRHP boundary, which extends to the centerline of Harrison Street.

South of Harrison Street and the district, the South Ridgeland Avenue bridge and its intersection with Garfield Street would be reconstructed in place with improved geometrics. A connection to the Illinois Prairie Path would also be implemented near the north I-290 interstate right-of-way at South Ridgeland Avenue and along the existing sidewalk on the south Harrison Street right-of-way, west of Elmwood Avenue. The portion near South Ridgeland Avenue would be approximately 170 feet south of the district's south NRHP boundary and the portion west of Elmwood Street would be approximately 30 feet south of the district's south NRHP boundary.

Per the traffic noise studies, there would a barely perceptible auditory change near the Gunderson Historic District with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Two noise barriers, the 15-foot B36 barrier and 13-foot B38 barrier, in the vicinity of the district were approved to be implemented through the viewpoint solicitation process. Between South East and South Ridgeland Avenues, the B36 noise barrier would be located along a portion of the existing Harrison Street right-of-way and the existing I-290 interstate right-of-way, between approximately 160 feet and 210 feet south of the district's south NRHP boundary. Intervening mature trees, dense vegetation, the IDOT Traffic System Center, a low brick wall, and other buildings obscure views between the district's contributing buildings nearest Harrison Street and the noise barrier. Between South Ridgeland and Lombard Avenues, the B38 noise barrier would be located along the existing I-290 interstate right-of-way, approximately 225 feet southeast of the district's southeast boundary at Harrison Street and South Ridgeland Avenue; intervening buildings and mature trees obscure views between the district's contributing buildings and the noise barrier.

4.3.11.3 Effects Assessment

Project implementation would have no adverse effect to the Gunderson Historic District. The +1 dB(A) increase in traffic noise levels represents an auditory change to the district's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the district's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative's additional mainline travel lanes would not be visible from the district's nearest contributing buildings at Harrison Street, which are oriented east and west to each other along Gunderson, Elmwood, and South Ridgeland Avenues and setback on their lots; intervening mature trees and buildings further obstruct views between the district's contributing resources and the Preferred Alternative. The South Ridgeland Avenue bridge at I-290 would be reconstructed in place with no substantial changes in grade and would not affect the district's setting due to the distance between it and the district's nearest contributing buildings at South Ridgeland Avenue and Harrison Street and intervening mature trees and buildings that block views south from the district.

The B36 noise barrier would be visible from portions of the district's south NRHP boundary and those contributing buildings nearest Harrison Street; however, views south are partially obstructed by intervening mature trees, a low brick wall, and buildings. Similarly, the B38 noise barrier may be visible from some portions of the district's contributing buildings near its southeast NRHP boundary at Harrison Street and South Ridgeland Avenue, but the majority of the district is located northward and away from the Preferred Alternative. The noise barriers would represent a visual change to the district's south setting, but they are located outside of the historic district's NRHP boundary, across Harrison Street and partially obscured by intervening mature trees within and outside of the district, as well as intervening buildings. These views south toward I-290 are also not as important to conveying the district's historical significance as those views between contributing resources within the district. No historically significant views would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a collection of uniformly designed American Foursquare houses with Colonial Revival, Craftsman, and Prairie style influences or its association with that form, those styles, community planning in Oak Park, or local developer S.T. Gunderson & Sons. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Gunderson Historic District.

Figure 4-34. Gunderson Historic District



View east along Harrison Street toward Gunderson Avenue and contributing buildings (at left), district's southwest NRHP boundary at Harrison Street and Gunderson Avenue, and I-290 Preferred Alternative (at right). B36 noise barrier location (at right) along I-290 north right-of-way and existing brick wall (at right).

Figure 4-35. Gunderson Historic District



View west along Harrison Street toward district's south NRHP boundary along Harrison Street, contributing building on east side of Gunderson Avenue (at right) and I-290 Preferred Alternative (at left, behind building). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way.

Figure 4-36. Gunderson Historic District



View southwest along Harrison Street at South Elmwood Avenue toward district's south NRHP boundary along Harrison Street, contributing building on west side of South Elmwood Avenue (at right), and I-290 Preferred Alternative (at left). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way.

Figure 4-37. Gunderson Historic District



View southeast along Harrison Street at South Elmwood Avenue toward district's south NRHP boundary along Harrison Street, contributing building on east side of South Elmwood Avenue (at left), and I-290 Preferred Alternative (at right). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way and existing brick wall (at right).

Figure 4-38. Gunderson Historic District



View southwest along South Elmhurst Avenue from within district boundaries and contributing buildings toward Harrison Street and I-290 Preferred Alternative (at center). B36 noise barrier location (arrow location, at center) along I-290 north right-of-way.

Figure 4-39. Gunderson Historic District



View southwest along South Ridgeland Avenue at Harrison Street from district's east NRHP boundary toward contributing building on South Ridgeland Avenue (at right), I-290 Preferred Alternative (at center), and South Ridgeland Avenue bridge (at center). B38 noise barrier location (arrow location, at center) along I-290 north right-of-way, east of South Ridgeland Avenue bridge.

4.3.12 Columbus Park

See Appendix A and Figure 4-40 to Figure 4-45

4.3.12.1 Historic Significance

Columbus Park is listed in the NRHP under Criteria A and C and designated a NHL under Criterion 4 as an exceptionally important work of design and the masterpiece of landscape architect and conservationist Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. The 135-acre park was designed between 1915 and 1920 to reflect his Prairie-style philosophies in terms of both landscape architecture and programming components. Much of Jensen's original vision for the park was realized and remains intact. In addition, Columbus Park includes architecturally significant elements by architects such as John S. Van Bergen, James Dibelka, and John Christiensen.

Located in the Austin neighborhood on the west side of Chicago, it was conceived by the West Park Commission in 1912 as part of the expansion effort to develop recreational and cultural facilities for unserved densely populated neighborhoods, which were rapidly reaching westward. Columbus Park is bounded by West Adams Street to the north; South Central Avenue to the east; the I-290 Eisenhower Expressway to the south; and South Austin Boulevard to the west. The park's original boundaries were generally the same with the exception of its south boundary, which originally extended to Lexington Avenue. The 1953 construction of I-290 took the southernmost nine acres of the property for the interstate right-of-way, changing the south boundary of the park. Mature trees and dense vegetation along the park's south boundary partially obstructs views to I-290.

Columbus Park is historically significant because it embodies the Prairie School movement and Jensen's application of it to landscapes. Columbus Park is one of the finest examples of the movement and Jensen's most holistic and unique design that captures the spirit of the Midwest. Jensen's distinctly Midwestern style was inspired by the natural scenery of the region. Like Chicago's Prairie School architects, Jensen emphasized horizontality of the prairie landscape and celebrated the beauty of indigenous materials, such as native plants, natural-looking waterways reminiscent of prairie rivers, layered stonework emulating natural Midwestern bluffs, and large clearings representing the meadows. Columbus Park retains the significant elements of Jensen's design style by continuing his plant selection and maintaining his signature landmarks such as the stone paths, children's shelter, the council ring, and the waterfalls. Columbus Park retains integrity of location, design, materials, feeling, and association. It also retains integrity of setting, despite the loss of the southernmost nine acres to the interstate construction. The park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds. Additionally, it retains integrity of setting to the north, east, and west and its relationship to the surrounding residential neighborhood.

4.3.12.2 Preferred Alternative in Vicinity of Property

Near Columbus Park, the majority of proposed work would occur outside of its NHL boundary. Between South Austin Boulevard and South Central Avenue, the existing profile of the interstate ascends from the "trench" under the South Austin Boulevard bridge and gradually becomes elevated over South Central Avenue. In this area, the Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which would be reconfigured to accommodate the two additional travel lanes. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located adjacent to Columbus Park's south NHL boundary.

The South Austin Boulevard and South Central Avenue bridges in the vicinity of Columbus Park would be reconstructed in place with no perceptible grade changes to the bridges. The Austin Boulevard I-290 interchange would retain its existing center ramp termini, but be converted to conventional right-hand ramps. The interchange would also have pedestrian refuge islands installed between the ramps. Improvements would be made to its intersection with Garfield Street, south of I-290. The South Central Avenue interchange would retain its existing configuration with changes to the profile of its ramps. These profile changes would not be perceptibly visible. This proposed work would occur outside of Columbus Park's NHL boundary within existing rights-of-way. No additional right-of-way or easements are required for the interchange or roadway improvements.

Within Columbus Park, two temporary easement areas are proposed along portions of the south NHL boundary near South Austin Boulevard (west end) and South Central Avenue (east end). At the west end, the temporary easement would be used to connect the existing trail within the park to a new 450-foot shared-use path through the park's southwest corner. The shared-use path would connect to South Austin Boulevard and the proposed extension of the Illinois Prairie Path. At its terminus at South Austin Boulevard, a context-appropriate plaza treatment would be implemented. Landscaping improvements, including proposed tree plantings and earthen berms, would be implemented in this southwest corner of the park around the trail extension. At the east end, the temporary easement would be used to reconstruct a portion of the park's existing trail with grading to address drainage issues and to construct new earthen berms for screening a portion of the expressway in the vicinity of the Central Avenue on-ramp. Landscaping improvements would also be implemented between the existing trail in-place and the park's south boundary with I-290. No permanent easements and no new right-of-way is required within Columbus Park's boundaries.

Per the traffic noise studies, there would be a decrease in traffic noise levels near Columbus Park with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent to the property's south NHL

boundary, which is next to the I-290 interstate right-of-way, or within its historic boundaries. However, three approved noise barriers are in the vicinity of the property. The 15-foot B42 noise barrier would be located along the south I-290 right-of-way, directly south and across the existing I-290 interstate, CSX Railroad, and CTA Blue Line rights-of-way, east of South Austin Boulevard. Depending on the location, the B42 barrier would be between approximately 300 feet and 375 feet south of the property's south NHL boundary. Intervening mature trees and dense vegetation within the park property, and the interstate profile obscure views between the park, its contributing resources, and the noise barrier.

Between Lombard Avenue and South Austin Boulevard, the 17-foot B40 barrier would be located along the north side of the I-290 interstate right-of-way, approximately 95 feet southwest and across South Austin Boulevard from Columbus Park's southwest NHL boundary. Between South Central and Laramie Avenues, the 15-foot B44 barrier would be located within the existing I-290 interstate right-of-way between the eastbound and westbound travel lanes. It would be located approximately 280 feet southeast of the property's southeast NHL boundary; intervening mature trees within the park, the South Central Avenue entrance ramp to I-290, and the South Central Avenue bridge obstruct views between the park and the barrier. No other noise barriers were approved in this area.

4.3.12.3 Effects Assessment

Project implementation of the proposed shared-use path and landscape improvements would occur within the NHL boundaries of Columbus Park. This area of the park was altered in 1953 when the southernmost nine acres of the property was taken for the construction of I-290 and does not represent the extent of Jensen's original design intent at the south end of the park. However, the area does retain the two ridges originally created by Jensen to provide a sense of enclosure at the south end of the park; these would be retained as part of project implementation. The park has experienced modifications, alterations, and loss of original fabric in response to frequently changing community needs throughout its history. The proposed shared-use path and landscape improvements would be an alteration to the park, but they would not adversely affect the park's character-defining features or its ability to convey its historical significance under Criteria A and C. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect Columbus Park's integrity of setting. The -2 dB(A) decrease in traffic noise levels represents an auditory change to the property's setting, however, the decrease in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be implemented within the existing interstate right-of-way; intervening mature trees and dense vegetation within and along the park's south boundary partially obstruct views

south to the interstate right-of-way and the additional travel lanes would not represent a substantial change to the property's setting or any historically significant viewsheds. The proposed shared-use path and landscape improvements would not adversely affect the property's integrity of setting and would represent a minor alteration to the park's south setting within the park. The path and landscape improvements would be a similar use to features already located here and would not detract from the original landscape design intent in this area.

The barriers would be visible from portions of the park property at the southeast and southwest corners; the barrier directly south and across I-290 would not be visible from the park due to the grade of I-290 in this area. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and views to I-290 from the park are not historically significant. The spatial relationships between contributing features in the park would be retained, as would the setting within the park. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as an exceptionally important work of design and the masterpiece of landscape architect and conservationist Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Columbus Park.

Figure 4-40. Columbus Park



View southeast along South Austin Boulevard toward southwest corner of Columbus Park and proposed shared-use path connection (at left, center), South Austin Boulevard bridge (at right), and I-290 Preferred Alternative (at center, right).

Figure 4-41. Columbus Park



View southwest along existing park trail from within Columbus Park toward its southwest corner and proposed shared-use path connection (center), South Austin Boulevard (at right), I-290 Preferred Alternative (at center), and B40 noise barrier location west of South Austin Boulevard.

Figure 4-42. Columbus Park



View west along existing park trail from within Columbus Park toward its southwest corner and proposed shared-use path connection (at center), South Austin Boulevard (at center), and I-290 Preferred Alternative (at right).

Figure 4-43. Columbus Park



View east along existing park trail from within Columbus Park toward its southeast corner and proposed landscape improvements (at center), South Central Avenue westbound ramp (at center), and I-290 Preferred Alternative (at center).

Figure 4-44. Columbus Park



View west along existing park trail from within Columbus Park toward proposed landscape improvements (at center), and I-290 Preferred Alternative (at left).

Figure 4-45. Columbus Park



View southwest along South Central Park Avenue toward southeast corner of Columbus Park (at right), I-290 Preferred Alternative (at left and center), and South Central Park Avenue bridge (at left).

4.3.13 Assumption Greek Orthodox Church

See Appendix A and Figure 4-46 to Figure 4-48

4.3.13.1 Historic Significance

The Assumption Greek Orthodox Church is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style applied to a religious building and designed by a local master architect. The building was constructed from 1937 until 1938 by Constantine Vlamis and designed by architect Peter E. Camburas. The Byzantine-style, three-story masonry structure has a cruciform footprint. Located within the residential Austin neighborhood in Chicago, the church is oriented west across South Central Avenue toward Columbus Park. It has proximate southwest views toward I-290 from the west-facing facade, though they are partially obstructed by mature trees in Columbus Park, and the South Central Avenue bridge; views directly south are blocked by the adjacent Loretto Hospital.

The building is historically significant for its design that exemplifies Byzantine design principles as applied to a religious building; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains integrity of location, design, materials, workmanship, feeling, and association. It retains moderate integrity of setting due to changes in its western viewshed in Columbus Park and the construction of I-290 in the 1950s south of the church, though views to I-290 are partially blocked by the intervening Loretto Hospital.

4.3.13.2 Preferred Alternative in Vicinity of Property

Near the Assumption Greek Orthodox Church, all proposed work would occur outside of its NRHP boundary. Between South Austin Boulevard and South Central Avenue, the existing profile of the interstate ascends from the "trench" under the South Austin Boulevard bridge and gradually becomes elevated over South Central Avenue. East of South Central Avenue, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. In this area, the Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which would be reconfigured to accommodate the two additional travel lanes. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 205 feet south of the property's south NRHP boundary. No new right-of-way is required in this area.

The South Central Avenue bridge in the vicinity of Assumption Greek Orthodox Church would be reconstructed in place with improvements at its intersection with West Flournoy Street. The South Central Avenue interchange would retain its existing configuration with changes to the profile of its ramps. These profile changes would not be perceptibly visible. This work would occur within existing roadway right-of-way.

Per the traffic noise studies, there would an increase in traffic noise levels near Assumption Greek Orthodox Church with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property. The nearest approved noise barrier to be implemented, the 15-foot B44 barrier, would be located within the existing I-290 interstate right-of-way between the eastbound and westbound travel lanes between South Central and Laramie Avenues. It would be located approximately 415 feet south of the property's south NRHP boundary. The intervening multi-story Loretto Hospital to the south obstructs views between the building and the noise barrier.

4.3.13.3 Effects Assessment

Project implementation would not adversely affect the Assumption Greek Orthodox Church's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would not be visible from the building's west-facing facade because the South Central Avenue bridge walls block views to the travel lanes. Additionally, intervening mature trees and dense vegetation within Columbus Park block views southwest to I-290. The South Central Avenue bridge would be reconstructed in place with no substantial changes in grade; these grade changes would not be perceptibly visible.

Just east of South Central Avenue, the B44 noise barrier would be located within the I-290 right-of-way, in the median, between the eastbound and westbound travel lanes. Although views to the barrier from the property would largely be obstructed by the intervening multi-story Loretto Hospital, a small portion of the barrier may be visible from portions of the building's southeast corner, which projects slightly beyond Loretto Hospital. The building is oriented west toward Columbus Park and views south toward I-290 do not contribute to conveying the property's historical significance under Criterion C and Criteria Consideration A. No historically significant viewsheds would be altered by the additional mainline travel lanes, the reconstruction of the South Central Avenue bridge, or the noise barrier. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Byzantine architectural style applied to a religious building and designed by a local master architect or its association with that style or architect. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Assumption Greek Orthodox Church.

Figure 4-46. Assumption Greek Orthodox Church



View south along South Central Avenue from west-facing facade (at left) toward I-290 Preferred Alternative (at center), South Central Avenue bridge (arrow location, at center), and Columbus Park (at right). B44 noise barrier location (left of arrow location, east of South Central Avenue) within I-290 right-of-way, in median between eastbound and westbound travel lanes.

Figure 4-47. Assumption Greek Orthodox Church



View northeast along I-290 Preferred Alternative westbound travel lanes, west of South Central Avenue, toward Loretto Hospital (at center, left) and Assumption Greek Orthodox Church (arrow location, at left). B44 noise barrier location (at right) within I-290 right-of-way, in median between eastbound and westbound travel lanes.

Figure 4-48. Assumption Greek Orthodox Church



View northeast along I-290 Preferred Alternative westbound travel lanes, east of South Central Avenue, toward Loretto Hospital (at left, center) and Assumption Greek Orthodox Church (arrow location, at left). B44 noise barrier location (at right) within I-290 right-of-way, in median between eastbound and westbound travel lanes.

4.3.14 Garfield Park

See Appendix A and Figure 4-49 to Figure 4-51

4.3.14.1 Historic Significance

Garfield Park is listed in the NRHP under Criteria A and C as one of three original parks of the West Park Commission that continually accommodated the recreational and cultural needs of the community and for significant landscape design and architecture by noted architects and landscape architects. Garfield Park began as one of the original pleasure grounds planned in 1869, and was developed by the West Park Commission beginning in 1871. The park was initially planned by William Le Baron Jenney; later additions and modifications were made in the 1880s by Oscar F. Dubuis, and the major redevelopment project occurred from 1905 to 1920 when Jens Jensen was brought on by the West Park Commission. Garfield Park became the setting for his process of experimentation in developing the Prairie style of landscape architecture. Located within a residential Chicago neighborhood, Garfield Park is a 184.72-acre site located north of I-290; the majority of the park and its contributing elements are located further north between West Jackson Boulevard and the Chicago & North Western Railroad and Lake Street.

Garfield Park is historically significant for its ability to evolve according to the recreational and cultural needs of the community, as well as its significance in landscape design and architectural history. Throughout its history, both landscape and buildings in Garfield Park have undergone modifications and lost original fabric in response to frequently changing community needs. Despite these alterations, essential character-defining features such as historic roads and paths, buildings, structures, landforms, water features, and some plant materials are intact. Overall, the Garfield Park landscape retains its highest integrity from the period in which Jenson contributed to the park between 1905 and 1920. The park's numerous contributing features continue to retain integrity of location, design, materials, workmanship, feeling, and association. The park also retains integrity of setting, despite alterations to its south boundaries nearest I-290 and the construction of I-290 in the 1950s. The park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds.

4.3.14.2 Preferred Alternative in Vicinity of Property

Near Garfield Park, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. From within the park, the existing I-290 interstate right-of-way is located approximately 95 feet south of the park's pedestrian path parallel to West 5th Avenue (a contributing feature) and partially obstructed by intervening mature

trees, dense vegetation, and buildings. The property's southwest NRHP boundary along Independence Boulevard and West Congress Parkway is located just outside of the I-290 right-of-way. No new right-of-way is required in this area for the re-striping.

Per the traffic noise studies, there would an increase in traffic noise levels near Garfield Park with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Four noise barriers were approved through the viewpoint solicitation process near the southernmost NRHP boundary of Garfield Park, which is north of West Congress Parkway. They are located on the north and south sides of the existing I-290 interstate right-of-way, east and west of South Independence Boulevard. Between South Pulaski Road and South Independence Boulevard, two 17-foot noise barriers would be located on the north and south sides of the interstate right-of-way. To the north, the B59 barrier would be located approximately 75 feet west of the property's west NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 255 feet from the pedestrian path parallel to West 5th Avenue (a contributing feature). To the south, the B60 barrier would be located approximately 65 feet southwest of the property's west NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 450 feet southwest of the pedestrian path parallel to West 5th Avenue (a contributing feature).

Between South Independence and South Central Park Boulevards, the 17-foot B61 barrier would be located on the south side and the 15-foot B62 barrier would be located on the north side of the interstate right-of-way. The B61 barrier would be located just east of the property's east NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 95 feet south of the pedestrian path parallel to West 5th Avenue (a contributing feature). The B62 barrier would be located just east of the property's east NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 395 feet south of the pedestrian path parallel to West 5th Avenue (a contributing feature).

4.3.14.3 Effects Assessment

Project implementation would not adversely affect Garfield Park's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by existing vegetation. Although the additional mainline travel lanes may be visible from some portions of the park's southernmost NRHP boundary, they would consist of the existing pavement and right-of-way and would not represent a substantial change to

the property's setting or any historically significant viewsheds. Furthermore, the majority of the park and its contributing features are located much further north and away from I-290.

The barriers would be visible from portions of the park property at its southwest NRHP boundary and would represent a visual change to the property's setting in this area; however, they are located outside of the historic property boundary. Furthermore, views to I-290 are not historically significant or important to conveying the park's character-defining features. The spatial relationships between contributing features in the park would be retained, as would the setting within the park. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as one of three original parks of the West Park Commission that continually accommodated the recreational and cultural needs of the community and for significant landscape design and architecture by noted architects and landscape architects. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Garfield Park.

Figure 4-49. Garfield Park



View south along South Hamlin Boulevard/South Independence Boulevard from within Garfield Park NRHP boundaries, north of West Congress Parkway (at center), toward I-290 Preferred Alternative and noise barrier locations east and west of South Independence Boulevard (arrow locations).

Figure 4-50. Garfield Park



View east along West Congress Parkway toward Garfield Park (at left), South Independence Boulevard (at center), and I-290 Preferred Alternative (at right). Noise barrier locations east and west of South Independence Boulevard (arrow locations).

Figure 4-51. Garfield Park



View south from West Jackson Boulevard within Garfield Park boundaries toward park baseball fields and I-290 Preferred Alternative (arrow location).

4.3.15 The Chicago Park Boulevard System Historic District

See Appendix A and Figure 4-52 to Figure 4-54

4.3.15.1 Historic Significance

The Chicago Park Boulevard System Historic District is eligible for listing in the NRHP under Criteria A and C as the premier example of using landscape architecture and design to create a cohesive park and boulevard system throughout the Chicago urban landscape. The system is composed of designed parks linked by a series of landscaped boulevards and is nationally significant because of its association with the country's most influential architects and landscape architects. The Chicago Park Boulevard System was the first system of its kind designed on a major scale. The district consists of approximately twenty-six miles and contains more than 3000 properties. Only a small portion of the greater Chicago Park Boulevard System Historic District is located within the I-290 APE. It includes Garfield Park and continues south along South Independence Boulevard, passing over the I-290 expressway, toward Douglas Avenue and Douglas Park, both of which are outside of the APE.

The architecture of the Chicago Park Boulevard System Historic District represents the progression of Chicago's architectural styles from 1869 to 1946. The buildings along the boulevards and parks encompasses a multitude of buildings types and styles that were popular during the time that Chicago's park and boulevard system was developed. Buildings along the system were designed by architects such as Henry Ives Cobb, Shepley, Rutan & Coolidge, Holabird & Roche, Frank Lloyd Wright, Alfred Alschuler, Solon S. Beman, Eero Saarinen, and Mies van der Rohe. However, for the segment of the district located along the south side of Chicago's Midway Plaisance, where the University of Chicago expanded across from where the university was established in 1892, the period of significance for architecture extends to 1964. Historically significant properties within the APE date from 1872 to 1939 and include commercial, recreational, and residential buildings. Architectural styles along Independence Boulevard range from Italianate and Classical Revival row houses, Exotic Revival and twenty-first century apartment buildings. Within Garfield Park, architectural styles vary from Prairie School to Exotic Revival and date from the 1880s to the 1930s.

The Chicago Park Boulevard System Historic District is historically significant as a milestone in the development of integrated systems of parks and boulevards in Chicago. It retains integrity of location, setting, design, workmanship, materials, feeling, and association. Lighting, signage, and landscape treatments of the parks and boulevards has since changed since its inception, however, many alterations were guided by informed practitioners, sympathetic to the designs of the original architects and landscape architects. Despite these alterations, essential character-defining features such as its original size and configuration are intact. The buildings along the parks and boulevards have not undergone significant stylistic changes.

4.3.15.2 Preferred Alternative in Vicinity of Property

Near the Chicago Park Boulevard System Historic District, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is

slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The district's NRHP boundary follows the contributing South Independence Boulevard, which crosses over the I-290 interstate right-of-way and extends south to West Polk Street. North of I-290, the existing I-290 interstate right-of-way is located approximately 150 feet south of the nearest contributing building at 412 South Hamlin Boulevard and approximately 95 feet south of the contributing Garfield Park. Both are partially obstructed by intervening non-contributing buildings, mature trees, and/or dense vegetation. South of I-290, the existing I-290 interstate right-of-way is located approximately 280 feet north of the nearest contributing building at 622-624 South Independence Boulevard. No new right-of-way is required in this area for the re-striping.

Per the traffic noise studies, there would an increase in traffic noise levels near the Chicago Park Boulevard System Historic District with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Through the viewpoint solicitation process, four noise barriers were approved on the north and south sides of the existing I-290 interstate right-of-way, adjacent and just outside of the district's east and west NRHP boundaries along South Independence Boulevard. Between South Pulaski Road and South Independence Boulevard, two 17-foot barriers would be located on the north and south sides of the interstate right-of-way. To the north, the B59 barrier would be located just outside of the district's west NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 155 feet south of the contributing building at 412 South Hamlin Boulevard. To the south, the B60 barrier would be located just outside of the district's west NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 285 feet north of the contributing building at 622-624 South Independence Boulevard.

Between South Independence and South Central Park Boulevards, the 17-foot B61 barrier would be located on the south side and the 15-foot B62 barrier would be located on the north side of the interstate right-of-way. The B61 barrier would be located just outside of the property's east NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 95 feet south of the contributing Garfield Park and approximately 325 feet southeast of the contributing building at 412 South Hamlin Boulevard. The B62 barrier would be located just outside of the district's east NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 375 feet northeast of the contributing building at 622-624 South Independence Boulevard.

4.3.15.3 Effects Assessment

Project implementation would not adversely affect Chicago Park Boulevard System Historic District's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the district's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and would have no effect to the district's integrity of setting. Although the additional mainline travel lanes may be visible from some portions of the park's southernmost NRHP boundary, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds. Furthermore, the majority of the district and its contributing features is located outside of the project limits for I-290.

The barriers would be visible from portions of the district and its nearest contributing buildings and would represent a visual change to the setting of the district and those properties in this area; however, they are located outside of the historic property boundary. Furthermore, views to I-290 are not historically significant or important to conveying the district's character-defining features or historical significance. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as premier example of using landscape architecture and design to create a cohesive park and boulevard system throughout the Chicago urban landscape. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Chicago Park Boulevard System Historic District.

Figure 4-52. Chicago Park Boulevard System Historic District



View southwest along South Independence Boulevard at West Congress Parkway from within the Chicago Park Boulevard System Historic District's boundaries toward I-290 Preferred Alternative (at center). Noise barriers along I-290 north and south right-of-way (arrow locations).

Figure 4-53. Chicago Park Boulevard System Historic District



View northeast along West Harrison Street at South Independence Boulevard (at center) within Chicago Park Boulevard System Historic District boundaries toward I-290 Preferred Alternative (at left). Noise barriers along I-290 north and south right-of-way (arrow locations).

Figure 4-54. Chicago Park Boulevard System Historic District



View northwest along West Harrison Street at South Independence Boulevard (at center) within Chicago Park Boulevard System Historic District boundaries toward I-290 Preferred Alternative (at left). Noise barriers along I-290 north and south right-of-way (arrow locations).

4.3.16 First Church of the Brethren

See Appendix A and Figure 4-55 to Figure 4-57

4.3.16.1 Historic Significance

First Church of the Brethren is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building and exemplifies late nineteenth-century revivalist architectural trends. Constructed in 1897, the building was designed by architect Daniel Everett Waid. The Tudor Revival-style, three-story, stone-masonry building has a crucifix footprint with a flat-roof tower at the corner of the street intersection. The church complex includes the original Tudor Revival church building and an unattached parsonage residence, both of which are stylistically similar and physically connected, as well as a Sunday school building executed in Romanesque Revival style. Located within a residential neighborhood at the northeast corner of South Central Park Avenue and West Congress Parkway, the building is oriented west toward vacant parcels. Its south side elevation faces I-290; dense vegetation along the north I-290 right-of-way partially obstructs views south to the expressway.

The building is historically significant for its expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. The First Church of Brethren retains integrity of location, design, materials, workmanship, feeling, and association. The most notable change is the replacement windows in some areas, though these changes do not detract from the building's integrity. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion in the neighborhood in the late nineteenth century.

4.3.16.2 Preferred Alternative in Vicinity of Property

Near the First Church of the Brethren, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet south of the building's south side elevation and south NRHP boundary. No new right-of-way is required in this area.

Per the traffic noise studies, there would be an increase in traffic noise levels near the First Church of the Brethren with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Two noise barriers, the 15-foot B62 barrier and 9-foot B63 barrier, were approved through the viewpoint solicitation process near the First Church of the Brethren. Between South Independence Boulevard and South Central Park

Avenue, the 15-foot B62 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 100 feet southwest of the building's southwest corner and NRHP boundary. Between South Central Park Avenue and Homan Avenue, the 9-foot B63 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 50 feet south of the building's south side elevation and NRHP boundary.

4.3.16.3 Effects Assessment

Project implementation would not adversely affect First Church of the Brethren's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of First Church of the Brethren, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by existing vegetation. Although the additional mainline travel lanes may be visible from some portions of the building, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The B62 noise barrier, located southwest of the building along the north I-290 right-of-way, would be visible from the building's west-facing facade and portions of its south-side elevation, obstructing views to and from the property. The B63 noise barrier, located directly south of the building along the north I-290 right-of-way would be visible from the building's south side elevation and portion of its east rear elevation. Although the noise barriers would represent a visual change to the property's setting, they would not alter any historically significant viewsheds since none remain south of the property due to the prior construction of the expressway in the 1950s. Furthermore, the noise barriers are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building that exemplifies late nineteenth-century revivalist architectural trends or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to First Church of the Brethren.

Figure 4-55. First Church of the Brethren



View south along South Central Park Avenue toward west-facing facade (at left), West Congress Parkway (at center), and I-290 Preferred Alternative (at center). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at right). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at left).

Figure 4-56. First Church of the Brethren



View east along West Congress Parkway toward South Central Park Avenue (at center), west-facing facade (at left), and I-290 Preferred Alternative (at right). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at right). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at center).

Figure 4-57. First Church of the Brethren



View west along West Congress Parkway toward South Central Park Avenue (at center), south side elevation (at right), and I-290 Preferred Alternative (at left). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at center). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at left).

4.3.17 Altgeld Park Fieldhouse

See Appendix A and Figure 4-58 to Figure 4-60

4.3.17.1 Historic Significance

The Altgeld Park Fieldhouse is eligible for listing in the NRHP under Criteria A and C as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park, and associated with the innovative early twentieth-century trends in recreation in Chicago. The building was designed and constructed in 1929 by local architects Christian S. Michaelsen and Sigurd Anton Rognstad for the West Park Commission (later the Chicago Park District). The building is oriented west toward South Washtenaw Avenue and has a rectangular footprint and form. It is located in a residential neighborhood and set back from West Congress Parkway and I-290 to the north. Mature trees along the park's north boundary at West Congress Parkway partially obstruct views north.

The Altgeld Park Fieldhouse is historically significant for its association with early twentieth-century recreational trends in Chicago and as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park. The building retains integrity of location, design, materials, workmanship, feeling, and association. It also retains moderate integrity of setting, which is diminished to the north by the presence of I-290, which was constructed in the 1950s.

4.3.17.2 Preferred Alternative in Vicinity of Property

Near the Altgeld Park Fieldhouse, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 160 feet north of the building's north side elevation and north NRHP boundary while the nearest eastbound travel lanes are located approximately 230 feet north of the building's north side elevation. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Altgeld Park Fieldhouse with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented through the viewpoint solicitation process near the property. Between South California Avenue and the Union Pacific Railroad, the 9-foot B72 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, approximately 160 feet north of the building's north side elevation and north NRHP boundary.

4.3.17.3 Effects Assessment

Project implementation would have no adverse effect to the Altgeld Park Fieldhouse's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity ofAltgeld Park Fieldhouse, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by mature trees within the park. Although the additional mainline travel lanes may be visible from some portions of the building's north side elevation, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The B72 noise barrier, located directly north of the building along the south I-290 right-of-way, would be visible from portions of the building's north side elevation, west-facing facade, and east rear elevation, partially obstructing views to and from the property. Although the barrier would represent a visual change to the property's setting, it is located outside of the historic property boundary and the setting outside of the park surrounding park property is not as important to conveying the property's significance and character-defining features under Criteria A and C as its integrity of design, workmanship, materials, feeling, and association. Additionally, no historically significant viewsheds would be altered because the building is oriented west, away from I-290, and none remain to the north due to the prior construction of the interstate in the 1950s. Therefore, the barrier would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park, or its association with that style or the innovative early twentieth-century trends in recreation in Chicago. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Altgeld Park Fieldhouse.

Figure 4-58. Altgeld Park Fieldhouse



View northeast along South Washtenaw Avenue toward west-facing facade (at right) and I-290 Preferred Alternative (at center). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.

Figure 4-59. Altgeld Park Fieldhouse



View east along West Congress Parkway at South Washtenaw Avenue toward north side elevation (at right) and I-290 Preferred Alternative (at left). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.

Figure 4-60. Altgeld Park Fieldhouse



View west along West Congress Parkway toward South Washtenaw Avenue, north side elevation (at left) and I-290 Preferred Alternative (at right). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.

4.3.18 Precious Blood Roman Catholic Church

See Appendix A and Figure 4-61 to Figure 4-63

4.3.18.1 Historic Significance

Precious Blood Roman Catholic Church is eligible for listing in the NRHP under Criterion C and Criteria Considerations A and B as a complex of two religious buildings that convey significant design merit and exhibit an important juxtaposition. The 1907-1908 main church and school building is a significant example of a purpose-built religious institution intended for worship and education; its form and architectural detail convey these proposed uses. The adjacent ca. 1930 rectory is a good example of a Mediterranean Revival building. The buildings face north toward West Congress Parkway and I-290 near South Western Avenue. They are located in an early twentieth-century Chicago neighborhood

Precious Blood Roman Catholic Church is historically significant for its unique interpretation of Classical and Mediterranean Revival design applied to two religious buildings. Although the church was moved in 1930 when Western Avenue was widened, it was moved only 18 feet west and retains its original orientation, setting, and general environment. It also retains integrity of location. The complex retains moderate integrity of design, materials, workmanship, feeling, and association. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion and religious education in the neighborhood in the early twentieth century.

4.3.18.2 Preferred Alternative in Vicinity of Property

Near Precious Blood Roman Catholic Church, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet north of the north NRHP boundary and approximately 60 feet north of the buildings' north-facing facades. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Precious Blood Roman Catholic Church with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, two noise barriers were approved to be implemented through the viewpoint solicitation process near and directly in front of the property. Between South Maplewood and South Western Avenues, the 13-foot B74 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, approximately 50 feet north of the buildings' north-facing facade and north NRHP boundary. Between South Western Avenue and South Oakley Boulevard, the 19-foot B75 noise barrier would be

located along the south side of the existing I-290 interstate right-of-way, approximately 160 feet northeast of the property's northeast NRHP boundary across South Western Avenue.

4.3.18.3 Effects Assessment

Project implementation would not adversely affect Precious Blood Roman Catholic Church's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of Precious Blood Roman Catholic Church; however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the building's north side elevation, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The barriers would be visible from the buildings' north-facing facade and portions of the church's east side elevation and the rectory's west side elevation, obstructing views to and from the property. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association as a church complex. Additionally, no historically significant viewsheds would be altered because none remain to the north due to the prior construction of the interstate in the 1950s. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a complex of two religious buildings that convey significant design merit and exhibit an important juxtaposition or their association with Classical and Mediterranean styles or the church's school-like form. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Precious Blood Roman Catholic Church.

Figure 4-61. Precious Blood Roman Catholic Church



View east along West Congress Parkway toward South Western Avenue (at center), north-facing facades of church complex's buildings (at right), and I-290 Preferred Alternative (at left). B74 noise barrier located west of South Western Avenue along north I-290 right-of-way (arrow location at left) directly in front of property.

Figure 4-62. Precious Blood Roman Catholic Church



View northwest along West Congress Parkway toward South Western Avenue (at center), north-facing facade and south side elevation of church (at left), and I-290 Preferred Alternative (at right). B75 noise barrier located east of South Western Avenue along north I-290 right-of-way (arrow location at right) northeast of property. B74 noise barrier located west of South Western Avenue along north I-290 right-of-way (arrow location at center) directly in front of property.

Figure 4-63. Precious Blood Roman Catholic Church



View north along South Western Avenue toward I-290 Preferred Alternative (at center) and south side elevation of church (at left). B75 noise barrier located east of South Western Avenue along north I-290 right-of-way (arrow location at right) northeast of property.

4.3.19 Tri-Taylor Historic District

See Appendix A and Figure 4-64 to Figure 4-67

4.3.19.1 Historic Significance

The Tri-Taylor Historic District is listed in the NRHP under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for their association with the "second settlement type" of neighborhood development in the late-nineteenth to early twentieth century in Chicago. Developed between 1872 and 1910 by several builders responding to the rapid need for housing for immigrants, the district is primarily residential, though it includes mixed residential and commercial development along West Taylor Street and part of Harrison Street. The architecture of the community reflects the growing affluence of its residents during the 1880s and includes unique architectural enclaves as well as finely preserved streetscapes typical of the time period. The district contains 360 contributing buildings and consists of a range of masonry row houses from the High-Victorian-style apartment buildings, and single family residences. The Tri-Taylor Historic District is bounded to the north by West Congress Parkway and I-290 with the majority of the district located southward and away from the expressway.

The Tri-Taylor Historic District is historically significant for its association with westward settlement of Chicago, particularly by immigrant groups, and because of its distinctive architectural styles and setting. Each street is unique depending on the time period it was developed and by whom it was designed. The Tri-Taylor Historic District retains integrity of location, design, workmanship, materials, feeling, and association. The setting to the north and east has been compromised by the prior construction of I-290 in the 1950s and newer redevelopment of nearby land.

4.3.19.2 Preferred Alternative in Vicinity of Property

Near the Tri-Taylor Historic District, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 40 feet north of the district's north NRHP boundary along West Congress Parkway and approximately 55 feet from the north side elevation of the nearest contributing building at 501 South Claremont Avenue. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Tri-Taylor Historic District with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented through the viewpoint solicitation process directly north of the district. Between Western Avenue and South Oakley Boulevard, the 19-foot B75 noise barrier would be located along the south side of the existing I-290

interstate right-of-way, approximately 40 feet north of the district's north NRHP boundary and approximately 55 feet north from the north side elevation of the nearest contributing building at 501 South Claremont Avenue.

4.3.19.3 Effects Assessment

Project implementation would not adversely affect the Tri-Taylor Historic District's integrity of setting. No auditory changes were identified for the district, and therefore, no effect to the district's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the district, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the district's contributing buildings nearest West Congress Parkway and I-290, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds. Further, the nearest contributing buildings are oriented east and west to each other along South Claremont Avenue and South Oakley Boulevard, away from I-290; as is the majority of the district.

North of the district, across West Congress Parkway and along the south I-290 right-of-way, the barrier would be visible from portions of the north side elevations of contributing buildings along South Claremont Avenue and South Oakley Boulevard and potentially from portions of the west-facing facades of contributing buildings along those same streets. However, these views north, northwest, and northeast toward I-290 are not as important to conveying the district's character-defining features or its historical significance under Criteria A and C as those views between contributing buildings within the district. The barrier and the additional mainline travel lanes would not alter any historically significant viewsheds as the setting within the district is more important to conveying the district's historical significance than the setting outside it, which is diminished by the prior construction of the interstate in the 1950s. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a neighborhood of late-nineteenth and early twentieth-century intact and diverse residential buildings, or their association with the styles contained within the district or the "second settlement type" of neighborhood development in the late-nineteenth to early twentieth century in Chicago. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Tri-Taylor Historic District.

Figure 4-64. Tri-Taylor Historic District



View north along South Claremont Avenue from contributing buildings within district toward West Congress Parkway and I-290 Preferred Alternative (at center). B75 noise barrier located along south I-290 right-of-way (arrow location at center) north of district.

Figure 4-65. Tri-Taylor Historic District



View east along West Congress Parkway from north district boundary at West Congress Parkway toward I-290 Preferred Alternative (at left) and contributing buildings along Claremont Avenue (at right). B75 noise barrier located along south I-290 right-of-way (arrow location at left) north of district.

Figure 4-66. Tri-Taylor Historic District



View west along West Congress Parkway from north district boundary at West Congress Parkway toward I-290 Preferred Alternative (at right) and contributing buildings along Claremont Avenue (at left, center). B75 noise barrier located along south I-290 right-of-way (arrow location at right) north of district.

Figure 4-67. Tri-Taylor Historic District



View west along West Congress Parkway from at South Oakley Boulevard toward district's northeast NRHP boundary at South Oakley Boulevard and West Congress Parkway (at left) and I-290 Preferred Alternative (at right). B75 noise barrier located along south I-290 right-of-way (arrow location at right center) north of district.

4.3.20 Crane Technical High School

See Appendix A and Figure 4-68 to Figure 4-71

4.3.20.1 Historic Significance

Crane Technical High School is eligible for listing in the NRHP under Criteria A and C as a locally significant example of a Classical Revival style school building associated with the early twentieth-century trend toward vocational education and the development and expansion of those programs in the Chicago public school system. The building was designed and constructed in 1922 by Board of Education architect John C. Christiensen. Located in a primarily residential neighborhood, the building is oriented north toward West Jackson Boulevard, away from I-290. The building's south rear elevation, which is partially comprised of the noncontributing ca. 1977 addition, faces south to I-290 and its east and west side elevations have proximate views to the interstate.

The building is historically significant for its Classical Revival architecture and its association with the development of vocational education in the early twentieth century. It retains integrity of location, setting, design, materials, workmanship, feeling, and association.

4.3.20.2 Preferred Alternative in Vicinity of Property

Near Crane Technical High School, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet south of the building's south rear elevation and south NRHP boundary.

Per the traffic noise studies, there would be a decrease in traffic noise levels near Crane Technical High School with the Preferred Alternative, as shown in Table 1-1. No noise barrier is proposed directly in front of or south of the property. Since the existing noise levels already approach or exceed the NAC noise level limits, two noise barriers was approved to be implemented in the vicinity of the property through the viewpoint solicitation process. Between South Western Avenue and South Oakley Boulevard, the 9-foot B76 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 120 feet southwest of the building's southwest corner. Between South Leavitt Street and South Damen Avenue, the 11-foot B80 noise barrier would be located along the north side of the existing I-290 right-of-way, approximately 400 feet southeast of the building's southeast corner.

4.3.20.3 Effects Assessment

Project implementation would not adversely affect Crane Technical High School's integrity of setting. The -1 dB(A) decrease in traffic noise levels represents an auditory change to the property's setting, however, the decrease in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of Crane Technical High School; however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the building's south rear, east side, and west side elevations, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The barriers would be visible from portions of the building's south rear, east side, and west side elevations. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criteria A and C as its integrity of design, workmanship, materials, feeling, and association. Additionally, the building is oriented north toward West Jackson Boulevard and away from I-290; its historically significant viewsheds are primarily located along West Jackson Boulevard and the viewshed south to I-290 does not contribute to the property's significance. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a locally significant example of a Classical Revival style school building or its association with that style or the early twentieth-century trend toward vocational education and the development and expansion of those programs in the Chicago public school system. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Crane Technical High School.

Figure 4-68. Crane Technical High School



View northeast along I-290 Preferred Alternative and South Oakley Boulevard toward building's south rear elevation (at left). B80 noise barrier located along south I-290 right-of-way (arrow location at left center) southeast of property.

Figure 4-69. Crane Technical High School



View northwest along I-290 Preferred Alternative and South Oakley Boulevard toward building's south rear and east side elevations (at right). B76 noise barrier located along south I-290 right-of-way (arrow location at left center) southwest of property.

Figure 4-70. Crane Technical High School



View west along West Van Buren Street toward South Oakley Boulevard (at center), I-290 Preferred Alternative (at left), and building's south rear elevation (at right). B76 noise barrier located along south I-290 right-of-way (arrow location at left center) southwest of property.

Figure 4-71. Crane Technical High School



View south along South Oakley Boulevard toward West Jackson Boulevard (at center), building's north-facing facade and west side elevation (at left), and I-290 Preferred Alternative (at center).

4.3.21 Louis Pasteur Memorial

See Appendix A and Figure 4-72 to Figure 4-74

4.3.21.1 Historic Significance

The Louis Pasteur Memorial is eligible for listing in the NRHP under Criterion C and Criteria Considerations B and F as an excellent and rare example of Leon Hermant's work as a sculptor in Chicago as his only known public freestanding sculpture in Chicago. The bust and human forms are unique freestanding public works executed in the Art Deco style. The memorial was designed in 1928 by Hermant and architect Edward Bennett for Grant Park, where it was originally located. The statue honors French chemist Louis Pasteur and his achievements in medicine. In 1946, the memorial was moved to Convalescent Park by the West Side Medical Center Commission as part of an effort to renovate the City's west side medical district. Today, the statue remains in front of the Cook County Hospital Administration Building within the Illinois Medical District neighborhood. It is located within a block of greenspace bound by West Congress Parkway, South Wood Street, West Harrison Street, South Wolcott Avenue, and Ogden Avenue. The memorial is oriented south toward the Cook County Hospital Administration Building, which is located south across West Harrison Street, and away from I-290. The spatial relationship between the memorial and the Cook County Hospital Administration Building and its park-like setting are integral to its setting.

The Louis Pasteur Memorial is historically significant for its Art Deco-style bust and human forms designed by sculptor Leon Hermant as his only freestanding sculpture in Chicago. Despite some deterioration due to poor maintenance, original materials continue to convey Hermant's original design intent. Therefore, the Louis Pasteur Memorial retains integrity of design, materials, workmanship, feeling, and association. The memorial was moved to its current location in 1946 and does not retain its original location or setting of Grant Park. Since 1946, the immediate park-like setting of the greenspace surrounding the memorial has not substantially changed, nor has its spatial relationship with the Cook County Hospital Administration Building to its south. However, its greater setting was substantially altered by the construction of I-290 to the north in the 1950s, the demolition of buildings in the 1980s that were part of the block of greenspace surrounding the memorial, and the more recent demolition and replacement of buildings to its east. Consequently, the memorial does not retain integrity of setting.

4.3.21.2 Preferred Alternative in Vicinity of Property

Near the Louis Pasteur Memorial, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No additional right-of-way is required. The existing I-290 interstate right-of-way is located approximately 125 feet

north of the memorial's north side and NRHP boundary, across greenspace and West Congress Parkway.

Per the traffic noise studies, there would be no change in traffic noise levels near the Louis Pasteur Memorial with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented directly north of the property through the viewpoint solicitation process. Between West Ogden and South Ashland Avenues, the 13-foot B83 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, across West Congress Parkway, approximately 125 feet north of the memorial's north side.

4.3.21.3 Effects Assessment

Project implementation would have no effect to the Louis Pasteur Memorial's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The memorial no longer retains integrity of setting or any historically significant viewsheds north toward I-290. Its orientation south, away from I-290, and its spatial relationship to the Cook County Hospital Administration Building and its park-like setting are more important to conveying its significance and character-defining features under Criterion C than its relationship with I-290 to the north. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and may be visible from some portions of the memorial, but they would not affect the property's setting or any historically significant intact viewsheds because it no longer retains integrity of setting north toward I-290.

The barrier located across West Congress Parkway and along the south I-290 right-of-way would be visible from the north, east, and west sides of the memorial, but these views are not historically significant viewsheds important to conveying the property's historic significance and character-defining features under Criterion C. The barrier would not block any historically significant views and would not affect the property's integrity of setting because it no longer retains integrity of setting. No visual effects to the property were identified. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Art Deco memorial or its association with that style or as an excellent and rare example of Leon Hermant's work as a sculptor in Chicago. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Louis Pasteur Memorial.

Figure 4-72. Louis Pasteur Memorial



View east along West Congress Parkway from West Ogden Avenue toward I-290 Preferred Alternative (at left), Louis Pasteur Memorial (arrow location at center, right), and Cook County Hospital Administration Building (at right). B83 noise barrier location along south I-290 right-of-way and existing fence (at left).

Figure 4-73. Louis Pasteur Memorial



View west along West Congress Parkway toward I-290 Preferred Alternative (at right) and Louis Pasteur Memorial (arrow location at left). B83 noise barrier location along south I-290 right-of-way and existing fence (at right).

Figure 4-74. Louis Pasteur Memorial



View north from West Harrison Street in front of Cook County Hospital Administration Building toward Louis Pasteur Memorial (arrow location at center) and I-290 Preferred Alternative (at center).

4.3.22 Cook County Hospital Administration Building

See Appendix A and Figure 4-75 to Figure 4-77

4.3.22.1 Historic Significance

The Cook County Hospital Administration Building is listed in the NRHP under Criteria A and C as an excellent example of a Beaux Arts-style hospital administration building associated with the history of medicine, medical education, and public health in Chicago and nationwide. The Administration Building was built from 1912 to 1914 by John Griffiths & Sons and designed by Paul Gerhardt Sr. The eight-story masonry structure has a rectangular footprint, concrete foundation, granite and brick veneers, and terra cotta decorative elements. The building is located in the Illinois Medical District, approximately two miles west of downtown Chicago on a 6.5-acre site containing the Administration Building and later additions that comprise approximately the northern third of the block. The building is oriented north along West Harrison Street toward the Louis Pasteur Memorial and the block of greenspace bound by West Congress Parkway, South Wood Street, West Harrison Street, South Wolcott Avenue, and Ogden Avenue; I-290 is located north of these features.

The Cook County Hospital Administration Building is historically significant as a Beaux Arts-style building and for its association with the history of medicine, medical education, and public health in Chicago and the nation. The building retains moderate integrity of location, design, workmanship, materials, feeling, and association, despite alterations to the cornice and demolition of its south wings in 2008. The building's greater integrity of setting is substantially diminished by the construction of I-290 in the 1950s to the north and more recent demolition and redevelopment of surrounding properties to the northeast and northwest. The building retains its historically significant viewshed and spatial relationship with the Louis Pasteur Memorial in the block of greenspace immediately north and in front of the building.

4.3.22.2 Preferred Alternative in Vicinity of Property

Near the Cook County Hospital Administration Building, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No additional right-of-way is required. The existing I-290 interstate right-of-way is located approximately 415 feet north of the building's north-facing facade and north NRHP boundary.

Per the traffic noise studies, there would be no change in traffic noise levels near the Cook County Hospital Administration Building with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented directly north of

the property through the viewpoint solicitation process. Between West Ogden and South Ashland Avenues, the 13-foot B83 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, across West Harrison Street, the park-like greenspace containing the Louis Pasteur Memorial, and West Congress Parkway, approximately 415 feet north of the building's north-facing facade and north NRHP boundary.

4.3.22.3 Effects Assessment

Project implementation would have no effect to the Cook County Hospital Administration Building's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. Beyond the building's immediate spatial relationship with the Louis Pasteur Memorial and block of greenspace, which represents its remaining northern historically significant viewshed, the building's greater integrity of setting is substantially diminished by the prior construction of I-290 north of the greenspace as well as the demolition and redevelopment of properties to its northeast and northwest. Views to I-290 are not historically significant or important to conveying the building's character-defining features or significance under Criteria A and C. Its spatial relationship to the nearby Louis Pasteur Memorial and its park-like setting are more important to conveying its significance and character-defining features than its relationship to I-290. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and would be visible from the building, but they would not affect the property's setting or any historically significant viewsheds.

The barrier along the south I-290 right-of-way would also be visible from the building's north-facing facade, across West Harrison Street, the block of greenspace, and West Congress Parkway. However, the barrier would not represent an alteration to the property's setting given the eight-story building's scale and massing in comparison to the barrier and that it does not retain integrity of setting toward I-290. The barrier would not block any historically significant views and would not affect the property's integrity of setting. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Beaux Arts-style hospital administration building or its association with that style or the history of medicine, medical education, and public health in Chicago and nationwide. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Cook County Hospital Administration Building.

Figure 4-75. Cook County Hospital Administration Building



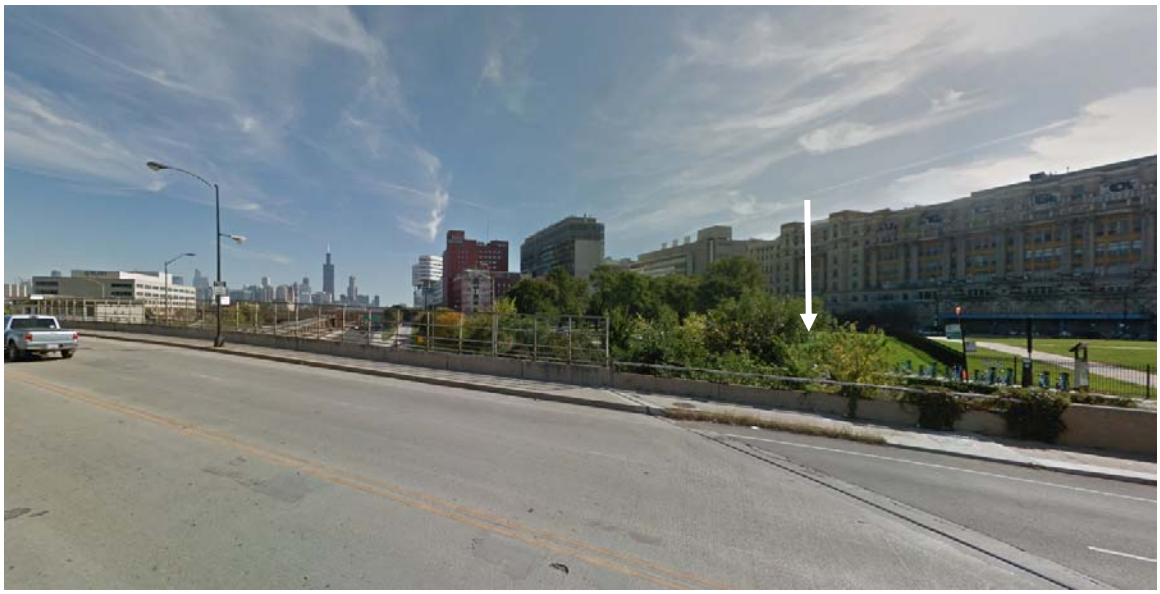
View northeast at intersection of West Harrison Street and South Wolcott Avenue toward I-290 Preferred Alternative (arrow location at left) and north-facing facade (at right).

Figure 4-76. Cook County Hospital Administration Building



View northwest at intersection of West Harrison and South Wood Streets toward I-290 Preferred Alternative, B83 noise barrier location (arrow location at right), and north-facing facade (at left).

Figure 4-77. Cook County Hospital Administration Building



View east along West Ogden Avenue bridge and I-290 Preferred Alternative (at left), B83 noise barrier location (arrow location at right), and north-facing facade (at right).

4.3.23 Chicago and Midwest Joint Board Building

See Appendix A and Figure 4-78 to Figure 4-80

4.3.23.1 Historic Significance

The Chicago and Midwest Regional Joint Board Building is eligible for listing in the NRHP under Criteria A and C as a locally significant Art Deco-style building associated with the Amalgamated Clothing Workers of America in the 1920s. In 1927, the building was designed by Chicago architect Walter W. Ahlschlager and constructed by Paschen Bros. Construction Company. The Art Deco-style, five-story, masonry building has a rectangular footprint and its facade along South Ashland Avenue is oriented west. The building has an unobstructed view south toward I-290.

The Chicago and Midwest Regional Joint Board Building is historically significant as an Art Deco-style building associated with the growth of unions in the Chicago area in the 1920s. The Chicago and Midwest Regional Joint Board Building retains integrity of location, design, materials, workmanship, feeling, and association, despite minor alterations in the first-floor windows. Although the building borders the intact West Jackson Boulevard Historic District to the north, the building's facade and south elevation now face a modern gas station and I-290, respectively. The building retains moderate integrity of setting.

4.3.23.2 Preferred Alternative in Vicinity of Property

Near the Chicago and Midwest Regional Joint Board Building, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 60 feet south of the building's south side elevation and south NRHP boundary.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Chicago and Midwest Regional Joint Board Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property's south side elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 13-foot B83 noise barrier, would be located along the south side of the existing I-290 interstate right-of-way between West Ogden and South Ashland Avenues. It would be located across the South Ashland Avenue bridge and I-290, approximately 450 feet southwest of the building's southwest corner and NRHP boundary.

4.3.23.3 Effects Assessment

Project implementation would have no effect to the Chicago and Midwest Regional Joint Board Building's integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

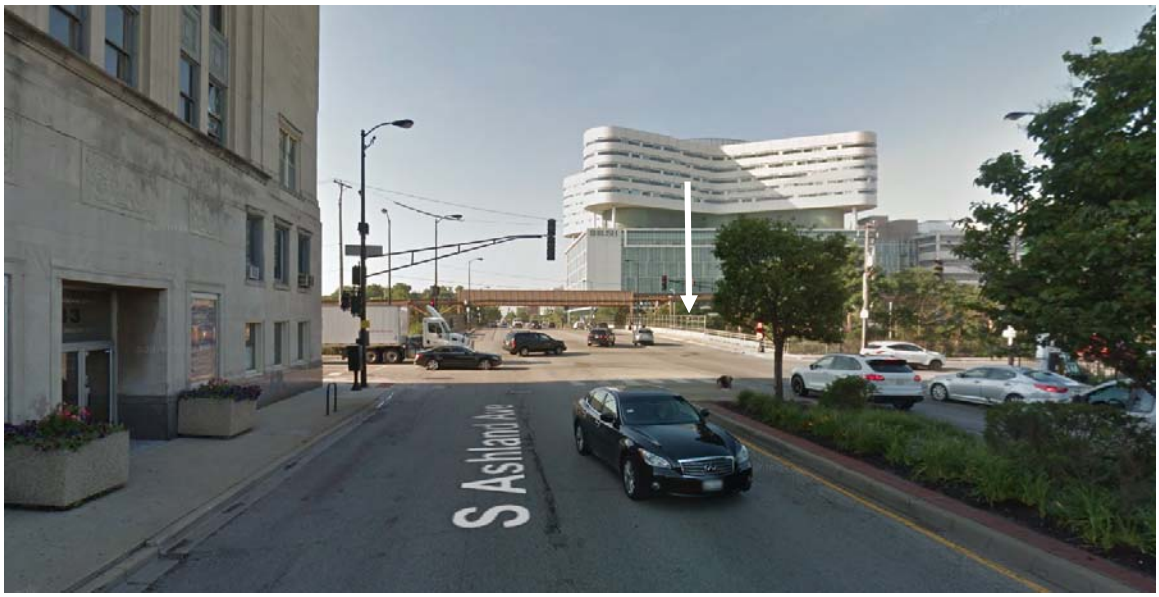
Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and would be visible from the building, but they would not represent a substantial visual change to the property's setting. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s and newer redevelopment of nearby properties.

Located southwest of the property and along the south I-290 right-of-way, across the South Ashland Avenue bridge and I-290 right-of-way, the barrier would be visible from portions of the building's west-facing facade and south side elevation. However, given the building's orientation west, the distance between the barrier and the building, and the scale of the building compared to the barrier, the barrier would not alter the property's setting or any historically significant viewsheds. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example an early twentieth-century Art Deco-style building or its association with that style, or the growth of unions in the Chicago area in the 1920s. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

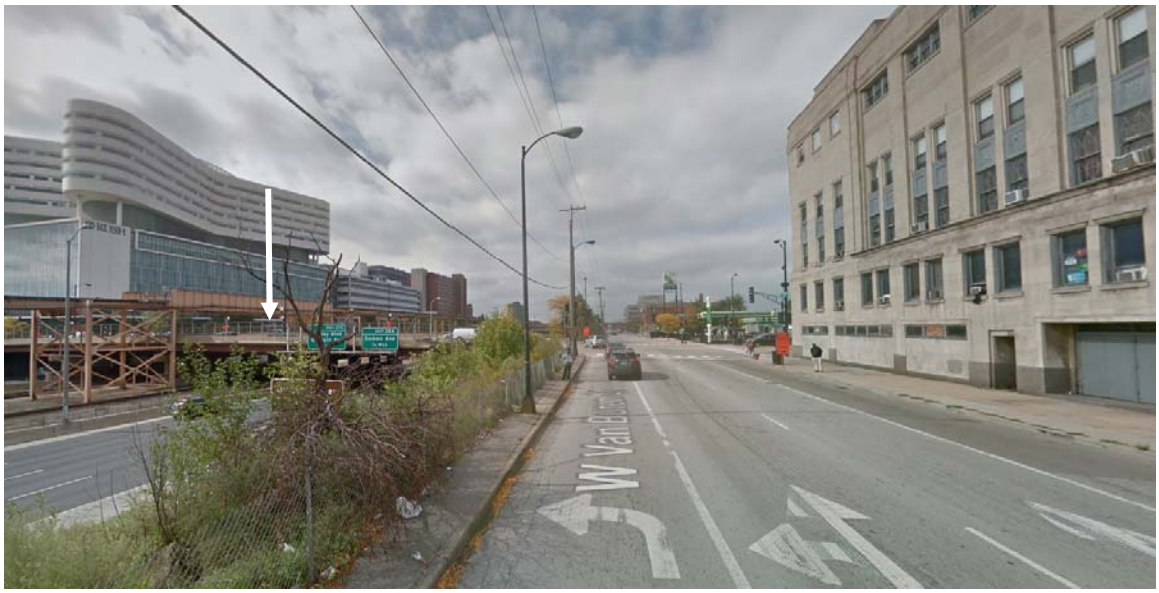
Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Chicago and Midwest Regional Joint Board Building.

Figure 4-78. Chicago and Midwest Regional Joint Board Building



View south along South Ashland Avenue toward West Van Buren Street and I-290 Preferred Alternative (at center), and west-facing facade (at left). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at right).

Figure 4-79. Chicago and Midwest Regional Joint Board Building



View west along West Van Buren Street toward South Ashland Avenue, (at center), I-290 Preferred Alternative (at left), and south side elevation (at right). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at left).

Figure 4-80. Chicago and Midwest Regional Joint Board Building

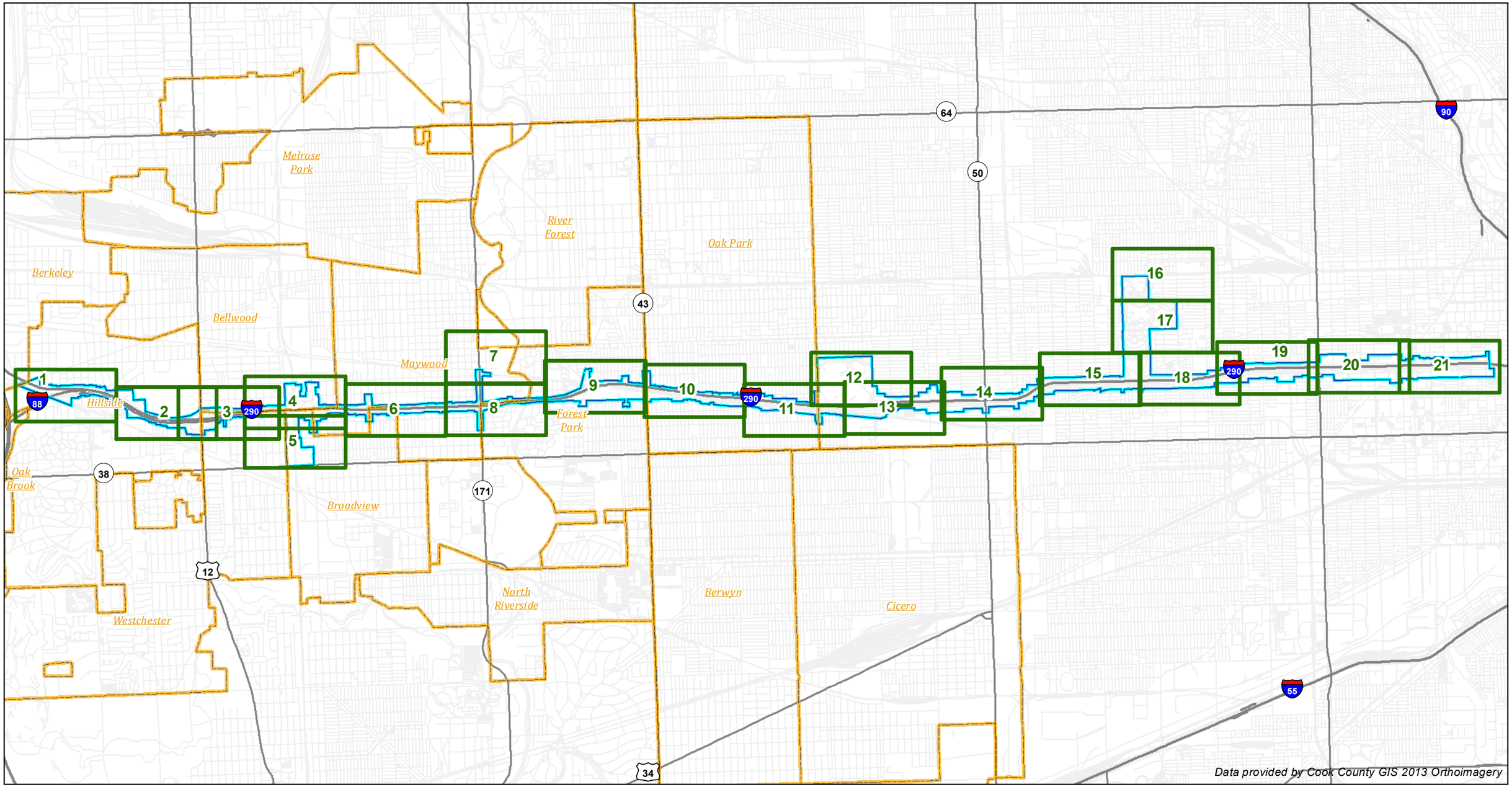


View southeast along West Van Buren Street toward South Ashland Avenue, (at center), I-290 Preferred Alternative (at right), and west-facing facade and south side elevation (at left). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at right).

Appendix A

Assessment of Effects Maps

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Municipal Boundary

Area of Potential Effects

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

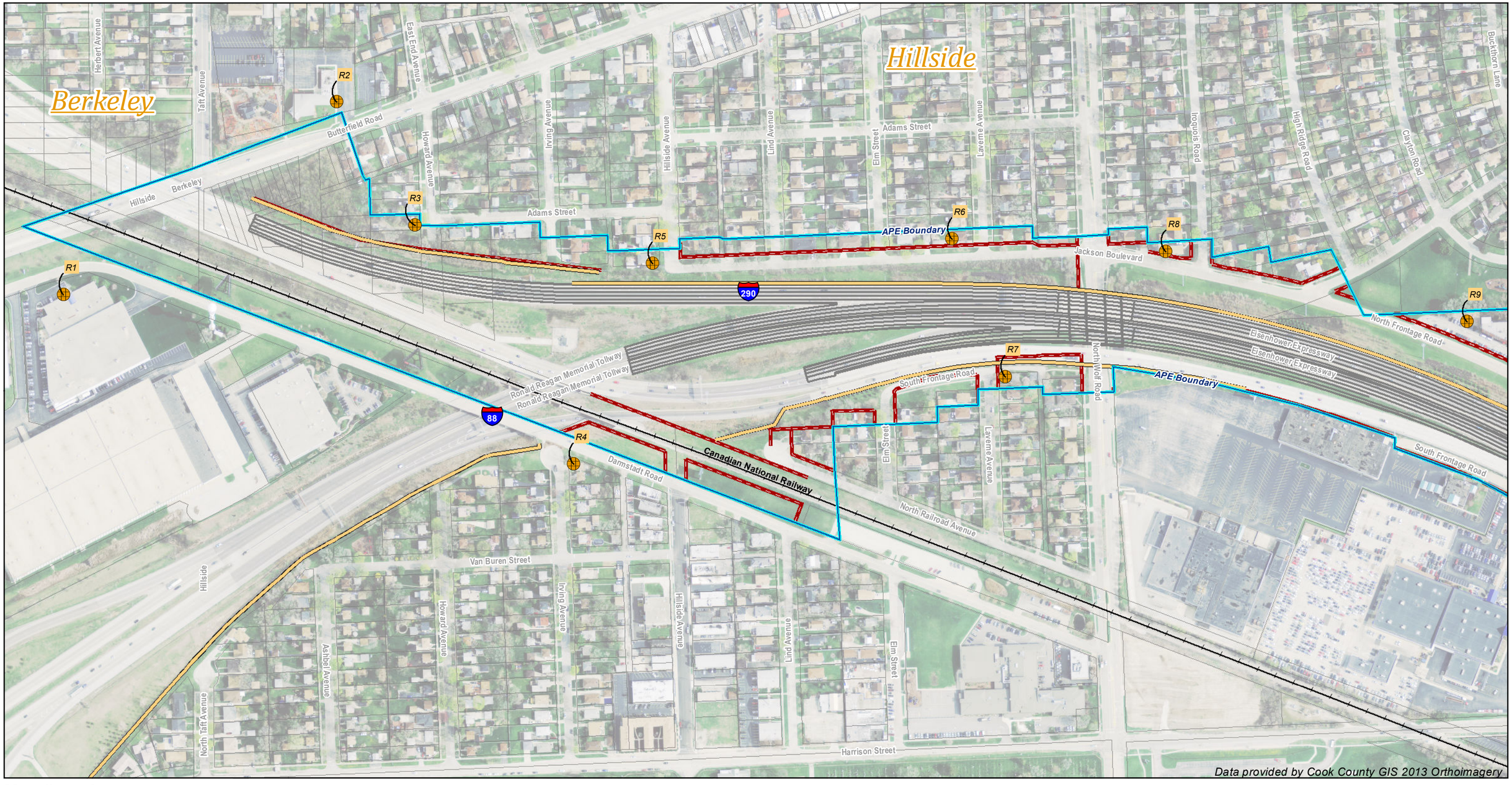
Date 3/29/2017

Eisenhower expressway

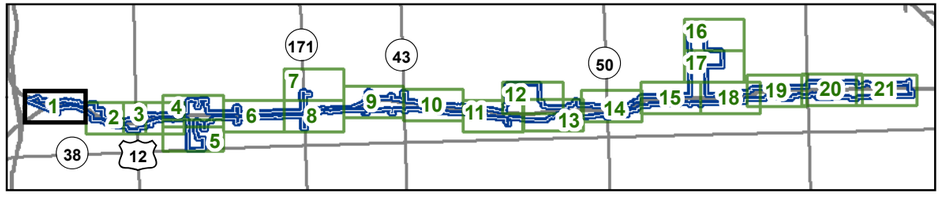
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Sheet Index

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Map Overview



1 inch = 300 feet

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Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 1 of 21

Date 3/29/2017

Hillside

Landfill

Bellwood

APE Boundary

R10

R11

R12

R13

R14

R15

R16

Gladys Avenue

Van Buren Street

Congress Street

Kitchener Street

Harrison Street

North Railroad Avenue

Seno Drive

East Avenue

Fencl Lane

Maple Avenue

South Forest Avenue

Orchard Avenue

Oakridge Avenue

Oak Avenue

Worchester Avenue

Cromwell Avenue

Westchester

Mannheim Road

Hillside

Bellwood

Hillside Drive

South Frontage Road

North Frontage Road

Eisenhower Expressway

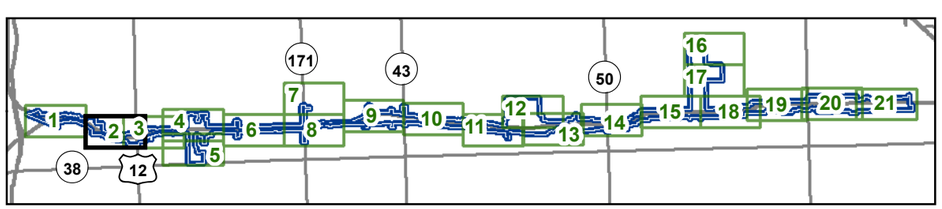
Canadian National Railway

290

12

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

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Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

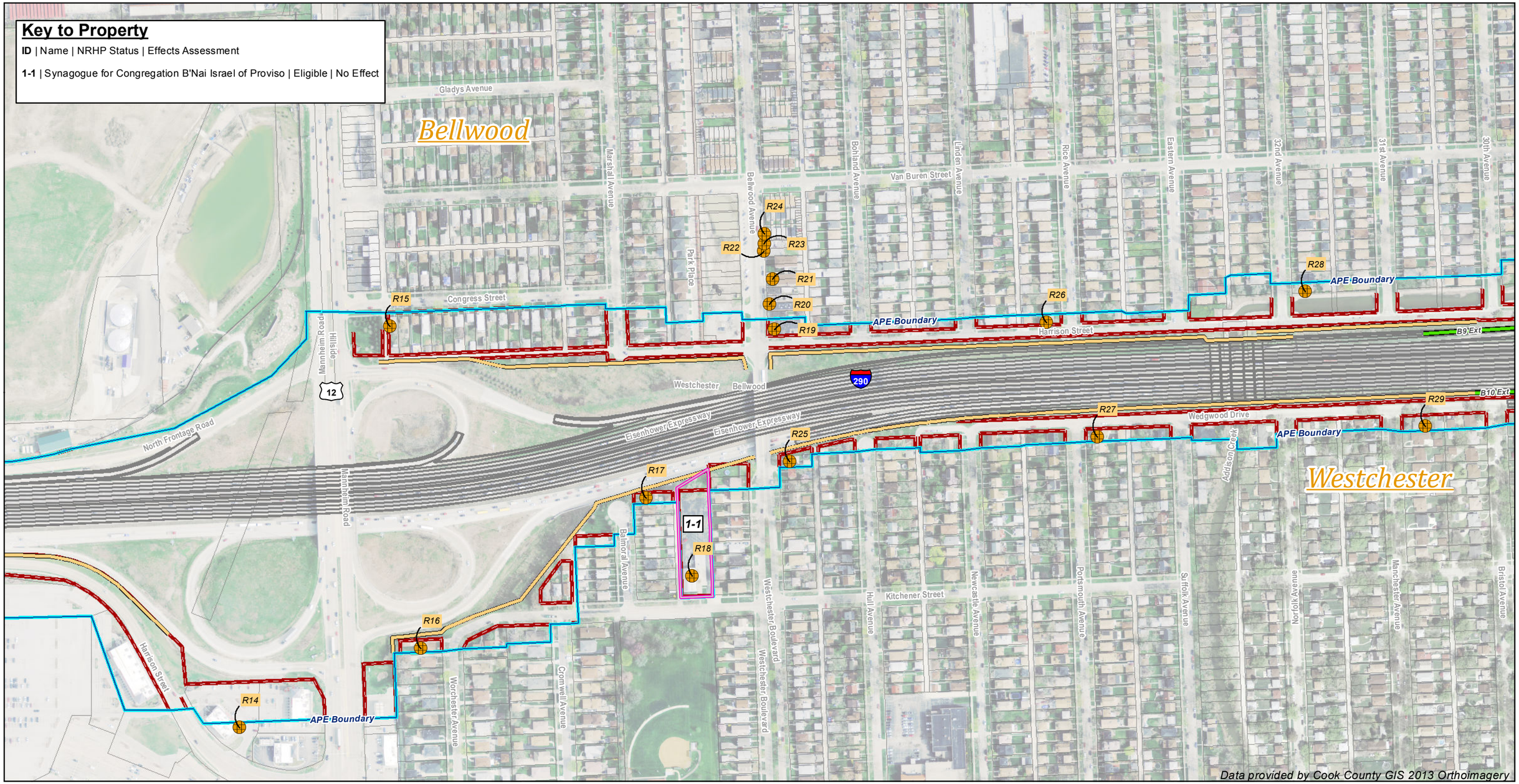
Sheet 2 of 21

Date 3/29/2017

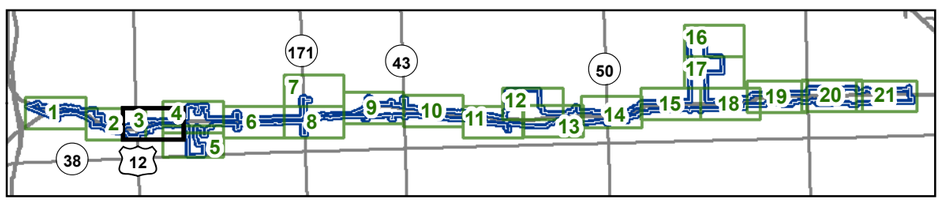
Key to Property

ID | Name | NRHP Status | Effects Assessment

1-1 | Synagogue for Congregation B'Nai Israel of Proviso | Eligible | No Effect



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

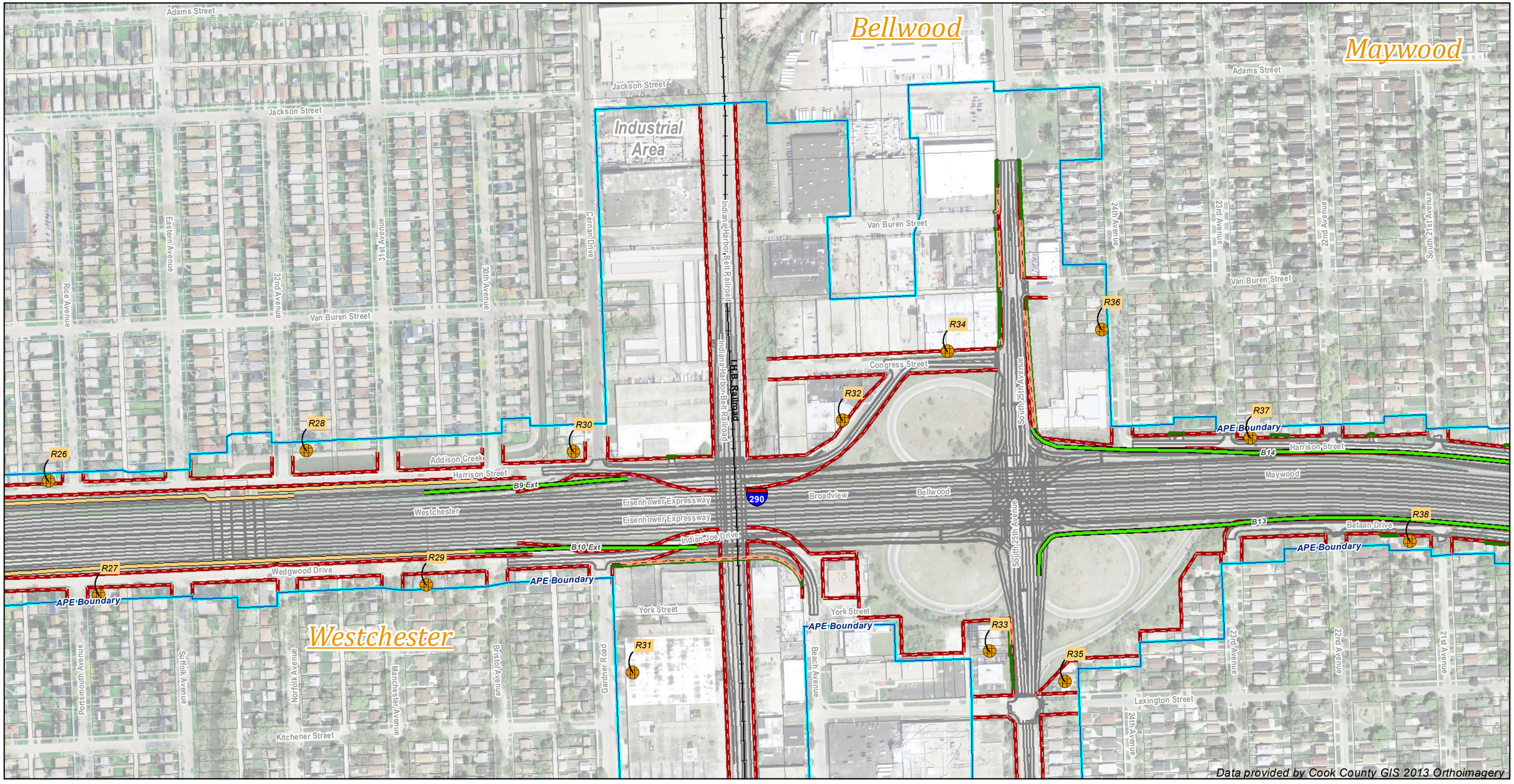
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

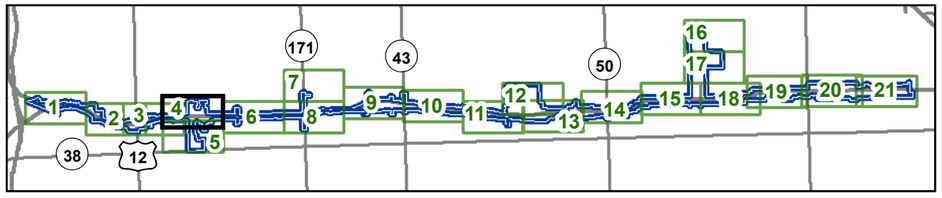
Sheet 3 of 21

Date 3/29/2017



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

- Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- #-# No Adverse Effect
- #-# No Effect

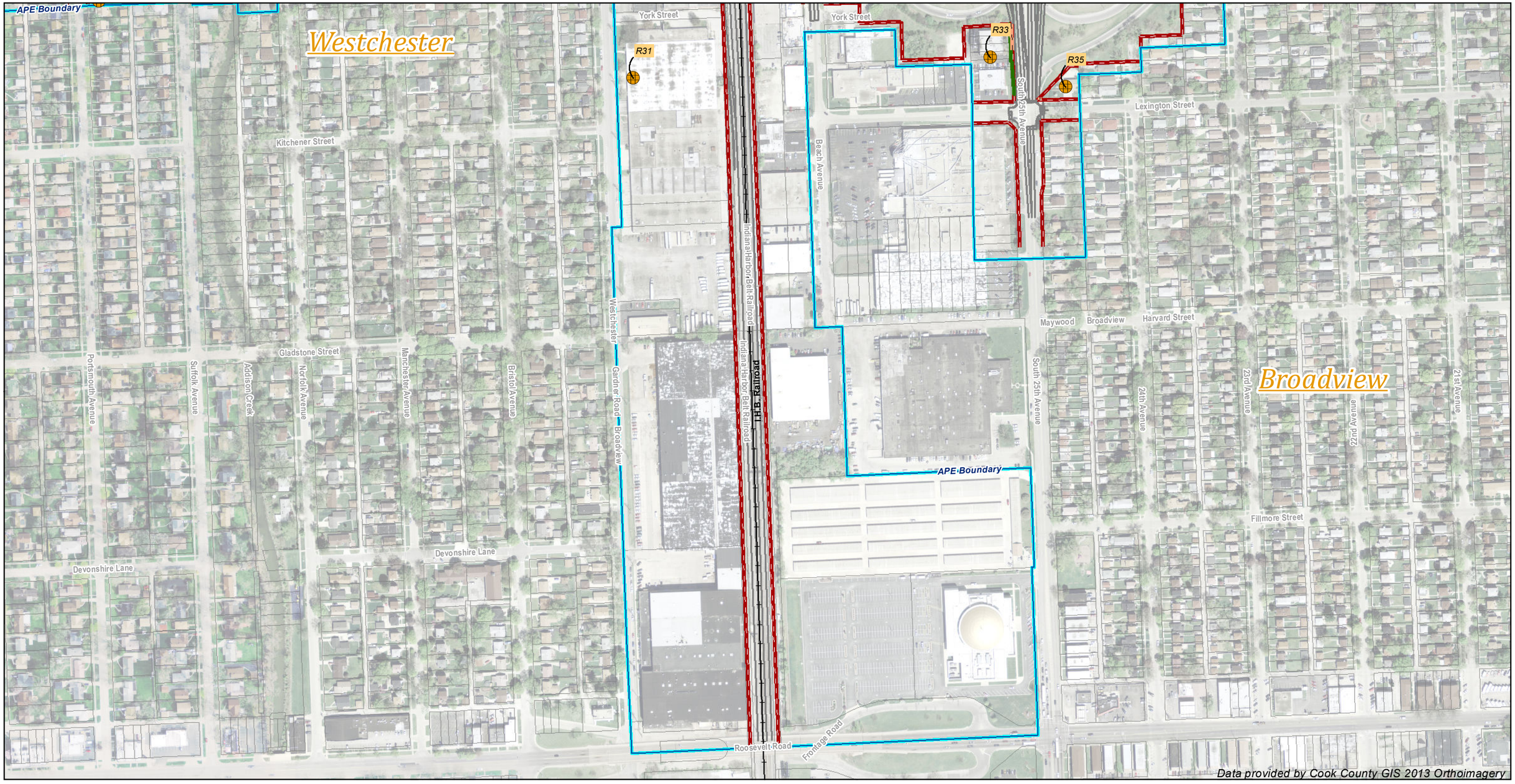
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

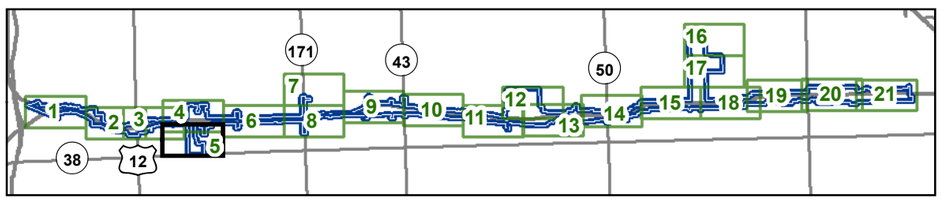
Eisenhower expressway

Sheet 4 of 21

Date 3/29/2017



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

- Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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Property's Assessment of Effect (#-# is the property ID)

- #-# No Adverse Effect
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- Existing Noise Barrier
- Railroad
- CTA Rail
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- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

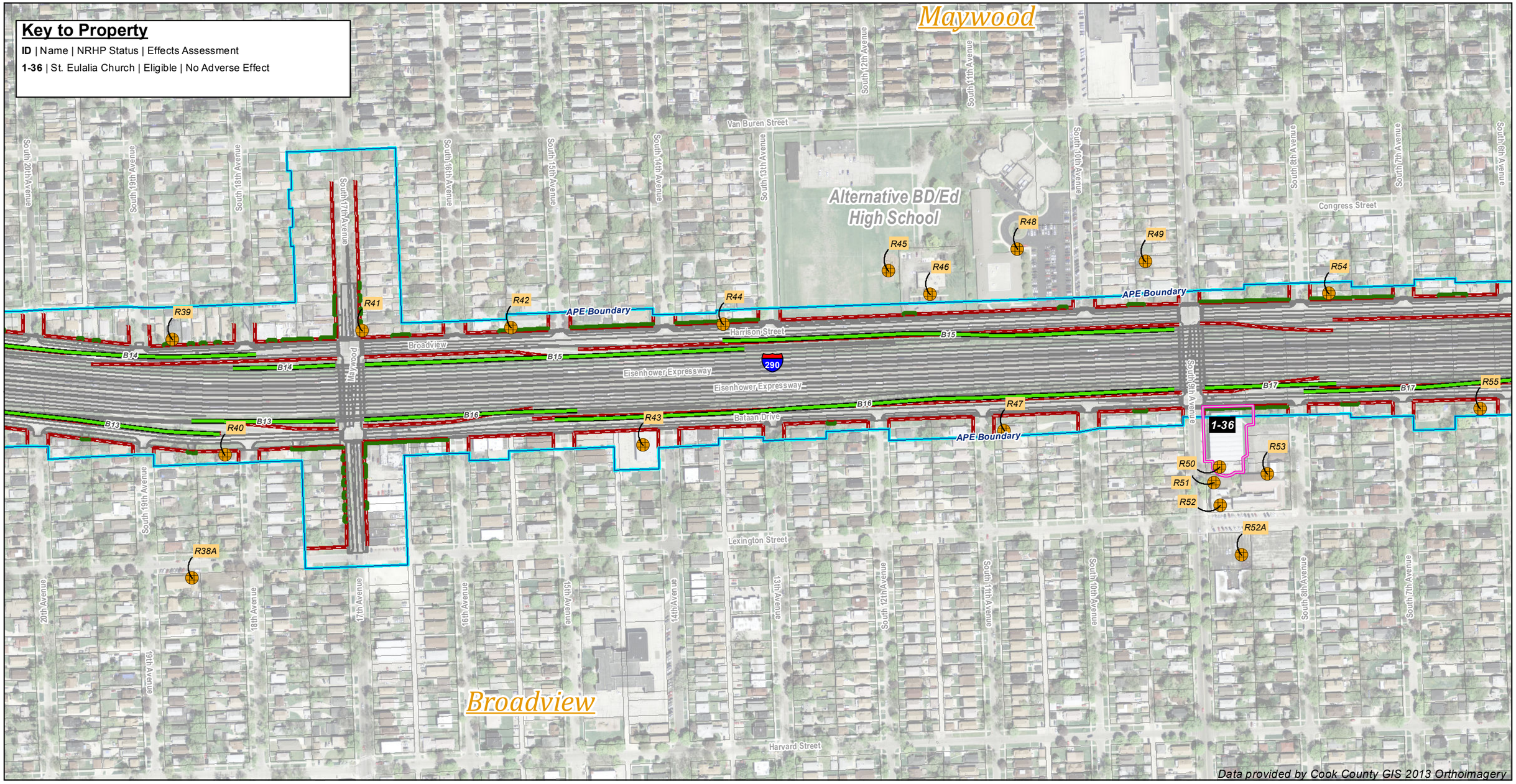
Sheet 5 of 21

Date 3/29/2017

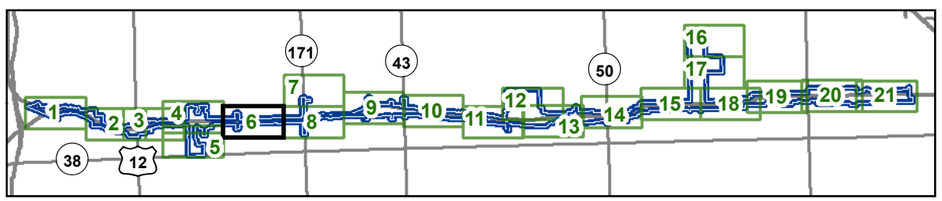
Key to Property

ID | Name | NRHP Status | Effects Assessment

1-36 | St. Eulalia Church | Eligible | No Adverse Effect



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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- NRHP - Listed Property
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- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
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- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 6 of 21

Date 3/29/2017

River Forest

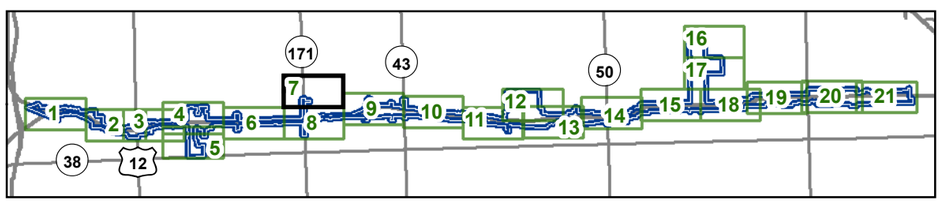
Forest Park

Maywood

Warren Street
School Street
Madison Street
Green Street
Legion Street
Wilcox Street
Quincy Street
Vine Street
River Forest
Maywood
Thatcher Avenue
Gale Avenue
Keystone Avenue
South 2nd Avenue
South 3rd Avenue
South 4th Avenue
South 5th Avenue
1st Avenue
Orchard Avenue
Greenwood Avenue
Forest Park
Des Plaines River
Cemetery
Maybrook Drive
Illinois Prairie Path
171
APE Boundary

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
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- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

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- #-# No Effect

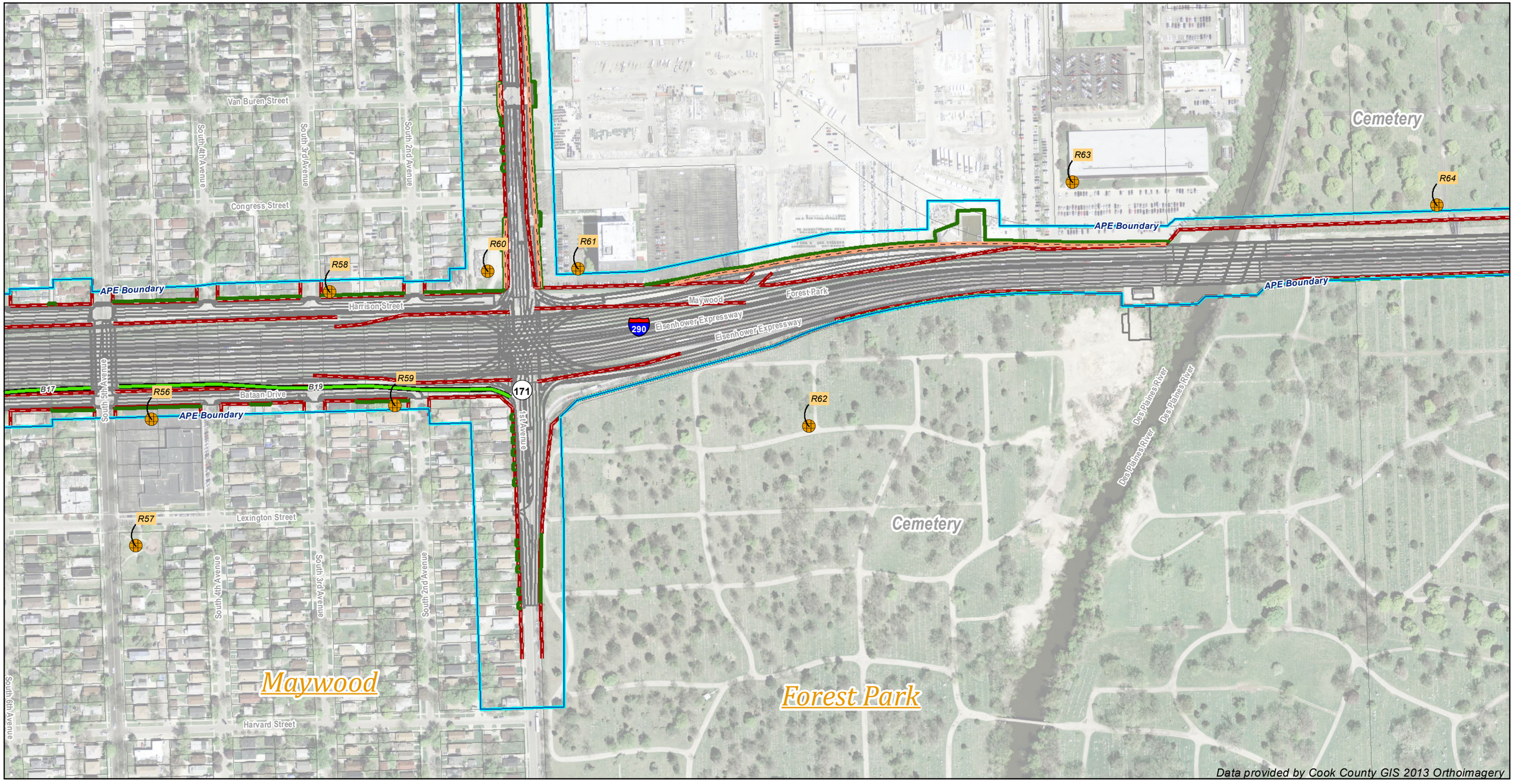
- Noise Receptor Site
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- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

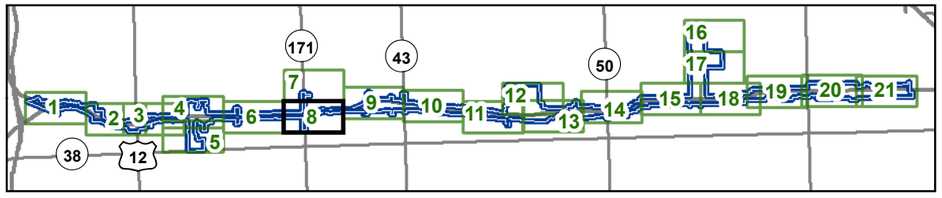
Eisenhower expressway

Sheet 7 of 21

Date 3/29/2017



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 8 of 21

Date 3/29/2017

Key to Property

ID | Name | NRHP Status | Effects Assessment

1-3 | Park District of Forest Park | Eligible | No Effect

Forest Park

Cemetery

Cemetery

Wilcox Street

Grove Lane

Van Buren Street

CSX Railroad

Lathrop Avenue

Ferdinand Avenue

Jackson Boulevard

Beloit Avenue

Thomas Avenue

Hannah Avenue

Marengo Avenue

Elgin Avenue

South Harlem Avenue

Des Plaines Avenue

Eisenhower Expressway

290

Altenheim Subdivision

Forest Park Branch

Lehmer Street

B27

B28

Circle Avenue

APE Boundary

R65

R66

R67

R68

R69

R70

R71

R72

R73

R74

R75

R76

R76A

1-3

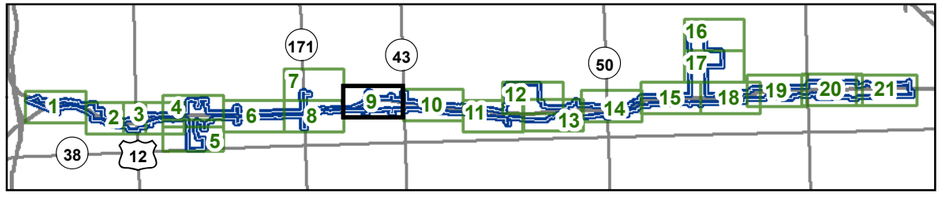
Harrison Street

York Street

Dunlop Avenue

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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- NRHP - Listed Property
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- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 9 of 21

Date 3/29/2017

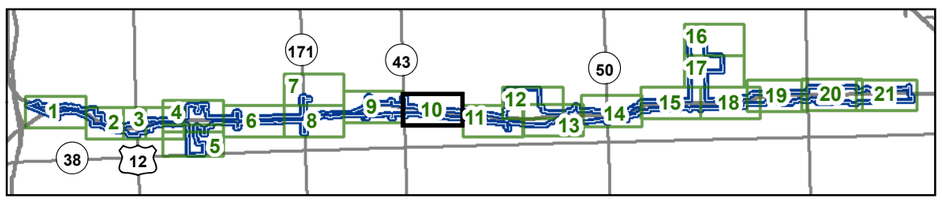
Key to Property

ID | Name | NRHP Status | Effects Assessment

1-5 | Hulbert Historic District | Previously Determined Eligible | No Adverse Effect
1-6 | 841 South Oak Park Avenue | Eligible | No Adverse Effect
1-7 | T.A. Holm Building | Eligible | No Effect
1-8 | Suburban Trust and Savings Bank Building | Eligible | No Adverse Effect
1-9 | Paulina Mansions | Previously Determined Eligible | No Effect
1-10 | Oak Park Conservatory | Listed | No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

NRHP - Eligible Property
NRHP - Listed Property
Pending NRHP Listing Property (by others)
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Property's Assessment of Effect (#-# is the property ID)

#-# No Adverse Effect
#-# No Effect

Noise Receptor Site
Approved Noise Barrier
Existing Noise Barrier

Railroad
CTA Rail
Tax Parcel
Proposed Design
Proposed Right-of-Way
Temporary Easement
Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 10 of 21

Date 3/29/2017

Key to Property

ID | Name | NRHP Status | Effects Assessment

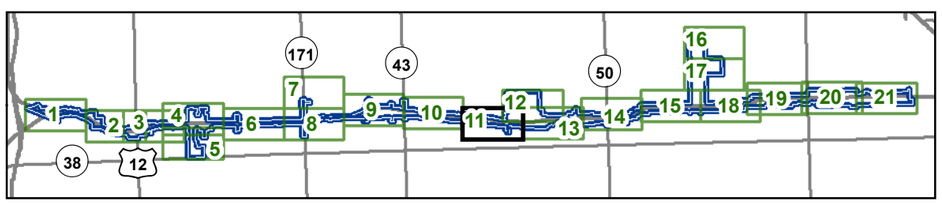
1-16 | Maze Branch Library | Eligible | No Adverse Effect

1-17 | Gunderson Historic District | Listed | No Adverse Effect

1-20 | Columbus Park | Listed (National Historic Landmark) | No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
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- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 11 of 21

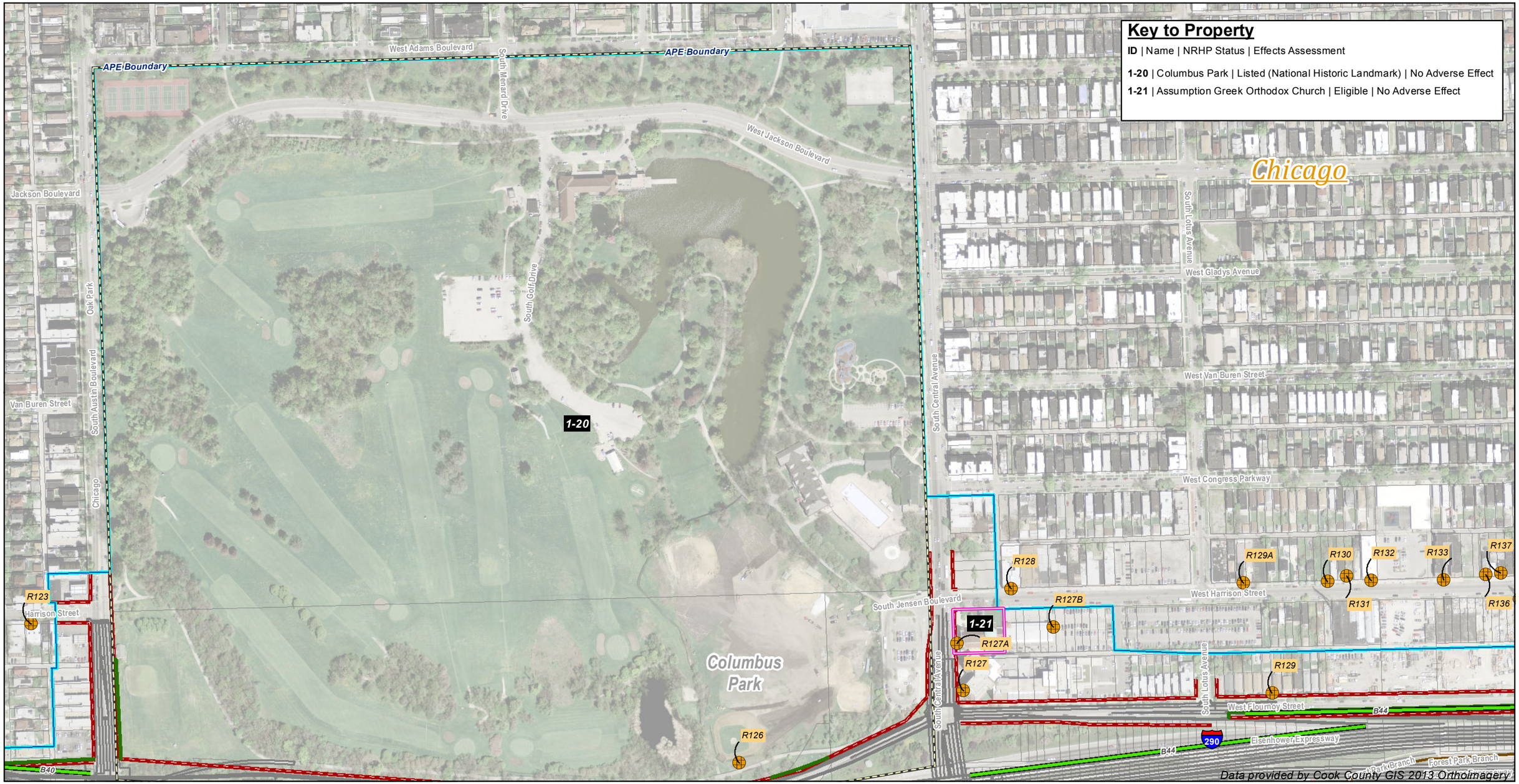
Date 3/29/2017

Key to Property

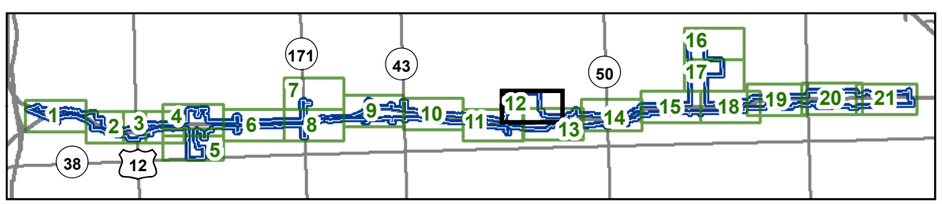
ID | Name | NRHP Status | Effects Assessment

1-20 | Columbus Park | Listed (National Historic Landmark) | No Adverse Effect

1-21 | Assumption Greek Orthodox Church | Eligible | No Adverse Effect



Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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Property's Assessment of Effect (#-# is the property ID)

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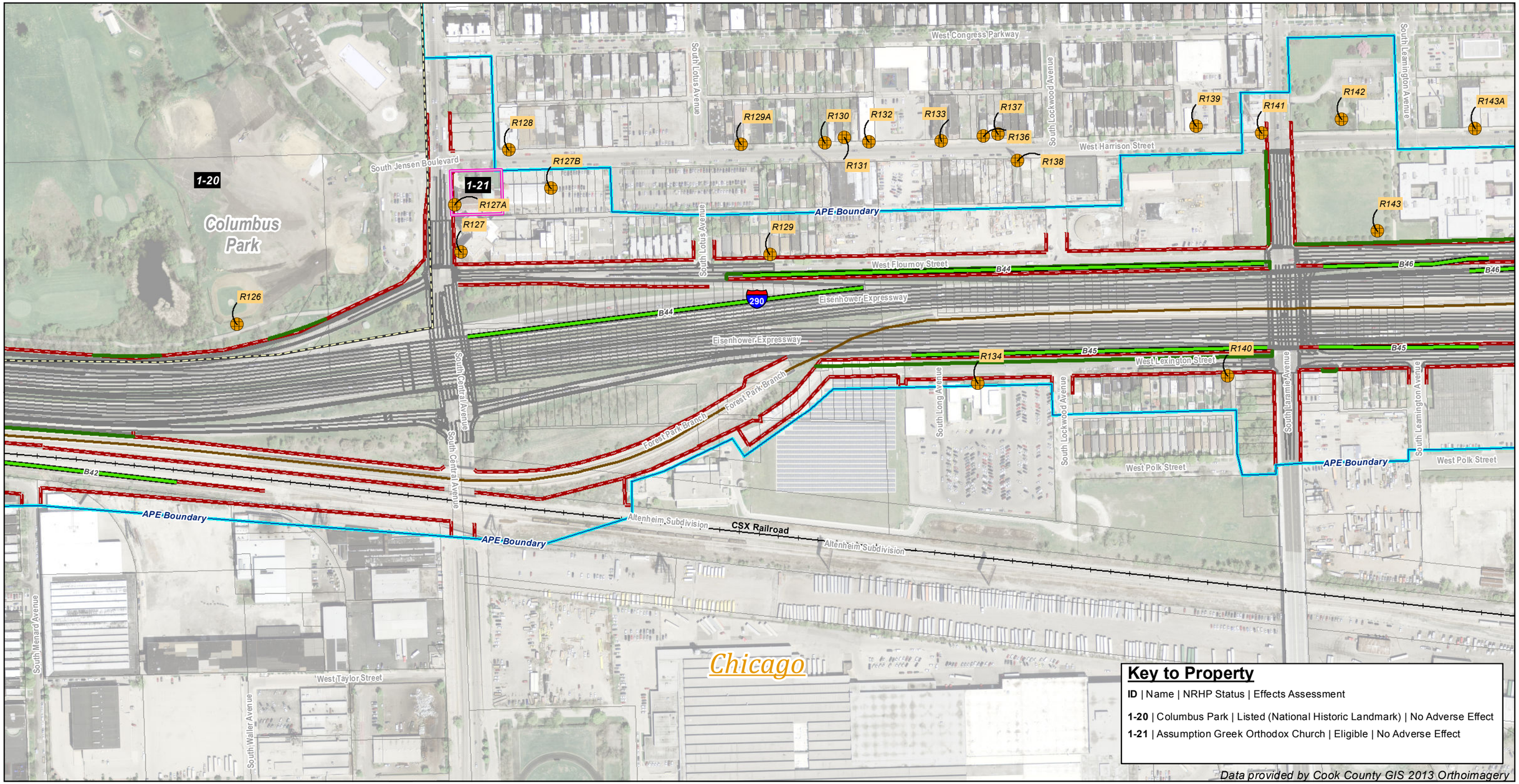
- Noise Receptor Site
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- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
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Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 12 of 21

Date 3/29/2017



Key to Property

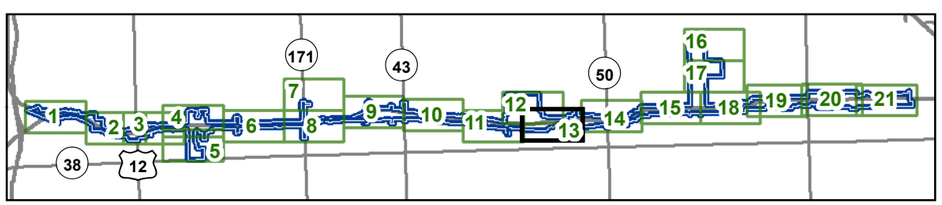
ID | Name | NRHP Status | Effects Assessment

1-20 | Columbus Park | Listed (National Historic Landmark) | No Adverse Effect

1-21 | Assumption Greek Orthodox Church | Eligible | No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Legend

Area of Potential Effects (APE)

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Property's Assessment of Effect (#-# is the property ID)

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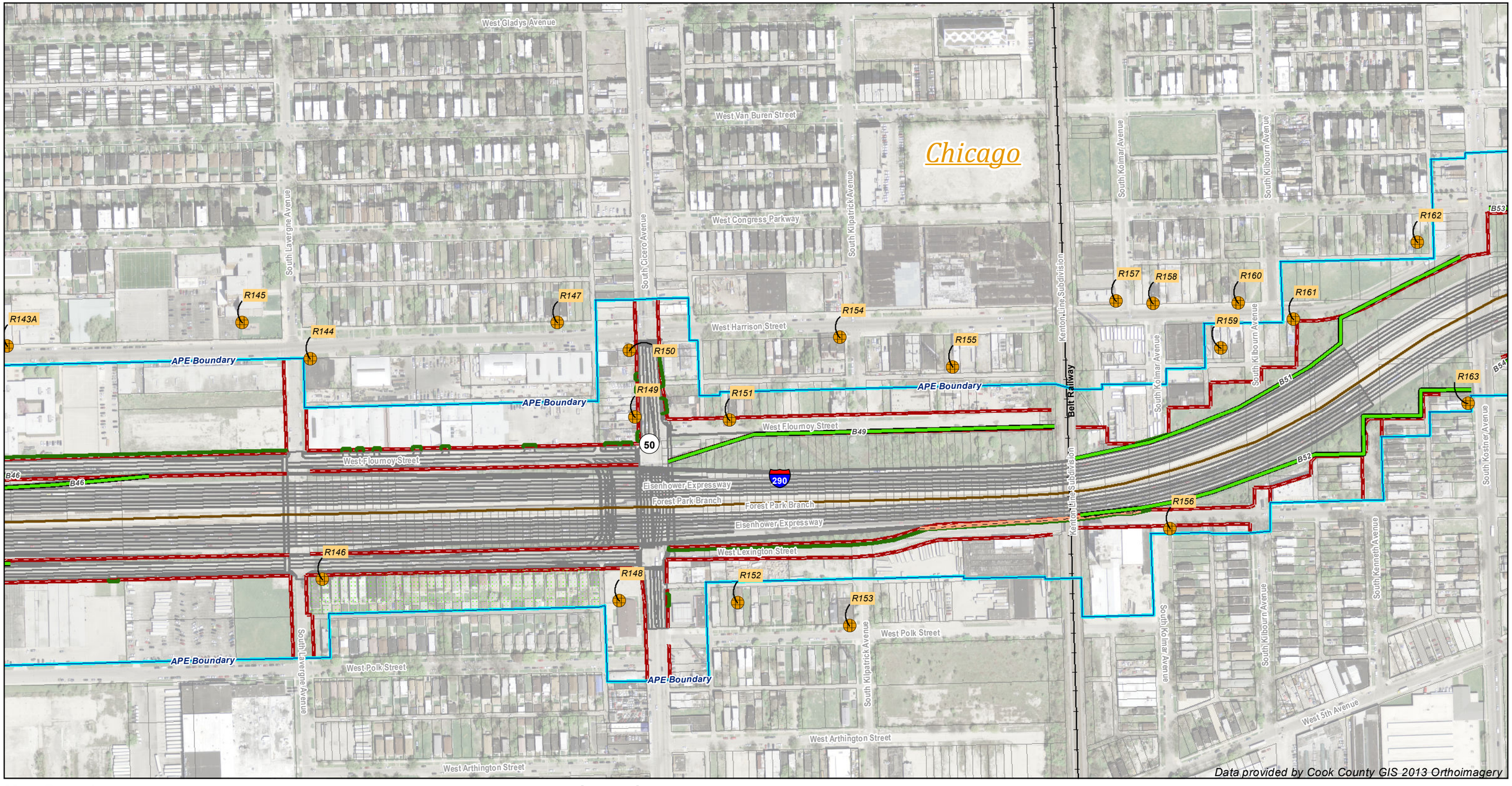
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- Tax Parcel
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- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

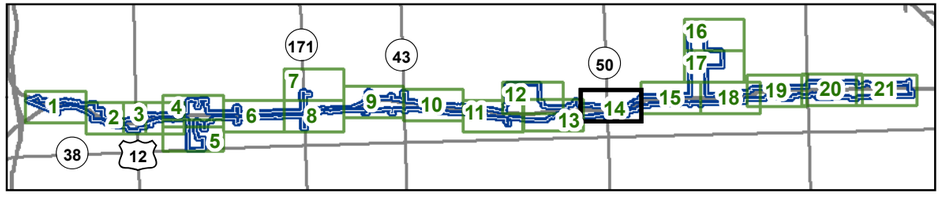
Sheet 13 of 21

Date 3/29/2017



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

- Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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Property's Assessment of Effect (#-# is the property ID)

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Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 14 of 21

Date 3/29/2017

Key to Property

ID | Name | NRHP Status | Effects Assessment

1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District) | No Adverse Effect

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing | No Adverse Effect

Chicago

Garfield Park 1-26

1-27

West Jackson Boulevard
West Gladys Avenue
West Van Buren Street
West Congress Parkway
Eisenhower Expressway
Forest Park Branch
West Harrison Street
West 5th Avenue
West Flournoy Street
West Lexington Street
South Kildare Avenue
South Karlov Avenue
South Springfield Avenue
South Pulaski Road
South Keeler Avenue
South Kostner Avenue
South Tripp Avenue
South Kedvale Avenue
South Independence Boulevard
South Lawndale Avenue
290

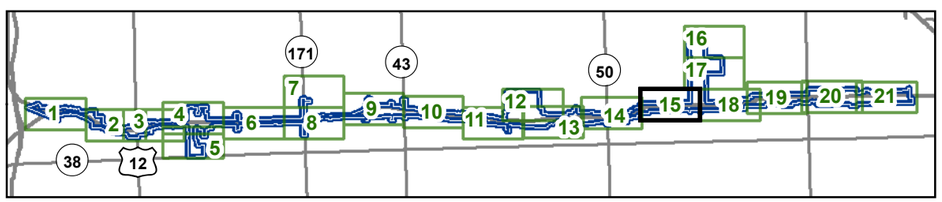
APE Boundary

R164 R165 R166 R167 R168 R169 R170 R171 R172 R173 R174 R175 R176 R177 R178 R179 R180 R181 R182 R183 R184 R185 R186 R187 R188 R189 R190 R191 R192 R193

B53 B54 B55 B56 B59 B60 B61 B62

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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Property's Assessment of Effect (#-# is the property ID)

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- Railroad
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- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 15 of 21

Date 3/29/2017

Chicago

1-27

1-26

Garfield Park

APE Boundary

West Ferdinand Street
North Ridgeway Avenue
North Lawndale Avenue
North Monticello Avenue
Garfield Square
Franklin Boulevard
North Central Park Avenue
North Central Park Boulevard
North Drake Avenue
North Trumbull Avenue
West Franklin Boulevard
North Spaulding Avenue
North Sawyer Avenue
North Troy Street
West Governors Parkway
Union Pacific Railroad
Geneva Subdivision
West Kinzie Street
North Hamlin Avenue
North Saint Louis Avenue
North Homan Avenue
North Kedzie Avenue
West Carroll Avenue
West Fulton Street
North Conservatory Drive
West Fulton Boulevard
West Walnut Street
Lake Branch
West Lake Street
North Avers Avenue

Key to Property

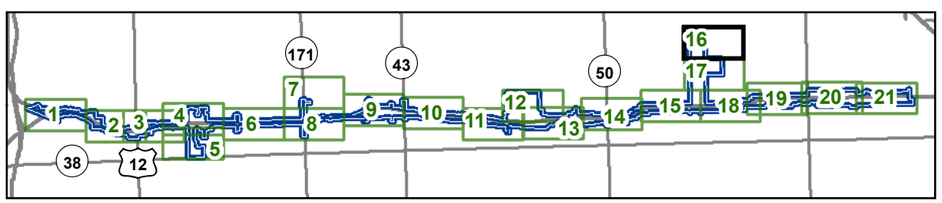
ID | Name | NRHP Status | Effects Assessment

1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District) | No Adverse Effect

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing | No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

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- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

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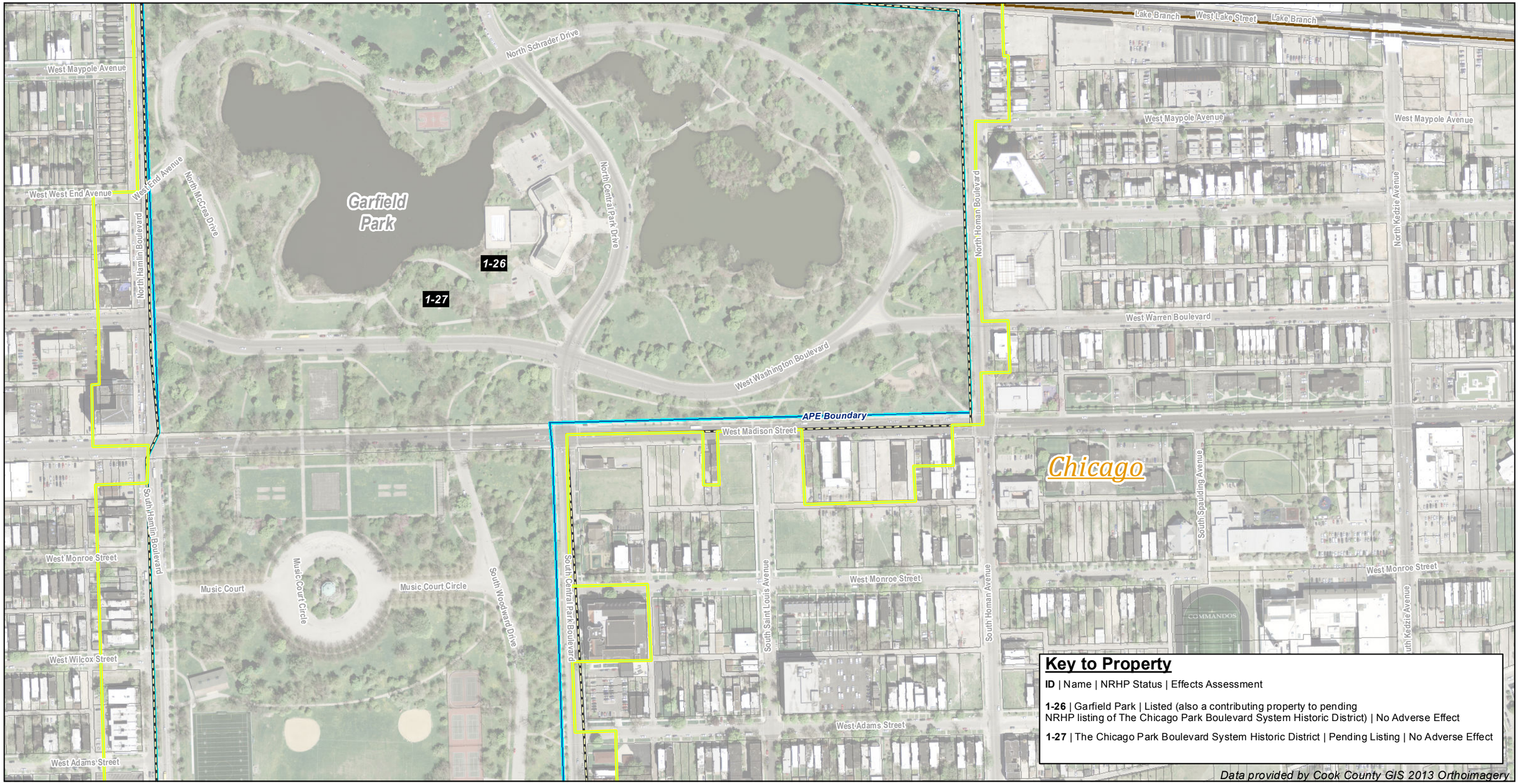
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

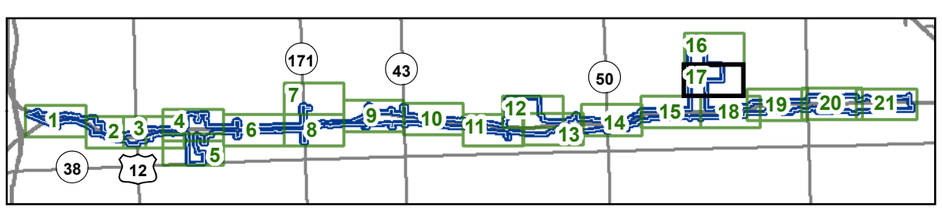
Eisenhower expressway

Sheet 16 of 21

Date 3/29/2017



Map Overview



Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
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Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

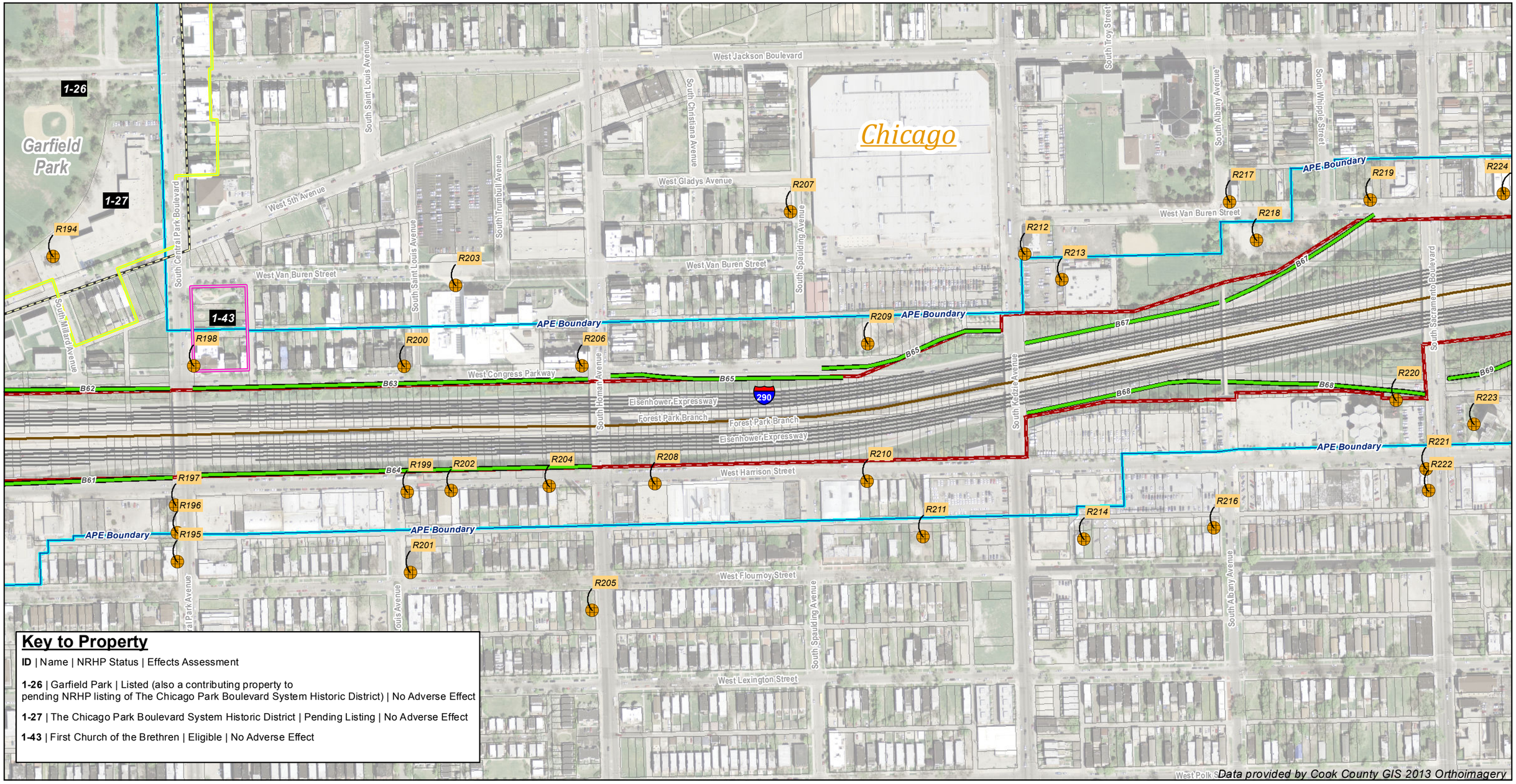
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 17 of 21

Date 3/29/2017



Key to Property

ID | Name | NRHP Status | Effects Assessment

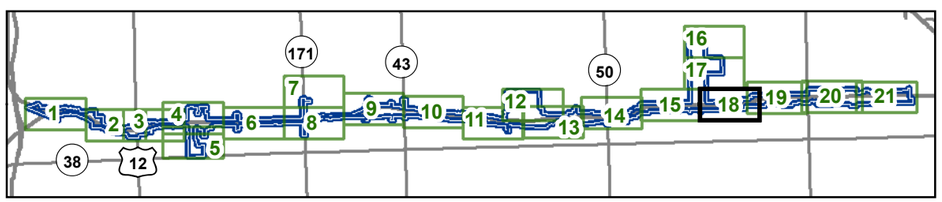
1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District) | No Adverse Effect

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing | No Adverse Effect

1-43 | First Church of the Brethren | Eligible | No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- #-# No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
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- Proposed Right-of-Way
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Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 18 of 21

Date 3/29/2017

Key to Property

ID | Name | NRHP Status | Effects Assessment

1-29 | Altgeld Park Fieldhouse | Eligible | No Adverse Effect

1-44 | Precious Blood Roman Catholic Church | Eligible | No Adverse Effect

Chicago

West Adams Street

West Jackson Boulevard

West Gladys Avenue

West Van Buren Street

Eisenhower Expressway

Forest Park Branch

West Congress Parkway

West Harrison Street

West Flournoy Street

South Albany Avenue

South Whipple Street

South Richmond Street

South Francisco Avenue

South Mozart Street

South Washtenaw Avenue

South California Avenue

South Sacramento Boulevard

South Rockwell Street

South Maplewood Avenue

South Campbell Avenue

South Artesian Avenue

South Denvir Avenue

Rockwell Subdivision

Main Line (Columbus-Chicago)

Union Pacific Railroad

Park 574

Altgeld Park

APE Boundary

R216 R217 R218 R219 R220 R221 R222 R223 R224 R225 R226 R227 R228 R229 R230 R231 R232 R233 R234 R235 R236 R237 R238 R239 R240 R241 R241A R242 R243 R244 R246 R247

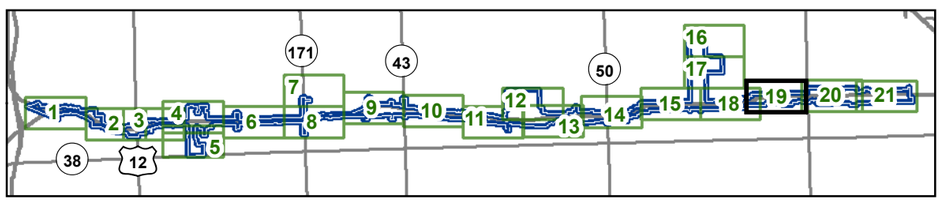
B67 B68 B69 B71 B72 B73 B74

1-29 1-44

290

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

NRHP - Eligible Property

NRHP - Listed Property

Pending NRHP Listing Property (by others)

Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

No Adverse Effect

#-# No Effect

Noise Receptor Site

Approved Noise Barrier

Existing Noise Barrier

Railroad

CTA Rail

Tax Parcel

Proposed Design

Proposed Right-of-Way

Temporary Easement

Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 19 of 21

Date 3/29/2017

Key to Property

ID | Name | NRHP Status | Effects Assessment

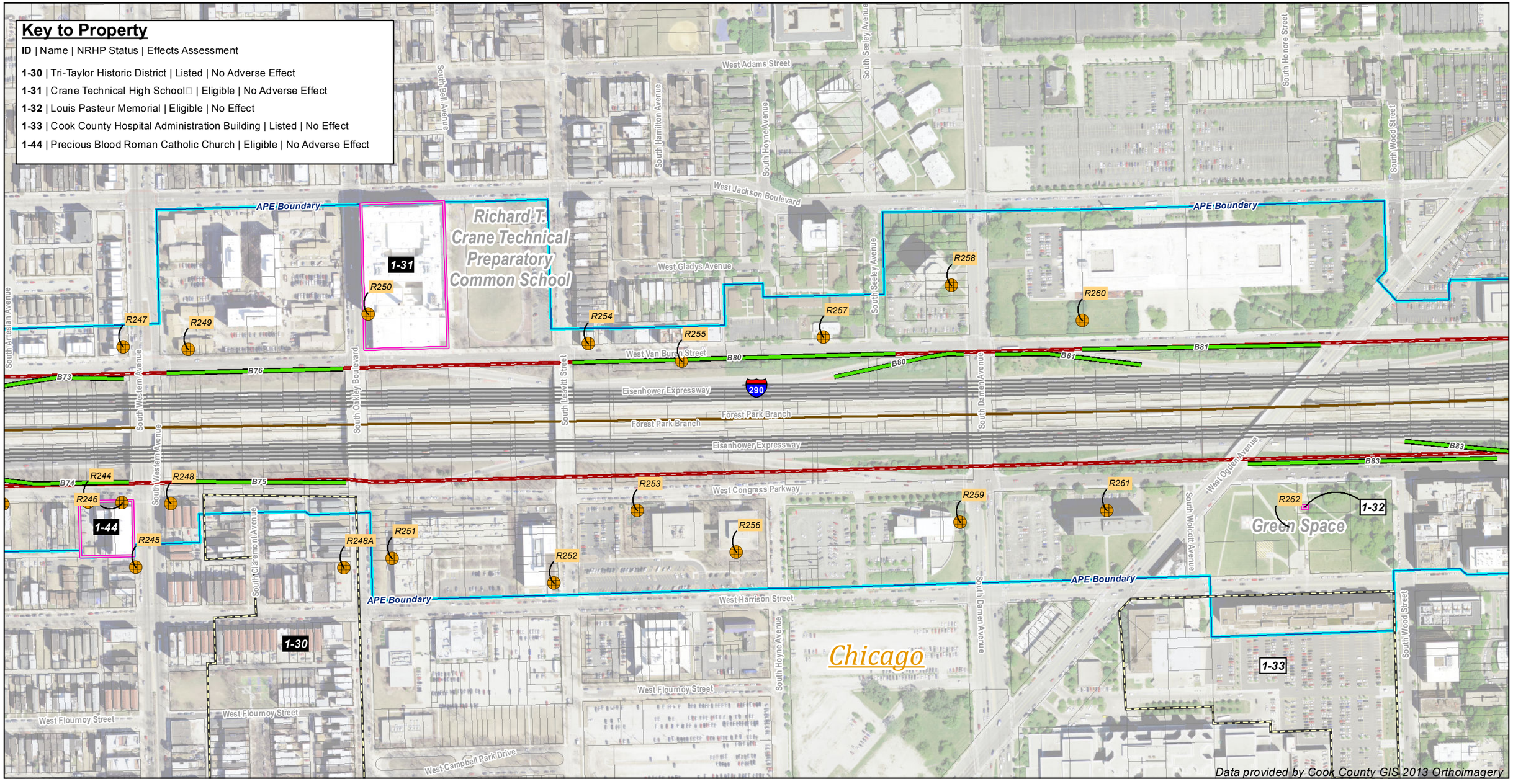
1-30 | Tri-Taylor Historic District | Listed | No Adverse Effect

1-31 | Crane Technical High School | Eligible | No Adverse Effect

1-32 | Louis Pasteur Memorial | Eligible | No Effect

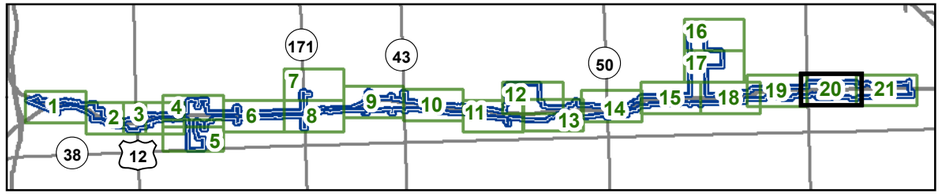
1-33 | Cook County Hospital Administration Building | Listed | No Effect

1-44 | Precious Blood Roman Catholic Church | Eligible | No Adverse Effect



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- ## No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 20 of 21

Date 3/29/2017

Key to Property

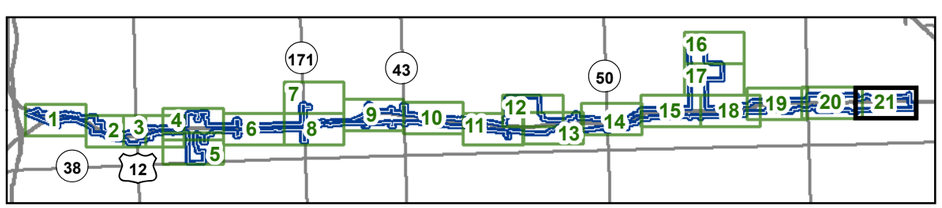
ID | Name | NRHP Status | Effects Assessment

1-33 | Cook County Hospital Administration Building | Listed | No Effect

1-34 | Chicago and Midwest Regional Joint Board Building | Eligible | No Effect

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet

0 300 600 900 Feet

Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

- #-# No Adverse Effect
- #-# No Effect

- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

Eisenhower expressway

Sheet 21 of 21

Date 3/29/2017

Appendix B

Consulting Parties Meeting Materials

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DRAFT MEETING SUMMARY

USEPA and IHPA Field Visit

Date:	**March 30, 2016**
Time:	**10:00 a.m.**
Location:	**Holiday Inn Express & Suites – 200 South Mannheim Road, Hillside, IL 60162**

On Wednesday, March 30, 2016 at 10:00 am, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the Federal Highway Administration, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor.

Project Briefing
A briefing was held in advance of the field visit. IDOT provided an update on the status of the I-290 Phase I Study and the progress towards preparing an Environmental Impact Statement (EIS). The current study timeline accounting for ongoing meetings with the Village of Maywood suggests that the DEIS will be released late in 2016 with a public hearing in the first quarter of 2017.

The I-290 Consultant Team (S. Ott) described the purpose of the day's field visit and the handouts distributed in advance, while A. Paquin provided an overview of Section 106 considerations, and reviewed a map set showing the properties to be observed in the field. S. Brown summarized the environmental justice studies completed as part of the Draft Environmental Impact Statement, focusing on the EJ communities involved with the I-290 project. P. Harmet concluded the briefing with an update on the status of noise barriers, the second mailing of the viewpoint solicitation and considerations underway for design of the noise barriers. The group then adjourned for the field visit.

Field Visit
The field visit departed from the westerly limits of the project at Mannheim Road and proceeded easterly to the I-290 corridor. Although the field visit included driving by or stops at each of the historic properties evaluated in the Section 106 Historic Properties Identification Report, locations were also identified in advance showing historic properties of interest. Additionally, areas within EJ communities were identified. The topic of interest, respective location, and purpose of each stop included the following:

- Section 106 – Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester. Eligibility for inclusion in the National Register of Historic Places (NRHP).

- Environmental Justice Community – 5th Avenue Crossing of I-290, Maywood. Discussed communities within the project area that have EJ populations (separate handout) and proposed crossing design at 5th Avenue (separate handout).

- Environmental Justice Community – 1st Avenue at Maybrook Drive, Maywood. Discuss proposed intersection improvements, including Prairie Path crossing, improvements to bike/pedestrian

access to courthouse and CTA Blue Line Forest Park branch, and proposed trail extension through Forest Park and Oak Park to Columbus Park (separate handout).

- Section 106 – Park District of Forest Park at 7441 Harrison Street, Forest Park. Eligibility for inclusion in the National Register of Historic Places. Potential project effects – noise barriers on north side of I-290; avoidance of new right-of-way take at park's southwest corner.

- Section 106 – Oak Park NRHP-Listed and Eligible Historic Properties, multiple properties: 841 South Oak Park Avenue (NRHP-Eligible) and Suburban Trust and Savings Bank (NRHP-Eligible); Paulina Mansions (NRHP-Eligible), Oak Park Conservatory (NRHP-Listed); and Maze Branch Library (NRHP-Eligible), Gunderson Historic District (NRHP-Listed).

- Environmental Justice Community and Section 106 – Austin Boulevard crossing of I-290 and Columbus Park at 500 South Central Avenue, Chicago. Reviewed proposed location of Austin Boulevard pedestrian crossing and proposed extension of Prairie Path. Listed in NRHP and designated a National Historic Landmark.

- Section 106 – Columbus Park (NHL) and Assumption Greek Orthodox Church at 601 South Central Avenue. Recommended NRHP-Eligible.

- Section 106 – Commonwealth Edison Kolmar Substation at 616-632 S. Kolmar Ave., Chicago. NRHP eligibility.

- Section 106 – Garfield Park at 100 N. Central Avenue, Chicago and The Chicago Parks and Boulevard System Historic District. NRHP eligibility.

Existing noise barriers that were installed in 2002 as part of the Hillside Interchange improvement project on the south side of I-290 along Wedgewood Drive in Westchester were also observed.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-century modern buildings), and potential effects of the project to historic properties. IHPA planned to send a follow-up letter to IDOT and the Project Study Team summarizing these comments and any requests for additional information.

The field visit concluded at approximately 3:15 pm.

Attendees
Attendees to this field visit are listed in the attendance roster attached.

Draft

Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project & Environmental Studies

Project/Topic: I-290/Section 106 and Environmental Justice Field Review

Date: March 30, 2016

Time: 10:00 am

Location: I-290 Corridor

	Attendees	Representing	Phone Number	Email Address
1.	Mark Peterson	IDOT - PMC	847-705-4569	mark.peterson@illinois.gov
2.	Elizabeth Poole	USEPA	312 353 2087	poole.elizabeth@epa.gov
3.	Vanessa Ruiz	IDOT - D1	847 705 4627	Vanessa.ruiz@illinois.gov
4.	John Sherrill	IDOT-Springfield	217-785-4181	John.Sherrill@illinois.gov
5.	Matt Fuller	FHWA-IL	217 492 4623	Matt.Fuller@dot.gov
6.	Jan Piland	FHWA-IL-Spfd	217-492-4989	janis.piland@dot.gov
7.	CHRIS BYARS	FHWA-IL-Cuso	312 886 1606	chris.byars@dot.gov
8.	Traci Baker	FHWA-IL	217-492-4732	traci.baker@dot.gov
9.	David Halpin	IHPA	217-785-4998	david.halpin@illinois.gov
10.	Virginia Laszewski	USEPA-R5	312-886-7501	laszewskivirginia@epa.gov
11.	KEN WESTLAKE	USEPA	312-886-2910	westlake.kenneth@epa.gov
12.	Emilie Land	IDOT-CO-Cultural Resources	217-558-7223	emilie.land@illinois.gov
13.	Stephanie Brown	WSP-PB	312-294-5677	brownsm@pbworld.com
14.	Steve Ott	WSP-PB	313-963-3915	ott3@pbworld.com
15.	Bryan Kapala	WSP-PB	312-803-6522	Kapalab@PBworld.com
16.	Aimee Paguin	WSP-PB	3139634921	paguina@pbworld.com
17.	Pete Harmet	IDOT-D1	847-705-4393	pete.harmet@illinois.gov
18.				
19.				
20.				
21.				
22.				

Paquin, Aimee

From: Halpin, David <David.Halpin@Illinois.gov>
Sent: Thursday, March 31, 2016 4:25 PM
To: Paquin, Aimee
Subject: FW: Kolmar substation

Hi Aimee:

Here is Marlise's determination for the CTA Kolmar substation. I concur with her.

With best regards:

David

David J. Halpin
Cultural Resources Manager
Illinois Historic Preservation Agency
217-785-4998

From: Fratinardo, Marlise [mailto:mfratinardo@transitchicago.com]
Sent: Thursday, March 31, 2016 2:35 PM
To: Halpin, David
Subject: Kolmar substation

Hi David,

You don't have to call me back if you are busy! The Kolmar building is not eligible for the NRHP due to substantial alterations, including new openings, which have impacted its integrity.

Best,
Marlise

Marlise Fratinardo
Chicago Transit Authority
567 W. Lake Street | Chicago, IL 60661
O: (312) 681-4124

THIS EMAIL AND ATTACHMENTS MAY CONTAIN MATERIAL THAT IS CONFIDENTIAL AND PRIVILEGED FOR THE SOLE USE OF THE INTENDED RECIPIENT. ANY REVIEW, RELIANCE OR DISTRIBUTION BY OTHERS OR FORWARDING WITHOUT EXPRESS PERMISSION IS STRICTLY PROHIBITED. IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE CONTACT THE SENDER AND DELETE ALL COPIES. THANK YOU.

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Continued Coordination with IL SHPO		
Date:	April 8, 2016		

Cook
Chicago
I-290 (Eisenhower Expressway)
Job # P-201-00
IDOT Seq. # 9274, A-E

Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for the above referenced project. The attached letter notes that consultation and the March 30, 2016 site visit with the SHPO has resulted in a request for additional information regarding additional properties in the Area of Potential Effects. The SHPO has requested eligibility evaluations for the following resources:

1. St. Eulalia Catholic Church building, southeast corner of S. 9th Ave. & Bataan Dr., Maywood
2. Eisenhower Tower, 1701 S. 1st Ave., Maywood
3. Michele Clark High School, 5101 W. Harrison St., Chicago
4. Potential Historic District, south side of W. Lexington St. between S. Lavergne Ave. & S. Cicero Ave., Chicago
5. Building, 4607 W. Lexington St., Chicago
6. Genevieve Melody Public School, 412 S. Keeler Ave., Chicago
    a. *Please note that 6 is incorrectly circled on the SHPO maps. BDE verified with the SHPO that the above property is the correct resource.*
7. Potential Historic District, south side of W. Harrison St. between S. Kedvale Ave. & W. 5th Ave., Chicago
8. Chicago Community Mennonite Church, 425 S. Central Park Blvd, Chicago
9. Building, southwest corner of W. Congress Pkwy. & S. Western Ave., Chicago
10. Malcolm X College, 1900 W. Van Buren St., Chicago
11. Building, 1926 W. Harrison St., Chicago

The SHPO also requested copies of the coordination with the Chicago Park District and the agreed upon treatments of their historic resources.

The SHPO noted that coordination with the National Park Service is required for the proposed work to Columbus Park, a National Historic Landmark.

Please forward the information to IDOT's Cultural Resources Unit when it becomes available in order to continue SHPO coordination.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525
www.illinoishistory.gov

Cook County
Chicago
Highway Reconstruction and Widening/Addendum for Additional Areas
Eisenhower Expressway (I-290) from US Route 12/20/45 (Mannheim Rd.) to IL Route 50 (Cicero Ave.),
APE refined - I-290 between Mannheim Road & Racine Avenue
IDOT Seq #-9274A-E
IHPA Log #004112410

April 7, 2016

Matt Fuller
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Dr.
Springfield, IL 62703

Dear Mr. Fuller:

We are writing to thank you for the tour of the Area of Potential Effect for the I-290 improvements project. During the tour, eleven (11) properties that we feel should be evaluated for eligibility for the National Register of Historic Places were identified. As requested by Emilie Land, we noted the locations on the project maps and emailed them to her and the contractor (Aimee Paquin) for their consideration.

During the tour it was noted that the Chicago Park District (CPD) had approved treatments for their properties. May we have copies of the proposed treatments and the approval of the CDP for our files? It should be noted that Columbus Park is a National Historic Landmark (7/31/2003) and the proposed treatments also must be reviewed by the National Park Service.

If you have questions, please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998 or david.halpin@illinois.gov.

Sincerely,

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer
RL:djh

c: Brad Koldehoff, Illinois Department of Transportation
Emilie Land, Illinois Department of Transportation

I-290 Section 106 8/11/16 Consulting Parties Meeting - Distribution List
July 26, 2016

Participating/Consulting Parties

Prefix	FirstName	LastName	Title	CompanyAgency		Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Mr.	Anan	Abu-Taleb	President	Village of Oak Park		123 Madison Street		Oak Park	IL	60302	(708) 383-6400			(708) 383-6692	dpope@oak-park.us
The Honorable	Anthony	Calderone	Mayor	Village of Forest Park		517 Des Plaines Avenue		Forest Park	IL	60130	(708) 366-2323			(708) 771-0177	mayor@forestpark.net
Mr.	Dan	Cronin	Chairman of the Board	Dupage County		421 N. County Farm Rd.		Wheaton	IL	60187					chairman@dupageco.org
Ms.	Luann	Hamilton	Deputy Commissioner/Chief Engineer	Chicago Department of Transportation		30 N. LaSalle St.	Suite 500	Chicago	IL	60602-2570	312-744-3520				luann.hamilton@cityofchicago.org
Mr.	Sherman	Jones	President	Village of Broadview		2350 South 25th Avenue		Broadview	IL	60155	(708) 681-3600			(708) 681-2018	villagehall@broadview-il.gov
The Honorable	Frank A.	Pasquale	Mayor	Village of Bellwood		3200 Washington Boulevard		Bellwood	IL	60104	(708) 547-3500			(708) 547-1965	fpasquale@vil.bellwood.il.us
The Honorable	Edwenna	Perkins	Mayor	Village of Maywood		40 Madison Street		Maywood	IL	60153	(708) 450-4486			(708) 344-8380	eperkins@maywood-il.org
Ms.	Toni	Preckwinkle	President of the Board	Cook County		118 N. Clark St.	Room 537	Chicago	IL	60602					toni.preckwinkle@cityofchicago.org
Mr.	Sam	Pulia	President	Village of Westchester		10300 Roosevelt Road		Westchester	IL	60154	(708) 345-0020			(708) 345-2873	spulia@westchester-il.org
Mr.	Joseph T.	Tamburino	President	Village of Hillside		425 Hillside Avenue		Hillside	IL	60162	(708) 449-6450			(708) 236-5110	jtamburino@hillside-il.org

Consulting Parties

Prefix	FirstName	LastName	Title	CompanyAgency		Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Ms.	Eleanor	Gorski	Deputy Commissioner	City of Chicago Historic Preservation Division; C	Department of Planning and Development	121 N. LaSalle Street	Room 1101	Chicago	IL	60602					landmarks@cityofchicago.org
Ms	Sharon	Tiedt	President	Hillside Historical Society and Historical Commission		425 Hillside Avenue		Hillside	IL	60162					hillsidehistorical@gmail.com
Mr.	Frank	Lipo	Executive Director	Historical Society of Oak Park & River Forest		P.O. Box 771		Oak Park	IL	60303-0771					oprfhistorymatters@sbcglobal.net
Ms.	Bonnie	McDonald	President	Landmarks Illinois		30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602					McDonaldB@lpci.org
Ms.	Lisa	DiChiera	Director of Advocacy	Landmarks Illinois		30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602	312-922-1742				dichieral@lpci.org
Ms.	Jan	Arnold	Executive Director	Park District of Oak Park		218 Madison Street		Oak Park	IL	60302					jan.arnold@pdop.org
Ms.	Beth	Cheng	Executive Director	Friends of the Oak Park Conservatory		615 Garfield Street		Oak Park	IL	60304					manager@fopcon.org
Mr.	Ward	Miller	Executive Director	Preservation Chicago		4410 N. Ravenswood		Chicago	IL	60640					wmiller@preservationchicago.org
Mr.	David	Myers	Assistant Village Manager/Director of Comi	Village of Maywood Historic Preservation Comr	Community Development Planning Division	40 Madison Street		Maywood	IL	60153					dmyers@maywood-il.org
Mr.	Greg	Battaglia	Chair	Village of Oak Park Historic Preservation Commission		123 Madison Street		Oak Park	IL	60302					historicpreservation@oak-park.us
Ms	Juanita	Irizarry	Executive Director	Friends of the Parks		17 N. State Street	Suite 1450	Chicago	IL	60602					info@fotp.org
Ms	Heather	Gleason	Director	Planning and Construction	Chicago Park District	541 N. Fairbanks		Chicago	IL	60611					heather.gleason@chicagoparkdistrict.com
Mr.	David	Halpin	Cultural Resources Manager	Illinois Historic Preservation Agency		1 Old State Capitol Plaza		Springfield	IL	62701					david.halpin@illinois.gov
Dr.	Rachel	Leibowitz	Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency		1 Old State Capitol Plaza		Springfield	IL	62701					rachel.leibowitz@illinois.gov

Village Contacts

Prefix	First Name	Last Name	Title	Company/Agency		Address1	Address 2	City	State	PostalCode	Telephone	Ext.	AltPhone	FaxNumber	Email
Mr.	Marty	Walker	Superintendent of Public Works	Village of Bellwood		3200 Washington Blvd		Bellwood	IL	60104	(708) 547-3500				mwalker@vil.bellwood.il.us
Mr.	Matthew	Ames	Director of Public Works	Village of Broadview		2734 South 9th Ave.		Broadview	IL	60155	(708) 681-3602				mames@broadview-il.gov
Mr.	John	Doss	Public Works Director	Village of Forest Park		7343 15th Street		Forest Park	IL	60130	(708) 323-9136				jdoss@forestpark.net
Mr.	Tim	Gillian	Village Administrator	Village of Forest Park		517 DesPlaines Ave.		Forest Park	IL	60130	(708) 615-6201				tgillian@forestpark.net
Mr.	Joseph L.	Pisano	Director of Public Works	Village of Hillside		425 Hillside Ave		Hillside	IL	60162	(708) 202-3434				jpisano@hillside-il.org
Mr.	Russell F.	Wajda	Village Administrator	Village of Hillside		425 Hillside Ave.		Hillside	IL	60162	(708) 449-6450				rwajda@hillside-il.org
Mr.	Willie	Norfleet, Jr.	Village Manager	Village of Maywood		40 Madison St.		Maywood	IL	60153	(708) 450-4429				wnorfleet@maywood-il.org
Mr.	John	West	Superintendent of Public Works	Village of Maywood		40 Madison Street		Maywood	IL	60153	(708) 450-8380				jwest@maywood-il.org
Ms.	Cara	Pavlicek	Village Manager	Village of Oak Park		123 Madison St.		Oak Park	IL	60302					cpavlicek@oak-park.us
Mr.	Robert	Lewis	Director of Public Works	Village of Westchester		10300 Roosevelt Rd		Westchester	IL	60154	708-345-0041				rlewis@westchester-il.org
Ms.	Janet	Matthys	Village Manager	Village of Westchester		10300 Roosevelt Rd		Westchester	IL	60154	(708) 345-0020				jmatthys@westchester-il.org
Ms.	Jennifer "Sis	Killen	Assistant Superintendent	Cook County Department of Transportation and Highways		69 W. Washington St., Ste. 2300		Chicago	IL	60602					jennifer.killen@cookcountyil.gov
Ms.	Jill	Hayes	Bureau Chief	Cook County Department of Transportation and Highways		69 W. Washington St., Ste. 2300		Chicago	IL	60602					jill.hayes@cookcountyil.gov
Ms.	Brenda	Rancher McGru	Coordinating Planner	CDOT		30 N. LaSalle St., St. 500		Chicago	IL	60602					brenda.mcgruder@cityofchicago.org
Mr.	Peter	Tsiolis	Chief of Staff	Village of Bellwood		3200 Washington Blvd		Bellwood	IL	60104					ptsiolis@vil.bellwood.il.us
Mr.	Bill	McKenna	Village Engineer	Village of Oak Park		123 Madison St		Oak Park	IL	60302					bmckenna@oak-park.us
Mr.	John	Wielebnicki	Public Works Director	Village of Oak Park		123 Madison St		Oak Park	IL	60302					jwielebnicki@oak-park.us
Ms.	Julia	Bachrach	Department of Planning and Construction	Chicago Park District		541 N. Fairbanks Court, 5th Floor		Chicago	IL	60611	(312) 742-4698				julia.bachrach@chicagoparkdistrict.com
Mr.	Larry	Piekarz	Executive Director	Park District of Forest Park		7501 Harrison St		Forest Park	IL	60130	(708) 366-7500	12			lpiekarz@pdofp.org

YOU'RE INVITED!

Section 106 Consulting Parties Meeting for the I-290 Study



SECTION 106 CONSULTING PARTIES MEETING TO BE HELD

AUGUST 11, 2016 • 9:00 - 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room

Eisenhower expressway

www.dot.il.gov | www.EisenhowerExpressway.com

Illinois Department of Transportation

As a Section 106 Consulting Party for the preparation of an Environmental Impact Statement for the improvement of I-290 from west of US 12/20/45 (Mannheim Road) to Racine Avenue in Cook County, you are invited to join the Illinois Department of Transportation for an overview of the I-290 Section 106 progress to date.

This meeting will focus on a review of the historic resources along the I-290 corridor as identified in the Historic Properties Identification (HPI) Report (March 2016) and the Historic Properties Identification (HPI) Addendum Report (May 2016) that were transmitted to your organization under a separate cover letter dated July 13, 2016. FHWA, IDOT, and its consultants will be there to explain the Section 106 process, and the role of consulting parties in that process. They will also discuss the project timeline, Area of Potential Effects (APE), the identification and evaluation of properties for inclusion in the National Register of Historic Places (NRHP), and the proposed methodology to assess the effects of the undertaking on historic properties.

Section 106 Consulting Parties Meeting will be held on:

Thursday, August 11, 2016
9:00 – 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room
1110 Pleasant Street
Oak Park, IL 60302

Please RSVP by August 9th to:
Mark Peterson (847) 705-4569
mark.peterson@illinois.gov

** This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Kristina Kuehling of Images, Inc. at (630) 510-3944 ext.112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.*

Illinois Department of Transportation

Eisenhower Expressway Project
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196

Printed using soy based inks on recycled paper.

Eisenhower expressway

Section 106 Meeting

August 11, 2016 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

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Section 106 Meeting

August 11, 2016 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

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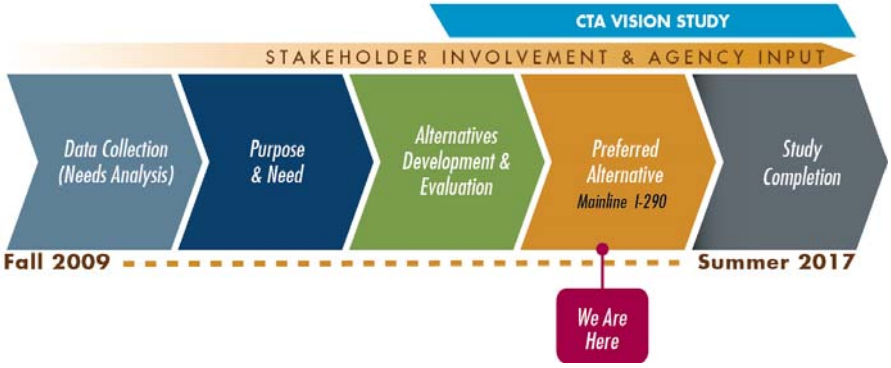


Meeting Agenda

- Overview of I-290 Study Area and Schedule
- Overview of I-290 Preferred Alternative
- Overview of Section 106 Review Process
- Identification/Evaluation of Historic Properties
- Proposed Methodology to Evaluate Project Effects
- Next Steps

2

I-290 Study Overview



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I-290 Study Area



- 13 Mile Study Corridor – Cook County
- Between 2 system interchanges
  - I-88 & I-294
  - I-90/94 (Jane Byrne Interchange – fka: Circle Interchange)
- 7 Municipalities + City of Chicago
- Fully developed urban corridor
- 40 cross-streets + 7 pedestrian bridges
- Parallel & crossing freight rail (3 crossings)
- Parallel heavy rail transit
  - CTA Blue Line in shared I-290 ROW
  - CTA Green Line (1 mile north)
  - CTA Pink Line (1.3 miles south)
- Robust bus service network (CTA & Pace)
- Metra commuter rail

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I-290 History – Original Design & Construction

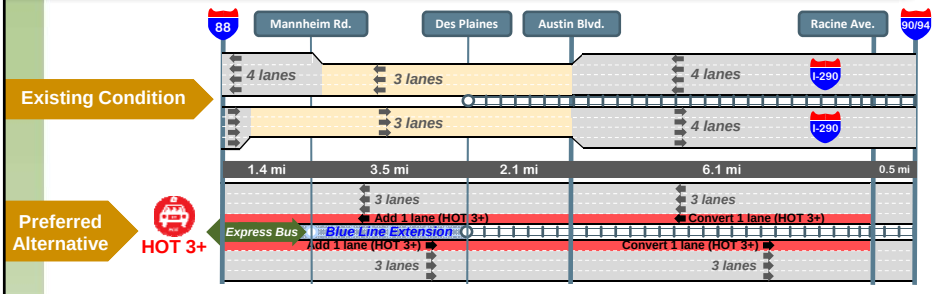
- Designed in 1940s
- Land acquisition began in 1942
- Opened in 7 segments, 1955 to 1960
- One of first multi-modal expressway corridors in nation



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5

Preferred Alternative – HOT 3+ & Supporting Transit



CONGESTION
- ✓ 56% travel time savings and improved reliability in HOT 3+ lane

SAFETY
- ✓ 6.2% overall safety improvement
- ✓ Improved non-motorized safety

FACILITY DESIGN
- ✓ Improved community connections and access to transit

MINIMIZE OR AVOID COMMUNITY IMPACTS
- ✓ Mainline remains in existing ROW
- ✓ Minimal additional ROW required and no displacements

ADDITIONAL TRAVEL CHOICES
- ✓ Managed lane for 3+ person carpools and express bus service
- ✓ New east-west multi-use trail

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6

What is Section 106 Review?

- National Historic Preservation Act of 1966, as amended (16 USC 470 et seq.) and implementing regulations (36 CFR 800)
  - *Federal agencies must consider effects of undertakings on historic properties*
  - *Federal agencies must provide Advisory Council on Historic Preservation (ACHP) opportunity to comment prior to decision*
- Federal Undertakings
  - *Receive federal funding*
  - *Require federal permit or approval*
  - *Occur on federally owned property*

7

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Overview of Section 106 Review Process

- Coordinate with State Historic Preservation Officer (SHPO)
- Identify Section 106 consulting parties
- Define Area of Potential Effects (APE)
- Identify/evaluate historic properties in APE — We Are Here
- Evaluate project effects to historic properties
- Resolve adverse effects to historic properties, if any
- Throughout process, continue consultation with SHPO and consulting parties

8

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Who is Involved in Section 106 Review?

- Federal Highway Administration (FHWA) – lead federal agency
- Illinois Department of Transportation (IDOT)
- Illinois Historic Preservation Agency (IHPA) – SHPO
- Consulting Parties
  - *Federally recognized Indian tribes*
  - *Local governments in project area*
  - *Organizations with demonstrated interest in historic preservation*
  - *ACHP*

9

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What is the Role of Section 106 Consulting Parties?

- Lead federal agency must actively consult & consider consulting parties' comments and views about project effects
- Consulting parties have opportunity to:
  - *Share views*
  - *Receive/review pertinent information & project documentation*
  - *Offer ideas*
  - *Consider possible solutions in coordination with federal agency and other consulting parties*

10

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Defining the Area of Potential Effects (APE)

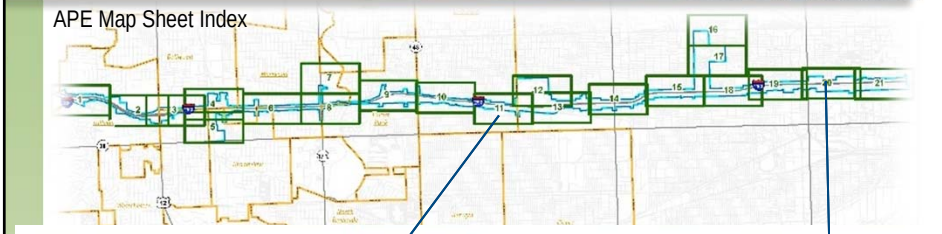
- Geographic area where project may directly or indirectly affect historic properties
- I-290 APE boundary includes:
  - *I-290 interstate right-of-way*
  - *Cross streets & railroad crossings with planned improvements*
  - *One parcel adjacent to interstate, cross streets, & railroad crossings*
  - *May extend greater than one parcel for vacant parcels or viewshed considerations*

11

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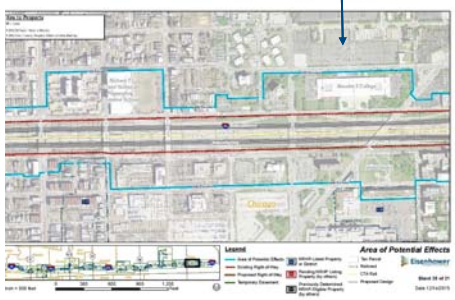
I-290 Area of Potential Effects (APE)

APE Map Sheet Index





Reconstruction Section



Restriping Section

12

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What are Historic Properties?

- Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, National Register of Historic Places (NRHP)
  - *Artifacts, records, and remains related to and located within NRHP properties*
  - *Properties of traditional religious & cultural importance to Indian tribe or Native Hawaiian organization that meet NRHP criteria*
  - *Generally, at least 50 years old*

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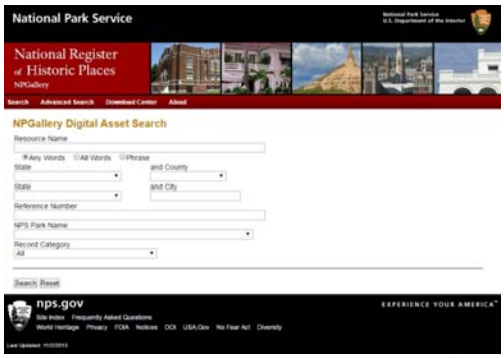
What are Historic Properties?

- To identify historic properties, complete literature review & field survey of APE
  - *Published literature pertinent to history/architecture of APE*
  - *Existing databases/prior surveys of known properties*
  - *Identify NRHP-listed and previously determined NRHP-eligible historic properties*
  - *Field survey of resources meeting 50-year age criterion by qualified architectural historians*

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Evaluating NRHP Eligibility

- NRHP – official list of historic properties worthy of preservation and recognized for significance in American history, architecture, engineering, and culture



15

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Evaluating NRHP Eligibility

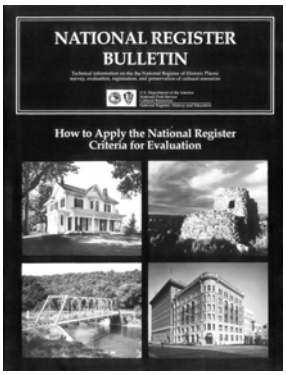
- NRHP Criteria for Evaluation
  - *Criterion A – Association with significant history or events*
  - *Criterion B – Association with significant persons in past*
  - *Criterion C – Significant work of architecture, landscape architecture, engineering, and/or work of master*
  - *Criterion D – Potential to yield important information about past through archaeological investigations*

16

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Evaluating NRHP Eligibility

- Aspects of Integrity
  - *Location*
  - *Setting*
  - *Design*
  - *Workmanship*
  - *Materials*
  - *Feeling*
  - *Association*
- Period of Significance
- Historic Boundary




VIII. HOW TO EVALUATE THE INTEGRITY OF A PROPERTY

INTRODUCTION

SEVEN ASPECTS OF INTEGRITY

DESIGN

UNDERSTANDING THE ASPECTS OF INTEGRITY

LOCATION

17

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Is the I-290 Corridor a Historic Property?

- Section 106 Exemption Regarding Effects to the Interstate Highway System (36 CFR 800.14(c))
  - *ACHP adopted on March 10, 2005*
  - *Excludes 46,700-mile Interstate System from consideration as historic property under Section 106*
  - *Exceptions are individual elements/structures that are exceptional or meet NRHP criteria's national level of significance*
  - *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*

18

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I-290 Identification and Evaluation of Historic Properties within APE

- Identified known NRHP-listed historic properties within APE
  - *1 National Historic Landmark*
  - *5 NRHP-listed historic properties*
  - *2 previously determined NRHP-eligible historic properties*
  - *1 historic property pending NRHP designation*
- 35 properties required intensive-level field survey and further NRHP eligibility evaluation by qualified architectural historians
  - *Evaluated in Section 106 Historic Properties Identification Report (March 2016)*
  - *12 individual historic properties recommended NRHP-eligible*

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I-290 Identification and Evaluation of Historic Properties within APE

- March 31, 2016 APE field review with IHPA
  - *Identified 11 additional properties/districts requiring NRHP evaluation*
  - *Coordinated with CTA on NRHP eligibility of Commonwealth Edison Kolmar Substation*
- Evaluated 11 additional properties/districts in *Section 106 Historic Properties Identification Addendum Report* (May 2016)
  - *3 individual historic properties recommended NRHP-eligible*
  - *Commonwealth Edison Kolmar Substation revised to not NRHP-eligible due to lack of integrity and historic/architectural significance*

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I-290 Identification and Evaluation of Historic Properties within APE
NRHP-Listed Properties



Columbus Park
500 S. Central Ave., Chicago
National Historic Landmark, Criteria A and C



Garfield Park
100 N. Central Park Ave., Chicago
Criteria A and C



Tri-Taylor Historic District
Roughly bounded by Oakley, Harrison, Claremont, and Taylor Streets, Chicago
Criteria A and C



Cook County Hospital Administration Building
1835 West Harrison St., Chicago
Criteria A and C

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I-290 Identification and Evaluation of Historic Properties within APE
NRHP-Listed Properties



Oak Park Conservatory
615 Garfield St., Oak Park
Criteria A and C



Gunderson Historic District
Roughly bounded by Madison, Harrison, and Gunderson Streets and South Ridgeland Avenue, Oak Park
Criteria A and C

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I-290 Identification and Evaluation of Historic Properties within APE
Previously Determined NRHP-Eligible Properties



Paulina Mansions
901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park
Criterion C

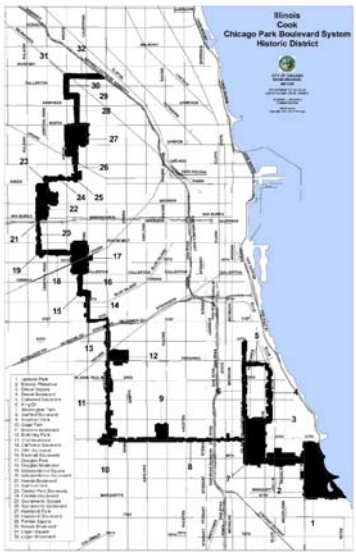


Hulbert Historic District
Roughly bounded by Madison and Harrison Streets and Clinton and Kenilworth Avenues, Oak Park
Criteria A and C

23

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I-290 Identification and Evaluation of Historic Properties within APE
Pending NRHP Designation



The Chicago Park Boulevard System Historic District
Includes approximately 26 miles of parks and boulevards beginning at Dr. Martin Luther King, Jr. Drive and ending at Logan Boulevard, Chicago
Criteria A and C

24

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



Synagogue for Congregation B'Nai Israel of Proviso
10216 Kitchner Street, Westchester
Criterion C, Criteria Consideration A



Commercial building at 841 South Oak Park
841 S. Oak Park Ave., Oak Park
Criterion C



Park District of Forest Park
7441 Harrison Street, Forest Park
Criteria A and C



Suburban Trust and Savings Bank Building
840 S. Oak Park Ave., Oak Park
Criterion C

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



T.A. Holm Building
905 S. Oak Park Ave., Oak Park
Criteria A, B, C



Assumption Greek Orthodox Church
601 S. Central Ave., Chicago
Criterion C, Criteria Consideration A



Maze Branch Library
845 S. Gunderson Ave., Oak Park
Criteria A, B, C



Altgeld Park Fieldhouse
515 S. Washtenaw Ave., Chicago
Criteria A, C

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I-290 Identification and Evaluation of Historic Properties
Recommended NRHP-Eligible Properties



Crane Technical High School
2301 W. Jackson Blvd., Chicago
Criteria A, C



Chicago & Midwest Regional Joint Board Building
333 S. Ashland Ave., Chicago
Criteria A, C



Louis Pasteur Memorial
1800 W. Harrison St., Chicago
Criterion C, Criteria Considerations B, F



St. Eulalia Church
1851 S. 9th Ave., Maywood
Criterion C, Criteria Consideration A

27

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I-290 Identification and Evaluation of Historic Properties within APE
Recommended NRHP-Eligible Properties



First Church of the Brethren
425 S. Central Park Blvd., Chicago
Criterion C, Criteria Consideration A



Precious Blood Roman Catholic Church
2401 W. Congress Pkwy., Chicago
Criterion C, Criteria Considerations A, B

28

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I-290 Identification and Evaluation of Historic Properties within APE

- In summary, 23 historic properties identified
  - *1 National Historic Landmark*
  - *5 NRHP-listed historic properties*
  - *2 previously determined NRHP-eligible historic properties (by other agencies)*
  - *1 historic property pending NRHP designation (independent of the I-290 project)*
  - *14 individual historic properties recommended NRHP-eligible*

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Evaluating Project Effects to Historic Properties

- Criteria of Adverse Effect defined in 36 CFR 800.5:

  "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility to the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative."

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Evaluating Project Effects to Historic Properties

- Adverse effect – project may alter characteristics that qualify property for NRHP in manner that diminishes integrity
- Integrity is ability of property to convey significance, based on location, design, setting, materials, workmanship, feeling, and association
- Assess each property and make overall project finding of effect
  - *No Effect*
  - *No Adverse Effect*
  - *Adverse Effect*

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Evaluating Project Effects to Historic Properties

- Examples of adverse effects include, but not limited to:
  - *Physical destruction or damage*
  - *Alteration of property*
  - *Removal of property from historic location*
  - *Change of character of use or physical features within setting that contribute to historic significance*
  - *Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features*

I-290 Effects Assessment Methodology

- Change of character of use or physical features within setting that contribute to historic significance
  - *What is overall importance of setting to eligibility?*
  - *Does the property retain integrity of setting? Integrity of setting for historic properties along I-290 currently and substantially compromised when expressway constructed in 1950s*
  - *Do historically significant viewsheds remain?*
  - *Project components may be visible and obstruct views to or from property, but that is not necessarily an adverse effect*

I-290 Effects Assessment Methodology

- Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features
  - *What are significant historic features and aspects of integrity?*
  - *What effect would project elements have to historic properties?*





Noise Wall Analysis

- FHWA-required process
- Wall evaluated in areas where traffic noise exceeds Noise Abatement Criteria (NAC)
- Walls proposed if they
  - Can be physically constructed
  - Meet noise reduction and cost criteria
  - Are locally supported/voted for
- Voter eligibility
  - Property owners and tenants benefitted by a noise wall
  - Benefit defined as 5 or more decibel decrease (exterior)

Noise Wall Analysis

IDOT CURRENT TYPICAL WALL





Final Design (Phase II)

- Balloting revisited if public sentiment has changed due to time lapse, wall technology or policy

Construction (Phase III)



Researching new wall technologies, such as transparent barriers

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Noise Wall Analysis – Process & Timeline

25th Avenue to 1st Avenue Noise Wall Re-Evaluation and Voting Schedule

IDOT is reanalyzing noise walls for I-290 between 25th and 1st Avenues as a result of the revised design developed in this area

AUGUST | SEPTEMBER | OCTOBER

Noise Wall Ballots Mailed
August 19, 2016 – September 23, 2016

Analysis | **Noise Wall Voting** | **Add'l Voting** (if needed)

Voting Complete
October 21, 2016

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Next Steps

Noise Wall Analysis

- Complete re-analysis of noise walls – August 2016
- Noise wall viewpoints solicitation surveys – October 2016

Environmental Impact Statement

- DEIS Preparation – Fall 2016
- DEIS Release – December 2016
- Public Hearing – January 2017

Section 106

- Prepare Assessment of Effects Report – January 2017
- Consulting Parties Review of Effects Report – February-March 2017
- Section 106 Consulting Parties Meeting #2 – March 2017
- Complete Section 106 Review – April 2017

FEIS/Study Completion – Summer 2017

- Final design, ROW and construction not funded

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39



DRAFT MEETING SUMMARY

Section 106 Consulting Parties Meeting

Date:	**August 11, 2016**
Time:	**9:00 a.m.**
Location:	**Carleton of Oak Park Hotel, 1110 Pleasant St., Oak Park, IL 60302**

On Thursday, August 11, 2016 at 9:20 a.m., a meeting was held between the Section 106 Consulting Parties and the Illinois Department of Transportation (IDOT) I-290 Project Study Team to discuss the identification and evaluation of historic properties for the I-290 project as discussed in the *Section 106 Historic Properties Identification Report* (HPI) (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016). Attendees included representatives from Landmarks Illinois (LI), Chicago Park District (CPD), Chicago Department of Transportation (CDOT), Village of Oak Park (VOP), Village of Oak Park Historic Preservation Commission (VOP HPC), and the IDOT I-290 Project Study Team (PST).

The *Section 106 HPI Report and Section 106 HPI Addendum Report* were made available on a CD to the Consulting Parties prior to the meeting. The CDs were mailed to the Consulting Parties for their review on July 13, 2016. The submittal requested the Consulting Parties review the contents and findings of the reports and provide any comments within a 30-day review period.

Agenda topics for the meeting included an overview of the I-290 study area and schedule, overview of the I-290 preferred alternative, overview of the Section 106 review process and the role of consulting parties in that process; identification and evaluation of historic properties, and proposed effects assessment methodology. Section 106 Consulting Parties were provided an opportunity to provide input and comment on the project and recommended NRHP-eligible historic properties.

IDOT provided an overview of the Section 106 process. This included an explanation of each step of the Section 106 process and a discussion of the respective roles and responsibilities of the lead federal agency, Illinois Historic Preservation Agency (IHPA)/State Historic Preservation Officer (SHPO), and the consulting parties. An overview of the project's Area of Potential Effects (APE), the NRHP criteria of evaluation used to assess NRHP eligibility, and the process that was undertaken by the project's qualified architectural historians to identify historic properties in the APE was also given. The content and findings contained in the *Section 106 Historic Property Identification Report* (March 2016) and the *Section 106 Historic Property Identification Addendum Report* (May 2016), currently under review by the Section 106 consulting parties and IHPA/SHPO, was provided.

IDOT identified the name and status of each NRHP-listed, previously determined NRHP-eligible, and NRHP-eligible historic property and district identified or evaluated in the APE.

<u>Meeting Discussion of Historic Properties Identification and Evaluation</u>

- LI asked about the NRHP eligibility of the Eisenhower Tower in Maywood because it has been informally attributed to the prominent architectural firm Skidmore, Owings & Merrill; this information has not previously been confirmed. She indicated the Skidmore, Owings & Merrill archivist, Karen Widi, may be looking into the firm's project files to determine if the firm was

involved with the Eisenhower Tower. LI also asked if an association with that architectural firm would change the eligibility recommendation. PST explained that the project architectural historians' research indicated it was designed by Schipporeit, Inc. If the building was designed by Skidmore, Owings & Merrill, this would likely not change the eligibility recommendation as the building likely would not meet the exceptional significance criteria required for buildings less than 50 years of age under Criteria Consideration G. IDOT will further investigate the Eisenhower Tower's architect through additional research, and contact Karen Widi.

- LI noted that the Malcolm X College Building identified in the HPI as eligible has been demolished.

- CPD shared additional information about the NRHP multiple property listing for Chicago's parks. Specifically, that Altgeld Park was acknowledged in that listing as NRHP-eligible.

- CPD inquired about the NRHP eligibility of Loretto Hospital given its prominence along the I-290 corridor near Columbus Park. IDOT explained that it had been evaluated for NRHP eligibility in the *Section 106 Historic Properties Identification Report* (March 2016) and recommended not eligible because of significant alterations to the building since its construction.

- LI inquired about Cook County's involvement as a consulting party. PST and IDOT indicated that Cook County had been included as a consulting party and was notified of the meeting. LI asked the team to share the Section 106 consulting parties list. (Post meeting note - provided in an 8/11/16 email).

- VOP HPC asked about the longevity of a NRHP eligibility determination, and whether the property involved would still be considered eligible once the project is completed. IDOT stated that once a property was determined NRHP eligible, and received SHPO concurrence, the property would be considered NRHP-eligible for other projects with no formal NRHP nomination/designation required. Property owners are not notified since we are not formally submitting an application for the property. For the purposes of Section 106, eligible properties have the same standing as listed properties.

- VOP asked about the basis for establishing the Area of Potential Effects (APE). IDOT explained that the boundary was formed considering the limits of the proposed project improvements are within the existing right-of-way for the most part. Initially, the limits were extended one parcel beyond the existing right-of-way, and then expanded to account for sight lines from those improvements to incorporate vacant parcels and broader viewsheds. Architectural historians went parcel by parcel to determine the APE. It was noted that in an urban area, the APE is constrained by other buildings. Also, because there may be a viewshed to the improvement, does not mean there will be an effect.

IDOT provided a brief overview of the proposed assessment of effects methodology, which will be undertaken after the identification and evaluation of historic properties is completed. IDOT provided general examples of potential adverse effects and discussed the factors considered when assessing indirect effects from visual or audible project elements. This included a discussion with the meeting participants on the manner in which a historic property's significant features is assessed, which aspects of integrity a historic property retains, the importance of setting to the property's eligibility, and the difference between historically significant viewsheds and views to or from a historic property.

IDOT also provided an overview of the noise wall analysis requirements and study completed to date. Currently, IDOT's typical noise walls are textured concrete but the agency is investigating acrylic, see-through wall types that would help maintain visual aspects of the corridor.

- CPD requested discussion for potential noise wall effects citing a scenario for a tall wall at Oak Park Avenue in front of the eligible bank building. Although the structure may not have landscape in the historic designation, it would no longer be in the public sphere. IDOT said that each structure has to be evaluated individually. With the bank at Oak Park Avenue, the orientation is more toward Oak Park Avenue and other commercial viewpoints. We need to determine what is significant and it is property specific. Considering noise and air quality elements, the existing noise levels are over the Noise Abatement Criteria and there is no noticeable increase in noise level for the proposed improvements. For air quality, pollutant levels are actually reduced somewhat.

- CPD asked about the connectivity of the shared use path into Columbus Park. IDOT said that the shared use path would connect to the Illinois Prairie Path at 1st Avenue. The path would follow along Maybrook Drive past the CTA Forest Park Station and then along the north side of the expressway right-of-way.

- IDOT clarified that no right-of-way is anticipated being acquired from any NRHP-listed or eligible properties and that only a minor amount of new right-of-way would be acquired as part of the project.

IDOT closed the meeting with an overview of the next steps in the project schedule for the noise wall analysis, the Environmental Impact Statement, and Section 106 effects determination process. IDOT informed the meeting participants that a formal extension to the comment period for the recommended NRHP determinations of eligibility would be provided to the Section 106 Consulting Parties. The comment period would be extended to August 31, 2016.

Attendees
Meeting attendees are listed in the attendance roster attached.

DRAFT

Appendix E-9

Section 106 Consulting Parties Meeting on Effects Assessment to Historic Properties

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

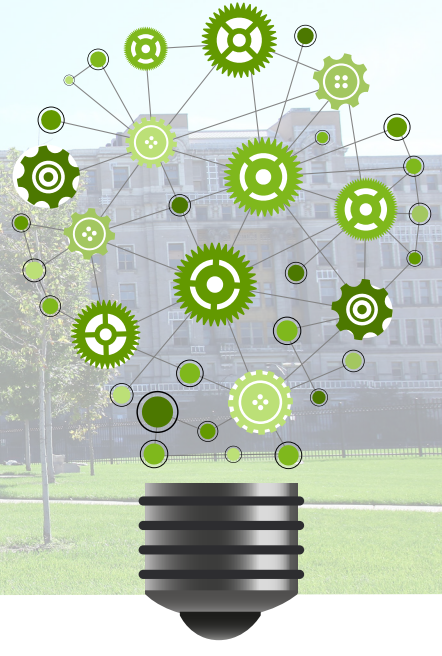
WSP USA

April 2017

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SAVE THE DATE!

Section 106 Consulting Parties Meeting for the I-290 Study



SECTION 106 CONSULTING PARTIES MEETING TO BE HELD

TUESDAY, APRIL 11, 2017 • 9:00 - 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room

Eisenhower expressway

www.dot.il.gov | www.EisenhowerExpressway.com

Illinois Department of Transportation

As a Section 106 Consulting Party for the ongoing study for I-290, from west of US 12/20/45 (Mannheim Road) to Racine Avenue, you are asked to mark your calendar to join the Illinois Department of Transportation for a presentation of the I-290 Section 106 analysis and findings.

This meeting will focus on a review of the effects findings to historic properties in the Area of Potential Effects (APE) for the I-290 corridor. The individual effects findings and an overall project finding of effect will be identified in the Effects Assessment Report to be transmitted to your organization under a separate cover letter in late March 2017. FHWA, IDOT, and its consultants will be there to discuss the effects assessment methodology, effect findings to NRHP-listed and eligible properties, and the overall project finding of effect.

Section 106 Consulting Parties Meeting will be held on:

Tuesday, April 11, 2017
9:00 – 11:00 a.m.

The Carleton Hotel of Oak Park, Foxboro Room
1110 Pleasant Street
Oak Park, IL 60302

Please RSVP by Friday, April 7th to:
Mark Peterson (847) 705-4569
mark.peterson@illinois.gov

This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Kristina Kuehling of Images, Inc. at (630) 510-3944 ext.112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (español) (800) 501-0864 or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.

Illinois Department of Transportation

Eisenhower Expressway Project
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196

Printed using soy based inks on recycled paper.

Eisenhower expressway

Section 106 Consulting Parties Meeting

April 11, 2017 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

Initial Here	Last Name	First Name	Affiliation	Address	City	ST	Zip	Phone	E-mail
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	Tiedt	Sharon	Hillside Historical Society and Historical Commission	425 Hillside Avenue	Hillside	IL	60162		hillsidehistorical@gmail.com
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	Wielebnicki	John	Village of Oak Park	123 Madison St	Oak Park	IL	60302		jwielebnicki@oak-park.us

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Section 106 Consulting Parties Meeting

April 11, 2017 9:00 AM - 11:00 AM The Carleton Hotel of Oak Park

Name	Affiliation	Address	Phone	E-mail
Susan Parks	Atty Chicago			susan.parks@cityofchicago.org
Sandy Lentz	PDOP			sandylentz@gmail.com
~~Jan Arnold~~	PDOP			jan.arnold@pdop.org
~~Marty Walker~~	Village of Bellwood			

8 total



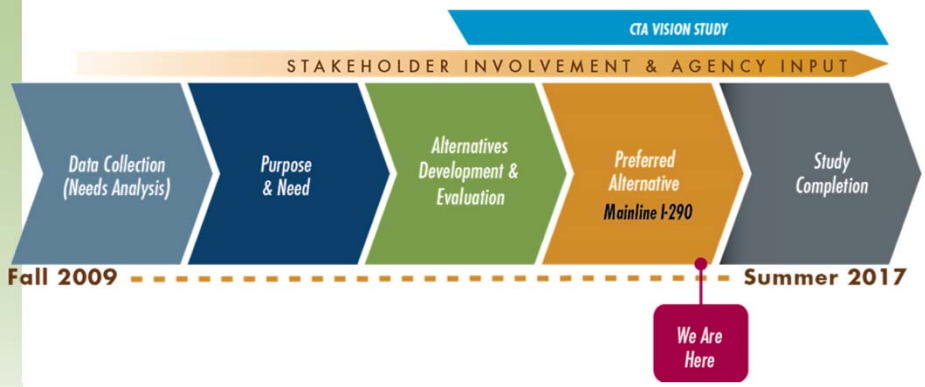
Meeting Agenda

- I-290 Study Overview
- I-290 Preferred Alternative
- Summary of the Section 106 Review Process
- Overview of Historic Properties Identification & Evaluation
- Evaluation of Project Effects to Historic Properties
- Next Steps

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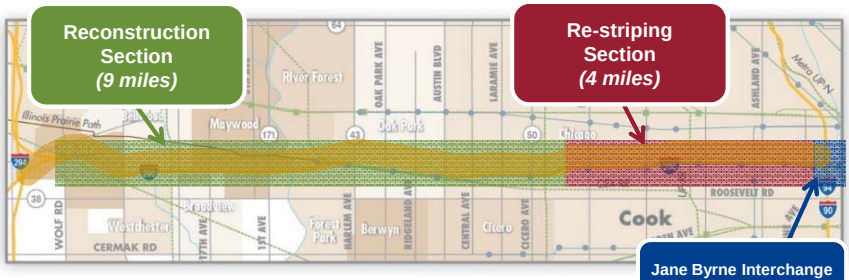
I-290 Study Overview



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3

I-290 Study Area



- ✓ 13 miles
- ✓ West of Mannheim Road to Racine Avenue
- ✓ Connects between:
  - *I-88 on the west*
  - *Jane Bryne Interchange on the east*

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4

I-290 History – Original Design & Construction

- Designed in 1940s
- Land acquisition began in 1942
- Opened in 7 segments, 1955 to 1960
- One of first multi-modal expressway corridors in nation



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Transportation Needs

Transportation needs to be addressed

- ✓ Mobility, safety, condition, design
- ✓ Connections between travel modes
- ✓ Access to jobs

OVERALL GOAL

Create an asset for adjoining communities



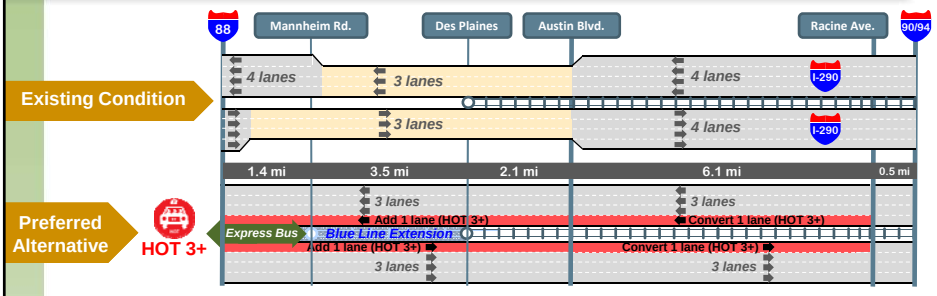
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Alternatives

- 3 rounds of evaluation
- Hundreds of alternatives considered
  - *Transit*
  - *Highway*
  - *Combinations*
- Non-Motorized
  - *1.5-mile extension of Prairie Path*
  - *Wider sidewalks, plazas, safety improvements*

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Preferred Alternative – HOT 3+ & Supporting Transit



CONGESTION
- ✓ 56% travel time savings and improved reliability in HOT 3+ lane

SAFETY
- ✓ 6.2% overall safety improvement
- ✓ Improved non-motorized safety

FACILITY DESIGN
- ✓ Improved community connections and access to transit

MINIMIZE OR AVOID COMMUNITY IMPACTS
- ✓ Mainline remains in existing ROW
- ✓ Minimal additional ROW required and no displacements

ADDITIONAL TRAVEL CHOICES
- ✓ Managed lane for 3+ person carpools and express bus service
- ✓ New east-west shared-use trail

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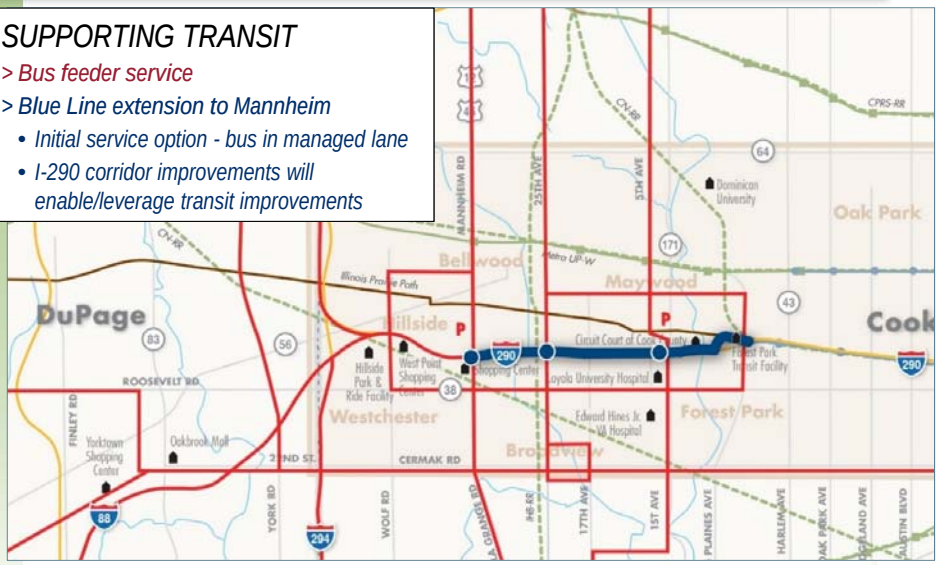
Preferred Alternative – Supporting Transit

SUPPORTING TRANSIT

> Bus feeder service

> Blue Line extension to Mannheim

- Initial service option - bus in managed lane
- I-290 corridor improvements will enable/leverage transit improvements



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What is Section 106 Review?

- National Historic Preservation Act of 1966, as amended (16 USC 470 et seq.) and implementing regulations (36 CFR 800)
  - *Federal agencies must consider effects of undertakings on historic properties*
  - *Federal agencies must provide Advisory Council on Historic Preservation (ACHP) opportunity to comment prior to decision*
- Federal Undertakings
  - *Receive federal funding*
  - *Require federal permit or approval*
  - *Occur on federally-owned property*

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Summary of Section 106 Review Process

- Coordinate with State Historic Preservation Officer (SHPO)
- Identify Section 106 consulting parties
- Define Area of Potential Effects (APE)
- Identify/evaluate historic properties in APE
- Evaluate project effects to historic properties — We Are Here
- Resolve adverse effects to historic properties, if any
- Throughout process, continue consultation with SHPO and consulting parties

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Who is Involved in Section 106 Review?

- Federal Highway Administration (FHWA) – lead federal agency
- Illinois Department of Transportation (IDOT)
- Illinois Historic Preservation Agency (IHPA) – SHPO
- Consulting Parties
  - *Federally recognized Indian tribes*
  - *Local governments in project area*
  - *Organizations with demonstrated interest in historic preservation*
  - *Advisory Council on Historic Preservation*

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What is the Role of Section 106 Consulting Parties?

- Lead federal agency must actively consult and consider consulting parties' comments and views about project effects
- Consulting parties have opportunity to:
  - *Share views*
  - *Receive/review pertinent information & project documentation*
  - *Offer ideas*
  - *Consider possible solutions in coordination with federal agency and other consulting parties*

Defining the Area of Potential Effects (APE)

- Geographic area where project may directly or indirectly affect historic properties
- I-290 APE boundary includes:
  - *I-290 right-of-way (existing and new)*
  - *Cross streets & railroad crossings with planned improvements*
  - *One parcel adjacent to interstate, cross streets, and railroad crossings*
  - *Extends greater than one parcel for vacant parcels or viewshed considerations*

What are Historic Properties?

- Any prehistoric site or historic district, building, structure, or object included in, or eligible for inclusion in, National Register of Historic Places (NRHP)
- Generally, at least 50 years old
- Meet one or more NRHP Criteria for Evaluation
- Retain most or all 7 aspects of integrity

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I-290 Identification and Evaluation of Historic Properties within APE

- 9 NRHP-listed or previously determined NRHP-eligible historic properties in APE
  - *1 National Historic Landmark*
  - *5 NRHP-listed historic properties*
  - *2 previously determined NRHP-eligible historic properties*
  - *1 historic property pending NRHP designation*
- 14 individual historic properties recommended NRHP-eligible
- SHPO concurrence September 2016

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What is an Effect?

- Alteration to characteristics of historic property qualifying it for inclusion in or eligibility for NRHP
- When assessing project effects, consider for each historic property:
  - *Criteria of adverse effect (36 CFR 800.5)*
  - *Historic significance*
  - *Relevant aspects of integrity*
  - *Historically significant viewsheds*
  - *Existing conditions*

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18

Criteria of Adverse Effect (36 CFR 800.5)

- 36 CFR 800.5(1) defines an adverse effect as:
  - *When a project may alter, directly or indirectly, any characteristics qualifying property for NRHP in manner that diminishes integrity*
  - *Consideration given to all qualifying characteristics, including any identified subsequent to original eligibility evaluation*
  - *May include reasonably foreseeable effects caused later in time by project, or cumulative effects*

Examples of Adverse Effects (36 CFR 800.5)

- Physical destruction or damage
- Alteration of property
- Removal of property from historic location
- Change of character of use or physical features within setting that contribute to historic significance
- Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features

Project and Individual Property Effect Findings

- *No Effect* – no alteration to any character-defining features and no alteration to aspects of integrity
- *No Adverse Effect* – alters, but does not diminish, specific aspect of integrity and does not alter characteristics qualifying property for inclusion in NRHP
- *Adverse Effect* – alters characteristics that qualify property for inclusion in NRHP in manner that diminishes aspect of integrity

Historic Significance and Integrity

- A property must retain relevant aspects of integrity to convey its significance under NRHP Criteria A, B, C, and/or D
  - *Why is a property historically significant?*
  - *What are its character-defining features?*
  - *What aspects of integrity are most relevant to conveying historic significance?*

Aspects of Integrity

- Location – where property constructed or where event occurred
- Design – combination of elements that create form, plan, space, structure, and style of property
- Materials – physical elements combined in particular configuration to form property during given period in history
- Workmanship – physical evidence of crafts of particular culture or people during given period in history

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Aspects of Integrity

- Setting – physical environment of historic property and its relationship to it
- Feeling – expression of aesthetic or historic sense of particular period of time
- Association – direct link between important historic event or person and historic property

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Determining Relevant Aspects of Integrity

- Certain aspects of integrity may be more important than others in expressing historic significance
- Property significant for historic association (Criteria A or B)
  - *Retain some features or all aspects of integrity*
  - *Design and workmanship not as important to significance as location, setting, feeling, or association*

Determining Relevant Aspects of Integrity

- Property significant for architectural style (Criterion C)
  - *Retain most of physical features of that style that characterize type, period, or method of construction*
  - *Design, workmanship, and materials usually more important than location, setting, feeling, and association*
  - *Location and setting important for design of environment (designed landscapes)*

Evaluating Direct Effects to Historic Properties

- No direct effects to historic properties anticipated
  - *Project largely occurs in existing I-290 footprint, existing crossroads, and railroad right-of-way*
  - *No project work will occur in historic property boundaries, except for Columbus Park shared-use path extension*
  - *Temporary easements required for Columbus Park shared-use path extension*
  - *No effect or no adverse effect anticipated to integrity of location, design, workmanship, or materials*

Evaluating Indirect Effects to Historic Properties

- Evaluation of indirect effects to historic properties
  - *Traffic noise changes*
  - *Introduction of visual project components in vicinity (bridge replacement, additional travel lanes, noise barriers)*
- Degree to which these changes or new components may diminish integrity of setting, feeling, and/or association *and alter characteristics qualifying it for NRHP*

Evaluating Indirect Effects to Historic Properties

- Project components may be visible from a historic property, may obstruct views to or from that property, and/or may affect one or more aspects of integrity, but this does not necessarily constitute an effect or adverse effect to a historic property
- When evaluating indirect visual effects, consider
  - *Does the property retain integrity of setting?*
  - *Does the property retain historically significant viewsheds?*

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Evaluating Indirect Effects to Historic Properties

- Historically significant viewshed is a geographic area visible from a property that contributes to understanding historic significance as conveyed through integrity of setting, feeling, and association



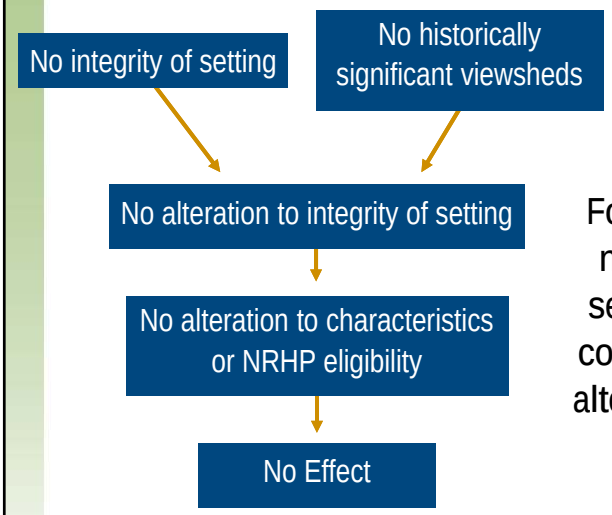
View west along Harrison St to Suburban Trust and Bank Building (R), S Oak Park Ave, & I-290 (L)



View northeast from Ogden Ave to I-290 near Louis Pasteur Memorial

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Evaluating Indirect Effects to Historic Properties



For properties that do not have integrity of setting, visual project components would not alter or further diminish integrity of setting

Traffic Noise and Noise Barriers

IDOT CURRENT TYPICAL WALL



- Minimization measure to perceptibly lower projected roadway noise levels
- Height varies between 9 feet and 19 feet
- Final wall aesthetic characteristics in Phase 2

Temporary Construction-Related Noise and Vibration

- During construction, temporary noise and vibration may increase
- Increases not anticipated to adversely impact properties
- Minimization measures would be implemented to minimize or eliminate before and during construction
  - *Construction methods*
  - *Monitoring of sensitive structures during and after construction*
  - *Working with communities*

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Synagogue for Congregation B'Nai Israel of Proviso
NRHP-Eligible under Criterion C, Criteria Consideration A



- Historically significant for parabolic shape in Exaggerated Modern style
- Integrity of design, workmanship, materials, feeling, and association important to conveying significance and character-defining features
- Retains all aspects of integrity

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – oriented away from I-290, views north obstructed by existing noise wall, no historically significant viewsheds altered

St. Eulalia Church
NRHP-Eligible under Criterion C, Criteria Consideration A



- Historically significant as Neo-Formalist religious building
- Integrity of design, workmanship, materials, feeling, and association important to conveying significance and character-defining features
- Retains all aspects of integrity

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Park District of Forest Park
NRHP-Eligible under Criteria A and C



- Historically significant as village's first and oldest park and association with WPA. Retains original form, features, and buildings
- Retains all aspects of integrity
- No historically significant viewsheds north to I-290; setting in park and spatial relationships between contributing features important to conveying significance

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – visual alterations would occur, but not within park; viewsheds north not historically significant and do not contribute to understanding of significance

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37

Hulbert Historic District
NRHP-Eligible under Criteria A and C



- Historically significant for collection of American Foursquare and bungalow houses developed by Thomas Henry Hulbert, who specifically marketed to middle class families in Oak Park
- Retains all aspects of integrity
- Majority of district located northward; contributing properties oriented east-west to each other within neighborhood

- Effect Finding – No adverse effect to district
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

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38

Commercial Building at 841 South Oak Park Avenue
NRHP-Eligible under Criterion C



- Historically significant as Beaux Arts, terra cotta commercial building
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting south toward I-290; retains spatial relationships east to S. Oak Park Avenue

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

T.A. Holm Building
NRHP-Eligible under Criteria A, B, C



- Historically significant for association with T.A. Holm, his real estate company, and Classical and Beaux Arts architecture executed in terra cotta
- Retains all aspects of integrity
- Proximate northeast views not historically significant; retains spatial relationships to commercial buildings along S. Oak Park Avenue

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – visual alterations would occur, but would not be visible from property

Suburban Trust and Savings Bank Building
NRHP-Eligible under Criterion C



- Historically significant as early twentieth-century Neoclassical bank building
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting south toward I-290; retains spatial relationships west to S. Oak Park Avenue

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Paulina Mansions
NRHP-Eligible under Criterion C



- Historically significant for Tudor Revival style applied to S-shaped apartment building
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting north toward I-290; retains spatial relationships east to Wesley Avenue

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – visual alterations would occur within I-290 "trench," but no historically significant viewsheds north

Eisenhower expressway

Oak Park Conservatory
NRHP-Listed under Criteria A and C



- Historically significant for rare Victorian-era glass greenhouse design and association with Oak Park parks movement
- Integrity of design, workmanship, and materials important to conveying significance and character-defining features
- Does not retain integrity of setting or historically significant viewsheds north toward I-290

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Maze Branch Library
NRHP-Eligible under Criteria A, B, C



- Historically significant for Colonial Revival and Georgian Revival architecture, and association with Adele H. Maze and New Deal-era architecture
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting or historically significant viewsheds south to I-290

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Gunderson Historic District
NRHP-Listed under Criteria A and C



- Historically significant for collection of American Foursquare houses developed by S.T. Gunderson & Sons and specifically marketed to middle class families in Oak Park
- Retains all aspects of integrity
- Majority of district located northward; contributing properties oriented east-west to each other within neighborhood

- Effect Finding – No adverse effect to district
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Columbus Park
NHL under Criterion 4, NRHP-Listed under Criteria A and C



- Historically significant as exceptionally important work of design by Jens Jensen and mature expression of Prairie style philosophies in landscape architecture and park programming
- Retain all aspects of integrity
- Setting in park and spatial relationships between contributing features important to conveying significance and character-defining features

- Effect Finding – No adverse effect to property
- No adverse effect to integrity of location, setting, design, workmanship, materials, feeling, or association – shared-use path and landscape improvements would alter, but not adversely affect character-defining features or ability to convey historical significance

Assumption Greek Orthodox Church
NRHP-Eligible under Criterion C, Criteria Consideration A



- Historically significant for Byzantine style design applied to a religious building
- Integrity of design, workmanship, materials, feeling, and association important to conveying significance and character-defining features
- Retains integrity of setting

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Garfield Park
NRHP-Eligible under Criteria A and C



- Historically significant for ability to evolve according to community's recreational/cultural needs and landscape design and architecture
- Retains all aspects of integrity
- Setting in park and spatial relationships between contributing features important to conveying significance and character-defining features

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

The Chicago Park Boulevard System Historic District
NRHP-Eligible under Criteria A and C



- Historically significant for landscape architecture, design, and development of integrated and cohesive system of parks and boulevards in urban Chicago
- Retains all aspects of integrity
- 26-mile district primarily located north and east of I-290 corridor

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

First Church of the Brethren
NRHP-Eligible under Criterion C, Criteria Consideration A



- Historically significant for Tudor Revival style applied to religious building
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting south toward I-290

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Altgeld Park Fieldhouse
NRHP-Eligible under Criteria A and C



- Historically significant as Classical Revival public building in neighborhood park associated with innovative early twentieth-century recreational trends
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting north to I-290

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Precious Blood Roman Catholic Church
NRHP-Eligible under Criterion C, Criteria Considerations A, B



- Historically significant for unique interpretation of Classical and Mediterranean Revival design applied to two religious buildings
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting north to I-290

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Tri-Taylor Historic District
NRHP-Listed under Criteria A and C



- Historically significant for association with westward settlement of Chicago and distinctive architectural styles in diverse residential neighborhood
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting north to I-290; retains spatial relationships between contributing buildings and setting within district

- Effect Finding – No adverse effect to district
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Crane Technical High School
NRHP-Eligible under Criteria A and C



- Historically significant for Classical Revival architecture and association with vocational education development in early twentieth century
- Retains all aspects of integrity
- No historically significant viewsheds south to I-290; building oriented north to W Jackson Blvd

- Effect Finding – No adverse effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No adverse effect to integrity of setting – visual alterations would occur, but would not diminish integrity of setting, character-defining features, or ability to convey significance

Eisenhower expressway

Louis Pasteur Memorial
NRHP-Eligible under Criterion C, Criteria Considerations B, F



- Historically significant for Art Deco-style bust and forms designed by sculptor Leon Hermant as his only freestanding sculpture in Chicago
- Retains integrity of design, materials, workmanship, feeling, and association
- Does not retain integrity of location and setting; current setting altered since relocation

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – no historically significant viewsheds altered

Cook County Hospital Administration Building
NRHP-Listed under Criteria A and C



- Historically significant as Beaux Arts-style building associated with history of medicine, medical education, and public health in Chicago and nation
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – no historically significant viewsheds altered

Chicago and Midwest Regional Joint Board Building NRHP-Listed under Criteria A and C



- Historically significant as Art Deco-style building associated with growth of unions in Chicago area in 1920s
- Retains integrity of location, design, materials, workmanship, feeling, and association
- Does not retain integrity of setting west or south to I-290

- Effect Finding – No effect to property
- No effect to integrity of location, design, workmanship, materials, feeling, or association
- No effect to integrity of setting – no historically significant viewsheds altered

Project Effect Finding Summary

- No effect to 6 properties in APE
- No adverse effect to 17 properties in APE
- Based on results of individual historic property assessments, the project would have **no adverse effect** to historic properties

Next Steps

Section 106

- Consulting Parties Review of Effects Report – April-May 2017
- Complete Section 106 Review – May 2017

Final Environmental Impact Statement

- FEIS Preparation – Spring 2017
- FEIS/ROD Release – June 2017
- Final design, ROW and construction not funded



MEETING SUMMARY

Section 106 Consulting Parties Meeting

Date:	**April 11, 2017**
Time:	**9:00 a.m.**
Location:	**Carleton of Oak Park Hotel, 1110 Pleasant St., Oak Park, IL 60302**

On Tuesday, April 11, 2017 at 9:00 a.m., a meeting was held between the Section 106 Consulting Parties and the Illinois Department of Transportation (IDOT) I-290 Project Study Team to discuss the effects findings to historic properties for the I-290 project as presented in the *Section 106 Effects Assessment Report* (April 2017). Attendees included representatives from Cook County Department of Transportation and Highways (CCDTH), City of Chicago Historic Preservation Division (CHPD), Park District of Oak Park (PDOP), Village of Oak Park (VOP), Village of Oak Park Historic Preservation Commission (VOP HPC), Village of Bellwood (VOB), Village of Forest Park (VOFP), and the IDOT I-290 Project Study Team (PST).

The *Section 106 Effects Assessment Report* was made available on a CD to the Consulting Parties prior to the meeting. The CDs were received by the Consulting Parties for their review on April 4, 2017. The submittal requested the Consulting Parties review the contents and findings of the reports and provide any comments within a 30-day review period ending May 3, 2017.

Agenda topics for the meeting included an overview of the I-290 study and preferred alternative; a summary of the Section 106 review process; an overview of the identification and evaluation of historic properties completed for the I-290 study; a review of the effects assessment methodology; and an overview of the individual effect findings for each historic property. Section 106 Consulting Parties were provided an opportunity to provide input and comment on the project, the effects methodology, and the individual effect findings.

IDOT provided a summary of the project study and the Section 106 content. This included an overview of each step of the Section 106 process, including the role of consulting parties, the project's Area of Potential Effects (APE), the NRHP criteria of evaluation used to assess NRHP eligibility, and the number of historic properties identified in the APE. The findings contained in the *Section 106 Effects Assessment Report* (April 2017), currently under review by the Section 106 consulting parties and IHPA/SHPO, was provided.

IDOT provided an overview of the effects methodology and how it was applied to assess project effects to individual historic properties in the APE. This included a discussion with the meeting participants on the importance of historic significance and relevant aspects of integrity when assessing effects, the difference between historically significant viewsheds and project components being visible from a property, direct and indirect effects to historic properties, and the individual effect finding options available to evaluate project effects to historic properties (no effect, no adverse effect, and adverse effect). IDOT presented each NRHP-listed and NRHP-eligible historic property and district's historic significance, relevant aspects of integrity, historically significant viewsheds, and effects finding.

Meeting Discussion of Effects Assessment

- The Park District of Oak Park (PDOP) expressed concern about construction-related vibration impacts to the Oak Park Conservatory and other adverse effects to the property as a result of construction. In the event of a no adverse effect finding, PDOP questioned whether any further consideration would be given to protecting the Conservatory during construction. Discussion also followed regarding the possibly of project plan changes and/or a revote during Phase 2 that could result in a noise barrier in front of the property where none is currently planned. IDOT responded that they will also coordinate with the PDOP specifically during Phase II regarding the coordination of construction activities and development of strategies to reduce construction effects and develop a monitoring program to address construction vibration/settlement concerns.

- VOP asked about the evaluation of changes to the project after the Section 106 process is concluded, because the Village is considering the option of expanded bridge decking at several structures within the City's jurisdiction. IDOT responded that a reevaluation of Section 106 effects to historic properties would need to be completed to assess the effects of the project changes along with the prospect of further review under the National Environmental Policy Act.

IDOT closed the meeting with an overview of the next steps in the project schedule for the Environmental Impact Statement and Section 106 process. IDOT informed the meeting participants that the comment period for the *Section 106 Effects Assessment Report* ends Wednesday, May 3, 2017.

Attendees
Meeting attendees are listed in the attendance roster attached.

DRAFT

Appendix F

Traffic Noise Abatement Analysis
Volume 1

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Huff & Huff, Inc.

October 2015

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TABLE OF CONTENTS

Page

1. INTRODUCTION 1

2. NOISE BACKGROUND AND REGULATIONS 1
   - Noise Background 1
   - Federal Regulations 2
   - IDOT Policy 3

3. NOISE RECEPTOR SELECTION 4

4. FIELD NOISE MEASUREMENTS 15
   - Traffic Volumes 15
   - Time and Day for Measurements 15
   - Weather Conditions 16
   - Instrumentation 16
   - Field Noise Monitoring Results 17

5. NOISE ANALYSIS METHODOLOGY 20
   - Traffic Volumes 20
   - Traffic Composition 20
   - Receptor Distance/Elevation 20
   - Speed Conditions 21
   - Existing and Planned Traffic Noise Barriers 21

6. TNM RESULTS 22
   - Existing and No Build Noise Evaluation 22
   - Noise Findings Relative to Mainline I-290 Traffic and Design 31

7. CONCLUSIONS AND NEXT STEPS 31

LIST OF TABLES

TABLES

1 NOISE ABATEMENT CRITERIA – HOURLY WEIGHTED SOUND LEVEL 3
2 IDENTIFIED NOISE RECEPTORS 6
3 NOISE MONITORING RESULTS, L_{eq} 18
4 NOISE LEVELS SUMMARY - TNM MODELING RESULTS 23
5 RECEPTORS WITH PERCEPTABLE NOISE CHANGE, EXISTING TO NO BUILD CONDITIONS 32

APPENDIX A: LIST OF FIGURES

FIGURES

1 PROJECT LOCATION MAP
2 LAND USE MAP
3 NOISE RECEPTOR LOCATION MAP

APPENDIX B: I-290 NOISE RECEPTOR MEMO (OCTOBER 31, 2013)

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Section One: Introduction

This traffic noise analysis has been prepared to evaluate traffic noise for the Eisenhower Expressway (I-290) Reconstruction Project. The noise study area, shown in Figure 1, is in within the Villages of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and the City of Chicago in Cook County, Illinois. The noise study evaluates existing and future traffic noise conditions, and if appropriate, will evaluate potential noise abatement measures.

This Volume 1 noise report is divided into sections as follows: Noise Background and Regulations (Section 2); Noise Receptor Selection (Section 3), Field Noise Measurements (Section 4), Noise Analysis Methodology (Section 5), Traffic Noise Model Results (Section 6), and conclusions and next steps (Section 7). Volume 2 of the traffic noise analysis will present impacts and abatement analysis for the Build condition, an analysis of currently undeveloped lands within the noise study area, and a discussion of construction noise considerations.

Section 2: Noise Background and Regulations

Noise Background

Sound is a pressure fluctuation in air, transmitting mechanical energy caused by vibration. Loudness is measured on a logarithmic scale using units of decibels (dB). Sound is composed of a wide range of frequencies; however, the human ear is not uniformly sensitive to all frequencies. Therefore, an "A" weighted scale was devised to correspond with the sensitivity of the human ear. The A-weighting generally weights more heavily noise levels in the humanly audible range and screens out noise levels that cannot be heard but are still generated, such as by a high-frequency dog whistle. The A-weighted scale is used because:

1) It is easily measured.
2) It approximates the sensitivity of the human ear to sounds of different frequencies.
3) It matches attitudinal surveys of noise annoyance better than other noise measurements.
4) It has been adopted as the basic unit of environmental noise by many agencies around the world for community noise issues.

The equivalent sound level (L_{eq}) is the steady-state, A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying, A-weighted sound level over a specified period. If the period is 1 hour, the descriptor is the hourly equivalent sound level or $L_{eq}(h)$, which is widely used by state highway agencies as a descriptor of traffic noise. It is generally the equivalent level of sound (in dB(A)) that represents the level of sound, held constant over a specified period, that reflects the same amount of energy as the actual fluctuating noise over that period. L_{eq} is based on the energy average, not a noise level average.

Federal Regulations

Traffic noise analyses are required for all projects considered a Type I project. The Federal regulations define Type I projects as any of the following:

- The construction of a highway on new location,
- The physical alteration of an existing highway where there is either:
    - Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition or
    - Substantial Vertical Alteration. A project that removes shielding therefore, exposing the line-of-sight between the receptor and the traffic noise source. (This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor.)
- The addition of a through-traffic lane(s). (This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.)
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane, or,
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

This proposed improvement to I-290 would be characterized as a Type I noise project as it includes the addition of through-traffic lanes.

Federal regulations establish noise abatement criteria to establish noise levels where noise abatement should be evaluated. Five separate noise abatement criteria (NAC) based upon land use are used by the FHWA to assess potential noise impacts. A traffic noise impact occurs when noise levels approach (within 1 dB(A)) or exceed the NAC listed in Table 1.[1] In determining the applicable noise activity category for the study area, existing land use was reviewed. The applicable NAC for all residential noise receptors evaluated is 67 dB(A).

[1] Based on 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. (adopted 2010).

TABLE 1
NOISE ABATEMENT CRITERIA - HOURLY WEIGHTED SOUND LEVEL

Activity Category[1]	$L_{eq}(h)$	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D[2]	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

IDOT Policy

Based on the FHWA regulations, State Highway Authorities are allowed to define the noise impacts as 1) the build noise level determined to approach the NAC and 2) the increase in build noise levels determined to be a substantial increase from existing levels. The Illinois Department of Transportation (IDOT) defines noise impacts as follows:

- Design-year traffic noise levels approach, meet or exceed the NAC, with approach defined as 66 dB(A) for the residential NAC of 67 dB(A).
- Design-year traffic noise levels are a substantial increase over existing traffic-generated noise levels, defined as an increase greater than 14 dB(A).

[2] FHWA does not determine interior noise impacts for residential land uses. An interior noise analysis is completed only if no exterior areas of frequent human use exist.

Section 3: Noise Receptor Selection

Receptor locations are selected to reflect changes in traffic noise levels as a result of changes in traffic volumes, speed, composition (trucks and cars), roadway alignment (horizontal and vertical), number of lanes, shielding, and ground cover. The distance to I-290 from the receptor was the primary factor used to select receptors for this project and was limited to receptors within 500 feet of the proposed improvements. The distance of 500 feet is based on FHWA's 2010 performance evaluation of the Traffic Noise Model (TNM) 2.5, the model that will be used to predict existing, no build, and build noise levels for the proposed project. The evaluation found that TNM is most accurate when used to assess receptors within 500 feet of the roadway, and that TNM under-predicted sound levels for "soft" ground types (turf) and over-predicted sound levels for "hard" ground types (pavement) for receptors farther than 500 feet from the roadway.[3] The IDOT Highway Traffic Noise Assessment Manual (2011) states that noise receptors should be screened within 500 feet of the roadway, based upon the findings of the FHWA 2010 performance evaluation.

The traffic noise analysis evaluates the study area using common noise environments (CNEs). A CNE is a group of receptors within the same activity category that are exposed to similar noise sources and levels. Within each of the CNEs, the closest receptor was selected to represent the CNE, thereby representing the worst-case traffic noise condition. The represented receptors within the CNEs will have similar traffic noise levels as the selected receptor.

Table 2 lists the receptor number, location, receptor type, and the approximate distance to the existing I-290 edge of pavement. Figure 3 depicts aerial photographs of each representative receptor and its corresponding CNE. The figure shows "primary" and "secondary" land use classifications used to identify the Land Use Activity Category for each area within the project corridor. This distinction was made because the land uses in the project area are urban and sometimes have multiple land uses within a single building. Buildings with more than one land use that could be represented by multiple Activity Categories were designated with "Primary" and "Secondary" land uses that were used to determine traffic noise impacts. For instance, a single building could contain a café with sidewalk seating on the first floor, with residential on the second floor (with an outdoor balcony) that could be considered either Activity Category B (residential) or E (restaurant). "Primary" land uses represent the most noise-sensitive land use in that building, and represent the land use category that will be used for traffic noise impacts determination.

For example, residential land use/Activity Category B has a lower NAC (67 dB(A)) than restaurants/Activity Category E (72 dB(A)); therefore the "primary" land use category for that site would be Activity Category B (NAC of 67 dB(A)). "Secondary" land uses are shown as a hatching over the "Primary" land use to indicate the other uses in the building that have NAC, but the NAC is greater than or equal to that of the primary land use. In the example given, Activity Category E (NAC of 72 dB(A)) would be the category of the "secondary" land use.

[3] U.S. Department of Transportation Research and Innovative Technology Administration. "Ground and Pavement Effects using FHWA's Traffic Noise Model 2.5." April 2010.

The existing land use adjacent to the entirety of the I-290 corridor is urban, comprised mainly of residential use, with sections of industrial, commercial, office, cemetery, and parks/recreational uses interspersed. The study area contains a wide variety of land uses, as represented in Table 2. There were no identified land uses in the project area that would be classified as Activity Category A. Table 1 defines Activity Category A as "lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose." An example of this is the Tomb of the Unknown Soldier located at the Arlington National Cemetery in Washington D.C. Very few areas qualify to be Activity Category A. For this analysis, parks in the I-290 study area were designated as Activity Category C, a typical designation for a park. The IDOT traffic noise policy states noise receptors in parks exist at outdoor gathering areas, such as a baseball field, playground equipment, or a bench. It is recognized that there are notable parks in the study area, including Columbus Park (between Austin Boulevard and Central Avenue), which is listed in the National Register of Historic Places; however, the park is presently located adjacent to the I-290 corridor, and none of the park's uses appear to be restricted by its proximity to I-290 and the existing highway noise.

Activity Category D is the only activity category for which interior noise is studied. The IDOT traffic noise policy states that primary consideration should be given to exterior areas where frequent human use occurs for Activity Categories A, B, C, and E. The policy states that consideration should be given to Activity Category D land uses only if no exterior use areas are identified. No Activity Category D areas were found to exist within the project corridor. In the I-290 noise study area, exterior use areas were identified for all Activity Category D land uses in the corridor (see Table 1 for a list of all Activity Category D land uses). No recording, radio, or television studios were identified within the noise study area.

Noise receptors were located using aerial photography and field investigations to determine exterior areas of frequent human use, such as balconies, benches, or other gathering places, in accordance with the IDOT traffic noise policy. Receptors were studied on each floor of multi-story buildings where outdoor areas of frequent human use existed (such as balconies on every story of a multi-story apartment building) in order to determine which floor of the building constituted the worst-case noise level for the building. Noise level results (in Section 6) present only the worst-case receptor per building.

TABLE 2
IDENTIFIED NOISE RECEPTORS
INTERSTATE ROUTE 290: WEST OF US 45 (MANNHEIM ROAD) TO RACINE AVENUE

Receptor/CNE No.	NAC Activity Category[/a]	Type[/b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R1	E / 72	Office	375	Hillside
R2	C / 67	Church	490	
R3	B / 67	Single-family Residence (SFR)	130	
R4	B / 67	SFR	220	
R5	B / 67	SFR	65	
R6	B / 67	SFR	140	
R7	B / 67	SFR	145	
R8	B / 67	SFR	165	
R9	C / 67	School, Park, Medical Facility	200	
R10	E / 72	Hotel	270	
R11	C / 67	Church, Medical Lab, Day Care	325	
R12	E / 72	Office	450	
R13	B / 67	SFR	150	
R14	E / 72	Restaurant	655	
R15	B / 67	Mixed Residential	445	Bellwood, Westchester, Broadview
R16	B / 67	SFR	385	
R17	B / 67	Mixed Residential	115	
R18	C / 67	Church	350	
R19	B / 67	Multi-family Residence (MFR)	150	
R20	B / 67	MFR and Church/Community Center	260	
R21	B / 67	MFR	340	
R22	C / 67	Medical Clinic	425	
R23	E / 72	Restaurant	445	
R24	B / 67	MFR	495	
R25	B / 67	SFR	110	
R26	B / 67	MFR	120	
R27	B / 67	SFR	110	

Receptor/CNE No.	NAC Activity Category[/a]	Type[/b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R28	B / 67	SFR	190	Bellwood, Westchester, Broadview
R29	B / 67	SFR	110	
R30	B / 67	SFR	150	
R31	C / 67	Medical Services	350	
R32	C / 67	Medical Clinic	240	
R33	C / 67	Educational Center	520	
R34	E / 72	Office	420	
R35	B / 67	SFR	490	
R36	B / 67	SFR	455	Bellwood, Maywood
R37	B / 67	SFR	110	
R38	B / 67	SFR	120	
R38A	C / 67	Church	550	
R39	B / 67	Mixed Residential	115	
R40	B / 67	SFR	130	Maywood
R41	B / 67	SFR	125	
R42	C / 67	Church	140	
R43	B / 67	Mixed Residential	100	
R44	B / 67	Mixed Residential	135	
R45	C / 67	Playground for MFR housing	265	
R46	E / 72	Office	175	
R47	B / 67	Mixed Residential	150	
R48	C / 67	School	315	
R49	B / 67	SFR	135	
R50	C / 67	Church	270	
R51	B / 67	SFR (Church Rectory)	350	
R52	C / 67	Church/Community Center	440	
R52A	C / 67	Day Care	615	
R53	C / 67	School	360	
R54	B / 67	Mixed Residential	140	
R55	B / 67	Mixed Residential	135	
R56	C / 67	School	150	
R57	C / 67	Park	530	
R58	B / 67	Mixed Residential	110	
R59	B / 67	Mixed Residential	120	Forest Park

Receptor/CNE No.	NAC Activity Category[/a]	Type[/b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R60	E / 72	Restaurant	175	Forest Park
R61	E / 72	Office	180	
R62	C / 67	Cemetery	330	
R63	C / 67	Courthouse	220	
R64	C / 67	Cemetery	110	
R65	C / 67	Cemetery	320	
R66	C / 67	Medical Clinic	445	
R67	C / 67	Park	170	
R68	B / 67	Mixed Residential	460	
R69	C / 67	Park	120	
R70	B / 67	Mixed Residential	130	
R71	E / 72	Restaurant	615	
R72	C / 67	Medical Clinic	590	
R73	C / 67	Park	110	
R74	B / 67	Mixed Residential	565	
R75	C / 67	Church	525	
R76	B / 67	Mixed Residential	85	
R76A	C / 67	Community Garden	100	
R77	C / 67	Post Office	285	Oak Park
R78	C / 67	Yoga Studio	315	
R79	C / 67	Park	70	
R79A	B / 67	SFR	115	
R80	C / 67	Veterinarian, Daycare, Dance School	250	
R81	C / 67	School	200	
R82	B / 67	Mixed Residential	75	
R83	B / 67	Mixed Residential, Office	180	
R84	B / 67	MFR	165	
R85	B / 67	MFR, Office	160	
R86	B / 67	MFR, Office	65	
R87	E / 72	Restaurant	170	
R88	B / 67	MFR, Daycare, Medical Clinic	265	
R89	E / 72	Office	55	
R90	E / 72	Restaurant, Office	300	
R91	B / 67	MFR, Restaurant	500	

Receptor/CNE No.	NAC Activity Category[/a]	Type[/b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R92	B / 67	Mixed Residential	180	Oak Park
R93	C / 67	Conservatory	180	
R94	B / 67	Mixed Residential	50	
R95	C / 67	School	440	
R96	C / 67	Recreation	300	
R96A	C / 67	Fire Station	195	
R97	B / 67	Mixed Residential	625	
R98	C / 67	Library	155	
R99	B / 67	Mixed Residential	170	
R100	B / 67	MFR, Office, Clinic	60	
R101	C / 67	Clinic, Theater	75	
R102	B / 67	MFR, Health Care	260	
R103	C / 67	Veterinarian	270	
R104	B / 67	MFR, Spa	180	
R105	B / 67	MFR, Office	290	
R107	C / 67	Community Center	295	
R108	C / 67	Dance Studio	310	
R109	E / 72	Office	310	
R110	E / 72	Restaurant	310	
R111	B / 67	Mixed Residential	220	
R112	E / 72	Restaurant	390	
R113	B / 67	MFR, School	410	
R114	C / 67	Daycare	410	
R115	B / 67	MFR, Office	420	
R116	E / 72	Restaurant	280	
R117	C / 67	Park and Recreation	210	
R118	C / 67	Daycare	430	
R119	B / 67	Mixed Residential, Office	65	
R120	C / 67	Health Care	460	
R121	C / 67	Church	220	
R122	B / 67	Mixed Residential	200	
R123	C / 67	Religious Center	480	
R124	C / 67	Nursing Home/Health Care	200	Chicago
R125	B / 67	Mixed Residential	205	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R126	C / 67	Park	115	Chicago
R127	C / 67	Loretto Hospital	240	
R127A	C / 67	Church	365	
R127B	C / 67	School	375	
R128	B / 67	MFR	515	
R129	B / 67	Mixed Residential	100	
R129A	C / 67	Church	460	
R130	C / 67	Church	440	
R131	B / 67	SFR	460	
R132	C / 67	School	450	
R133	B / 67	MFR	460	
R134	C / 67	IDOT Driver's License Facility	260	
R136	B / 67	SFR	460	
R137	C / 67	Church	460	
R138	B / 67	Mixed Residential	260	
R139	C / 67	School	505	
R140	B / 67	Mixed Residential	110	
R141	B / 67	MFR	455	
R142	E / 72	Office	515	
R143	C / 67	School	160	
R143A	C / 67	Church	450	
R144	C / 67	Church	390	
R145	C / 67	School	545	
R146	B / 67	Mixed Residential	100	
R147	B / 67	Mixed Residential	495	
R148	C / 67	Church	315	
R149	B / 67	MFR	185	
R150	B / 67	MFR	350	
R151	B / 67	Mixed Residential	170	
R152	B / 67	Mixed Residential	240	
R153	C / 67	Church	300	
R154	B / 67	MFR/Restaurant	420	
R155	B / 67	MFR	330	
R156	B / 67	Mixed Residential	105	
R157	C / 67	Church	470	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R158	B / 67	MFR	415	Chicago
R159	B / 67	Mixed Residential, Church	210	
R160	C / 67	Church	340	
R161	C / 67	Church	165	
R162	B / 67	Mixed Residential	190	
R163	B / 67	Mixed Residential	165	
R164	B / 67	MFR	120	
R165	B / 67	Mixed Residential	100	
R166	B / 67	MFR	100	
R167	C / 67	School	490	
R168	C / 67	Church	130	
R169	C / 67	School	150	
R170	B / 67	Mixed Residential	105	
R171	C / 67	Church	105	
R172	B / 67	MFR	100	
R173	B / 67	Mixed Residential	100	
R174	C / 67	Health Club/Gym	110	
R175	C / 67	Church	100	
R176	B / 67	Mixed Residential	105	
R177	B / 67	MFR, Restaurant, Church	95	
R178	E / 72	Restaurant	160	
R179	C / 67	Dentist, Church, Medical Doctor	350	
R180	B / 67	MFR	105	
R181	B / 67	MFR, Church, Daycare	100	
R182	B / 67	MFR	110	
R183	C / 67	Church	100	
R184	B / 67	MFR	110	
R185	B / 67	MFR	100	
R186	E / 72	Restaurant	100	
R187	B / 67	MFR	340	
R188	C / 67	Church	450	
R189	B / 67	MFR	100	
R190	E / 72	Office	360	
R191	B / 67	MFR	455	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R192	B / 67	MFR	290	Chicago
R193	B / 67	MFR	135	
R194	C / 67	Park, School	495	
R195	B / 67	Mixed Residential	290	
R196	E / 72	Restaurant	210	
R197	B / 67	MFR, Bar/Restaurant	100	
R198	C / 67	Church, Park	105	
R199	B / 67	MFR	100	
R200	B / 67	MFR	110	
R201	C / 67	Church	280	
R202	C / 67	Church	100	
R203	C / 67	Medical Center	250	
R204	B / 67	MFR	100	
R205	C / 67	Park	430	
R206	B / 67	Mixed Residential	100	
R207	C / 67	Park	600	
R208	E / 72	Office	95	
R209	C / 67	Park	110	
R210	B / 67	Mixed Residential	130	
R211	C / 67	Park	325	
R212	B / 67	MFR, Restaurant	305	
R213	E / 72	Restaurant	250	
R214	B / 67	MFR	420	
R216	B / 67	Mixed Residential	510	
R217	B / 67	MFR, Church	340	
R218	C / 67	Park	140	
R219	B / 67	MFR, Church	240	
R220	C / 67	School, Social Services Center	215	
R221	B / 67	MFR	430	
R222	E / 72	Restaurant	500	
R223	B / 67	MFR	305	
R224	E / 72	Office	175	
R225	C / 67	Church	475	
R226	C / 67	Park	280	
R227	B / 67	MFR	155	

Receptor/CNE No.	NAC Activity Category[/a]	Type[/b]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R228	B / 67	MFR	115	Chicago
R229	C / 67	Church	505	
R230	B / 67	MFR	125	
R231	E / 72	Office	505	
R232	B / 67	MFR, Restaurant	505	
R233	C / 67	Medical Center	505	
R234	E / 72	Restaurant	130	
R235	B / 67	MFR	370	
R236	C / 67	Church	275	
R237	C / 67	Church	330	
R238	B / 67	MFR	120	
R239	C / 67	Church	90	
R240	B / 67	Mixed Residential	90	
R241	C / 67	Park	145	
R241A	C / 67	Church	235	
R242	B / 67	Mixed Residential	135	
R243	B / 67	Mixed Residential	120	
R244	B / 67	MFR	125	
R245	B / 67	MFR	335	
R246	C / 67	School	120	
R247	B / 67	MFR	140	
R248	B / 67	MFR	125	
R248A	C / 67	Church	320	
R249	B / 67	MFR	120	
R250	C / 67	School	240	
R251	C / 67	UIC Labs and Medical Offices, Sleep Center, Vet Clinic	280	
R252	E / 72	Office	400	
R253	C / 67	Play Area/Daycare/ Medical Clinic	185	
R254	B / 67	MFR, Church	115	
R255	C / 67	Church	115	
R256	E / 72	Office	315	
R257	C / 67	Play Area/Community Center	145	
R258	B / 67	MFR	300	

Receptor/CNE No.	NAC Activity Category[a/]	Type[b/]	Distance to I-290 Mainline Existing Edge of Pavement, ft.	Geographic Area
R259	C / 67	Medical Clinic	240	Chicago
R260	C / 67	College	175	
R261	B / 67	MFR	205	
R262	C / 67	Hospital	245	
R263	C / 67	Medical Clinic	275	
R264	C / 67	Medical Clinic	135	
R265	C / 67	Hospital/University	120	
R266	E / 72	Office	110	
R267	E / 72	Office	150	
R268	E / 72	Hotel/Restaurant	530	
R269	B / 67	MFR	170	
R270	B / 67	MFR	120	
R271	C / 67	School	260	
R272	B / 67	MFR	115	
R273	C / 67	School	250	
R273A	C / 67	Church	555	
R274	B / 67	MFR	515	
R275	B / 67	MFR	100	
R276	E / 72	Office	490	
R277	C / 67	College	320	
R278	B / 67	MFR, Restaurant	275	
R279	B / 67	MFR	420	

[a/] due to many mixed-use buildings, the activity category listed is the most noise-sensitive use of the uses within that CNE.

[b/] Land uses with NAC are listed; land uses without NAC are not included.

SFR denotes Single Family Residential

MFR denotes Multiple Family Residential

Note 1: Several receptors locations have been modified since the initial Receptor Memo due to subsequent information collected.

Note 2: Several receptors are noted to be located beyond 500 feet away from the I-290 edge of pavement. These receptors are within the I-290 noise study area; however, because they are within 500 feet of other improvements associated with the I-290 project, such as interchanges or frontage roads.

SECTION 4: FIELD NOISE MEASUREMENTS

Noise level measurements provide a "snapshot" of existing site conditions. Field measurements and the data collected during monitoring are used to validate the traffic noise models used for the project alternatives, ensuring the models can accurately predict each area's noise environment. The following methodology was used to collect noise level measurements for the I-290 traffic noise analysis.

Traffic noise levels measured during monitoring events are representative of the traffic characteristics (volume, speed, and composition) for the period measured. The period measured may or may not be the peak-hour traffic condition. The monitored noise levels may be influenced by noise sources in the area other than traffic noise or the characteristics of the location that are represented in the traffic model, such as shielding afforded by existing berms or structures.

Noise monitoring for I-290 was conducted at 49 receptor locations, representing the variety of land uses and noise environments present in the corridor. The selection of these locations was reviewed and approved by IDOT and FHWA.

Traffic Volumes

Traffic volumes on roadways adjacent to receptors were counted during each ten-minute noise monitoring period. The number of cars and trucks were recorded separately along with any other noise sources observed during monitoring. The traffic volumes counted were extrapolated to hourly volumes for entry into the traffic noise model. This procedure is accepted by FHWA as a representative noise monitoring method, detailed in the IDOT Highway Traffic Noise Assessment Manual, Section 3.5.2.

Time and Day for Measurements

Noise monitoring is typically conducted during the period representing the worst hourly noise level. This may or may not be during the peak hour traffic volumes, as traffic may be operating under stop-and-go conditions or at a reduced travel speed during the peak hour. Monitoring typically occurred during the midday off peak period of travel, when free-flow conditions were present on I-290 (generally 10:00 AM to 2:00 PM), which would generate higher sound levels as compared to congested peak hour conditions. Noise monitoring was conducted at the sites on April 9, 22, and 30, May 7, 14, 21, and 22; and October 30, 2014.

Weather Conditions

Weather conditions affect noise measurement readings. Noise measurements cannot be taken if wind speed exceeds 12 miles per hour (mph). A wind screen was used at all times during noise monitoring to reduce wind noise. The conditions during noise monitoring are summarized as follows:

WEATHER CONDITIONS DURING I-290 TRAFFIC NOISE MONITORING

	Pavement	Humidity	Temperature	Wind Speed
Required Condition	*Dry*	*Less than 90%*	*14 to 112 degrees F*	*12 mph or less*
04/09/14	Dry	32% to 61%	50 to 60 degrees F	7 mph to 11 mph
04/22/14	Dry	39% to 46%	51 to 58 degrees F	8 mph to 12 mph
04/30/14	Dry	77% to 86%	50 to 51 degrees F	10 mph to 12 mph
05/07/14	Dry	47% to 50%	72 to 77 degrees F	7 mph to 11 mph
05/14/14	Dry	57% to 69%	52 to 55 degrees F	10 mph to 12 mph
05/21/14	Dry	29% to 54%	81 to 88 degrees F	4 mph to 11 mph
05/22/14	Dry	58%	65 degrees F	7 mph to 10 mph
10/30/14	Dry	54%	51 degrees F	9 mph to 10 mph

Source: National Weather Service Data

The weather conditions during the noise monitoring were within the recommended ranges for all parameters listed.

Instrumentation

A Brüel & Kjaer Type 2250L sound level meter was used for field monitoring noise levels. The L_{eq} was recorded for the "A" weighted scale. The sound level meter was calibrated prior to use. Per IDOT policy, the sound level meter was set up approximately five (5) feet from the ground and the measurement was conducted for 10 minutes at each location. The sound level meter was placed in an outdoor location where human activity typically occurs or in a location representative of that location.

Field Noise Monitoring Results and Model Validation

To validate the noise model, the noise monitoring results are compared to existing conditions noise modeling results (Table 3). Modeled noise levels (including traffic conditions noted during monitoring) must be within 3 dB of the monitored noise levels for the model to be validated. Traffic noise modeling is completed using the FHWA-approved Traffic Noise Model (TNM 2.5).

Traffic noise monitoring occurred at 49 representative receptors in the study area, accounting for 17% of all receptors. Due to the large number of potential receptors in the corridor, the percentage of receptors monitored is less than what is recommended in the IDOT traffic noise policy (25% to 50%); however, FHWA and IDOT determined that the selected 49 monitoring locations would provide an appropriate representative survey of existing ambient noise levels in the project area, and that additional monitoring locations would be redundant. For more information, reference the October 31, 2013 Noise Receptor Memo. Many of the study are receptors were designated due to differences in land use (many portions of the study area are mixed-use) rather than changes in the noise environment due to elevation, location, or roadway characteristics.

Monitored noise levels for the 49 monitored receptors ranged from 63 dB(A) to 78 dB(A). The difference between modeled and monitored noise levels provides an indication of noise model representativeness. For this analysis, monitored noise levels are within 3 dB(A) of the modeled noise levels, which validates the noise model per the IDOT traffic noise policy.

TABLE 3
NOISE MONITORING RESULTS, Leq

Receptor	Modeled Existing Noise Level, dB(A)*	Noise Level Monitored, dB(A)	Difference Between Modeled and Monitored, dB(A)
R2	65	63	2
R5	64	62	2
R8	68	65	3
R13	65	67	-2
R14	64	61	3
R17**	69	70	-1
R26	63	65	-2
R29	65	64	1
R36	65	64	1
R38	73	70	3
R43	73	71	2
R54	72	70	2
R56	70	67	3
R61	70	69	1
R64	70	67	3
R67	69	66	3
R75	67	66	1
R76	73	71	2
R79	71	71	0
R85	73	75	-2
R94	70	69	1
R96	67	64	3
R107	66	63	3
R119	78	78	0
R122	68	69	-1
R125	70	69	1
R126	68	65	3
R129	73	70	3
R143	71	68	3
R146	69	70	-1
R156	72	70	2
R164	71	68	3
R173	71	70	1
R182	73	70	3
R198	73	70	3
R204	72	71	1

Receptor	Modeled Existing Noise Level, dB(A)*	Noise Level Monitored, dB(A)	Difference Between Modeled and Monitored, dB(A)
R209	71	69	2
R220	68	65	3
R228	72	74	-2
R238	72	69	3
R242	71	72	-1
R248	75	72	3
R250	70	72	-2
R257	70	67	3
R262	67	64	3
R264	75	73	2
R270	71	69	2
R273	70	68	2
R275	73	72	1

Note: The traffic noise impact analysis (Section 6 of this report) and abatement evaluation (Volume 2 noise report) will be conducted using the build traffic noise model results. Traffic noise impacts are not identified for existing or future no build conditions.

*Represents modeled noise levels using the existing condition traffic noise model and the traffic conditions observed in the field during the given monitoring event. The observed traffic during noise monitoring varied from the existing predicted peak-hour traffic volumes used for project development. The modeled noise levels shown in Table 3 will vary from those in Table 4 for this reason.

**During field monitoring, it was observed that an existing I-290 noise barrier shielding R17 from I-290 required repair. The barrier is mounted on top of a retaining wall, and a gap was observed between the base of the barrier and the top of the retaining wall. The gap offers a direct line of sight from the receptor to I-290, and produced louder ambient noise levels than what would be expected with an intact barrier. During model validation, the barrier at R17 was modeled with the observed gap included to match observed field conditions. IDOT anticipates repairing the barrier; for this reason, the existing, 2040 No Build, and 2040 Build models were all modeled assuming the barrier at R17 was repaired.

SECTION 5: NOISE ANALYSIS METHODOLOGY

Traffic noise modeling at the identified receptors was conducted utilizing the FHWA-approved TNM 2.5. Prediction of noise levels is one step in assessing potential noise impacts and abatement strategies. Traffic noise levels for the receptor sites were predicted using existing and future (2040) traffic volumes. Inputs into TNM are described in the following sections, and include traffic volume, traffic mix (cars, heavy trucks, and medium trucks), traffic controls, receptor distance, elevation, and average speeds during free flowing conditions.

Traffic Volumes

Study area traffic volumes (daily and peak hour) were provided by the project's design engineering consultant for the most recent year available (considered to be the existing condition), the 2040 No Build condition, and the four build alternatives carried forward for the 2040 Build condition.

Several low-volume local streets in the project area were not included in the lead Phase I consultant's traffic analysis. In these locations, traffic volumes collected during traffic noise monitoring were used for existing conditions, and were extrapolated to 2040 for the future year conditions.

Traffic Composition

TNM traffic composition input for the project area was dependent upon the level of traffic data received from IDOT and the lead Phase I consultant, and included cars, single-unit (medium) trucks, and multi-unit (heavy) trucks. From traffic data collected in the project area, it was determined that heavy truck volumes ranged from 55% to 60% of total truck traffic throughout the corridor, with the balance of truck traffic as medium trucks.

For all conditions, the percentage of automobiles for the I-290 mainline is estimated to be between 93 percent and 95 percent, with combined truck traffic accounting for between 5 percent and 7 percent.

Receptor Distance/Elevation

The distance and elevation of each receptor influences the predicted traffic noise level. As shown in Table 2, the distances from the receptor to the I-290 edge of pavement ranges from 50 feet at Receptor R94 to 655 feet at Receptor R14. The specific location of the receptor is based upon the location where outdoor activity occurs, verified via aerial photography and field reviews.

Speed Conditions

Posted speed limits were used for speed data inputs for the noise analysis. Using posted speed limits for the analysis is a conservative approach, as current I-290 traffic has been observed to travel at lower speeds than posted speed limits due to traffic delay. Using the posted speed would yield higher noise level results than using travel speeds of delayed traffic. The existing speed limit for I-290 is 55 mph. All existing speed limits on other roads were projected to remain the same in the future condition.

Existing and Planned Traffic Noise Barriers

The western end of the project study area contains several existing traffic noise barriers that were constructed during the reconstruction of the I-290/I-88/I-294 interchange. Physical characteristics of the noise barriers were inventoried via aerial photography (location of the barrier) and field review (height of the barrier). The existing noise barriers identified below (from west to east, listed by municipality) were added to the I-290 traffic noise models for the existing, 2040 No Build, and 2040 Build conditions:

Hillside Existing Noise Barriers in Study Area:

- 12′ - 13′ tall barrier north of I-290, from IL 56/Butterfield Road to Wolf Road
- 13′ tall barrier south of I-88, from I-294 to Darmstadt Road
- 13′ tall barrier south of I-290, from Darmstadt Road to Wolf Road
- 13′ tall barrier south of I-290, immediately east of Wolf Road
- 11′ tall barrier north of I-290, from Wolf Road to frontage road underpass of I-290
- 11′ tall barrier south of I-290, from Harrison Road to east of Oak Avenue

Westchester Existing Noise Barriers in Study Area:

- 12′ - 15′ tall barrier south of I-290, from Mannheim Road to Westchester Boulevard
- 15′ - 16′ tall barrier south of I-290, from Westchester Boulevard to Bristol Avenue

Bellwood Existing Noise Barriers in Study Area:

- 16′ – 18′ tall barrier north of I-290, from Bellwood Avenue to 30th Avenue

Additionally, one traffic noise barrier is planned to be constructed within the project limits as part of the Jane Byrne Interchange (formerly the Circle Interchange) project. The traffic noise analysis for the Jane Byrne Interchange found that a 14-foot tall to 23-foot tall noise barrier between Loomis Street and Racine Avenue was reasonable, feasible, and supported by those who would benefit from the barrier. The reconstruction of the Jane Byrne interchange is currently in progress; the planned noise barrier was included in the I-290 traffic noise models for 2040 conditions.

SECTION 6: TNM RESULTS

Existing and No Build Noise Evaluation

Existing and No Build (2040) traffic noise levels were predicted for the 288 receptor sites utilizing TNM 2.5. Table 4 presents the Existing and No Build noise levels, as well as the anticipated difference in noise levels for these two periods. The Existing noise levels range from 57 dB(A) at R256 to 78 dB(A) at R100, R119, R172, R198, and R206. The projected No Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R119 and R172. Receptor noise levels either remain the same or increase up to 3 dB(A) from the Existing condition to the 2040 No Build condition; the majority of receptors have no change or a 1 dB(A) increase in noise from Existing to 2040 No Build.

TABLE 4
NOISE LEVELS SUMMARY – TNM MODELING RESULTS

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R1	E / 72	68	68
R2	C / 67	66	66
R3	B / 67	64	64
R4	B / 67	72	72
R5	B / 67	65	65
R6	B / 67	65	65
R7	B / 67	66	66
R8	B / 67	69	70
R9	C / 67	65	65
R10	E / 72	74	74
R11	C / 67	73	73
R12	E / 72	64	64
R13	B / 67	65	66
R14	E / 72	66	66
R15	B / 67	70	70
R16	B / 67	64	64
R17	B / 67	62	63
R18	C / 67	59	60
R19	B / 67	68	68
R20	B / 67	69	69
R21	B / 67	60	60
R22	C / 67	67	67
R23	E / 72	66	66
R24	B / 67	66	66
R25	B / 67	64	65
R26	B / 67	63	64
R27	B / 67	63	64
R28	B / 67	62	63
R29	B / 67	64	65
R30	B / 67	73	75
R31	C / 67	61	62
R32	C / 67	68	69
R33	C / 67	70	70
R34	E / 72	71	74

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R35	B / 67	69	69
R36	B / 67	64	65
R37	B / 67	75	76
R38	B / 67	73	74
R38A	C / 67	61	61
R39	B / 67	73	74
R40	B / 67	71	72
R41	B / 67	74	75
R42	C / 67	72	73
R43	B / 67	77	77
R44	B / 67	77	77
R45	C / 67	73	73
R46	E / 72	75	75
R47	B / 67	74	75
R48	C / 67	65	66
R49	B / 67	75	75
R50	C / 67	63	63
R51	B / 67	69	69
R52	C / 67	67	67
R52A	C / 67	64	65
R53	C / 67	67	68
R54	B / 67	76	76
R55	B / 67	76	76
R56	C / 67	73	74
R57	C / 67	64	64
R58	B / 67	75	77
R59	B / 67	75	76
R60	E / 72	74	74
R61	E / 72	74	75
R62	C / 67	73	73
R63	C / 67	75	75
R64	C / 67	75	75
R65	C / 67	73	73
R66	C / 67	70	71
R67	C / 67	73	74
R68	B / 67	69	69

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R69	C / 67	76	76
R70	B / 67	75	75
R71	E / 72	69	69
R72	C / 67	71	71
R73	C / 67	76	77
R74	B / 67	69	70
R75	C / 67	69	70
R76	B / 67	73	75
R76A	C / 67	72	74
R77	C / 67	69	70
R78	C / 67	72	73
R79	C / 67	75	76
R79A	B / 67	75	76
R80	C / 67	72	73
R81	C / 67	72	73
R82	B / 67	75	75
R83	B / 67	76	76
R84	B / 67	76	76
R85	B / 67	76	76
R86	B / 67	77	77
R87	E / 72	70	71
R88	B / 67	67	68
R89	E / 72	77	78
R90	E / 72	69	70
R91	B / 67	67	68
R92	B / 67	75	75
R93	C / 67	75	76
R94	B / 67	77	77
R95	C / 67	63	63
R96	C / 67	69	69
R96A	C / 67	74	74
R97	B / 67	63	64
R98	C / 67	75	75
R99	B / 67	75	75
R100	B / 67	78	78
R101	C / 67	77	78

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R102	B / 67	72	73
R103	C / 67	69	69
R104	B / 67	73	73
R105	B / 67	67	67
R107	C / 67	66	66
R108	C / 67	62	62
R109	E / 72	60	61
R110	E / 72	59	60
R111	B / 67	75	75
R112	E / 72	62	62
R113	B / 67	66	66
R114	C / 67	61	62
R115	B / 67	66	67
R116	E / 72	65	65
R117	C / 67	75	75
R118	C / 67	62	62
R119	B / 67	78	79
R120	C / 67	68	68
R121	C / 67	61	62
R122	B / 67	73	73
R123	C / 67	59	60
R124	C / 67	71	72
R125	B / 67	74	74
R126	C / 67	72	73
R127	C / 67	73	74
R127A	C / 67	70	71
R127B	C / 67	63	64
R128	B / 67	65	66
R129	B / 67	77	78
R129A	C / 67	66	67
R130	C / 67	66	67
R131	B / 67	67	67
R132	C / 67	68	68
R133	B / 67	68	69
R134	C / 67	76	76
R136	B / 67	68	68

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R137	C / 67	68	68
R138	B / 67	71	71
R139	C / 67	62	63
R140	B / 67	72	73
R141	B / 67	66	66
R142	E / 72	64	64
R143	C / 67	74	75
R143A	C / 67	62	63
R144	C / 67	62	62
R145	C / 67	60	61
R146	B / 67	72	73
R147	B / 67	64	64
R148	C / 67	71	71
R149	B / 67	76	76
R150	B / 67	70	70
R151	B / 67	74	75
R152	B / 67	68	69
R153	C / 67	66	67
R154	B / 67	71	71
R155	B / 67	69	70
R156	B / 67	77	77
R157	C / 67	65	66
R158	B / 67	66	66
R159	B / 67	73	74
R160	C / 67	71	72
R161	C / 67	75	75
R162	B / 67	72	73
R163	B / 67	77	77
R164	B / 67	75	76
R165	B / 67	77	77
R166	B / 67	77	78
R167	C / 67	68	68
R168	C / 67	73	74
R169	C / 67	72	72
R170	B / 67	76	76
R171	C / 67	77	77

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R172	B / 67	78	79
R173	B / 67	76	76
R174	C / 67	73	73
R175	C / 67	77	77
R176	B / 67	76	77
R177	B / 67	75	76
R178	E / 72	73	73
R179	C / 67	69	71
R180	B / 67	76	77
R181	B / 67	75	76
R182	B / 67	76	77
R183	C / 67	76	77
R184	B / 67	75	76
R185	B / 67	76	77
R186	E / 72	75	76
R187	B / 67	71	72
R188	C / 67	66	66
R189	B / 67	76	76
R190	E / 72	66	66
R191	B / 67	67	68
R192	B / 67	69	69
R193	B / 67	76	77
R194	C / 67	65	65
R195	B / 67	73	73
R196	E / 72	73	74
R197	B / 67	75	75
R198	C / 67	78	78
R199	B / 67	74	75
R200	B / 67	76	77
R201	C / 67	61	61
R202	C / 67	75	76
R203	C / 67	58	58
R204	B / 67	77	77
R205	C / 67	67	67
R206	B / 67	78	78
R207	C / 67	59	59

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R208	E / 72	74	75
R209	C / 67	74	74
R210	B / 67	75	76
R211	C / 67	66	66
R212	B / 67	72	72
R213	E / 72	72	72
R214	B / 67	58	58
R216	B / 67	64	64
R217	B / 67	72	73
R218	C / 67	75	76
R219	B / 67	73	74
R220	C / 67	71	72
R221	B / 67	68	69
R222	E / 72	67	67
R223	B / 67	71	72
R224	E / 72	75	76
R225	C / 67	65	66
R226	C / 67	70	71
R227	B / 67	73	74
R228	B / 67	75	77
R229	C / 67	63	64
R230	B / 67	76	76
R231	E / 72	64	65
R232	B / 67	65	66
R233	C / 67	66	67
R234	E / 72	75	76
R235	B / 67	73	74
R236	C / 67	74	75
R237	C / 67	69	70
R238	B / 67	77	77
R239	C / 67	76	77
R240	B / 67	76	78
R241	C / 67	76	76
R241A	C / 67	68	69
R242	B / 67	76	77
R243	B / 67	76	76

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R244	B / 67	75	75
R245	B / 67	71	71
R246	C / 67	75	76
R247	B / 67	76	77
R248	B / 67	76	76
R248A	C / 67	66	66
R249	B / 67	75	76
R250	C / 67	70	71
R251	C / 67	66	67
R252	E / 72	62	62
R253	C / 67	74	74
R254	B / 67	75	77
R255	C / 67	76	77
R256	E / 72	57	57
R257	C / 67	74	75
R258	B / 67	72	73
R259	C / 67	70	70
R260	C / 67	75	76
R261	B / 67	73	74
R262	C / 67	73	74
R263	C / 67	62	62
R264	C / 67	75	76
R265	C / 67	71	71
R266	E / 72	75	76
R267	E / 72	72	72
R268	E / 72	62	62
R269	B / 67	66	67
R270	B / 67	74	76
R271	C / 67	70	71
R272	B / 67	74	76
R273	C / 67	72	73
R273A	C / 67	62	63
R274	B / 67	63	64
R275	B / 67	75	77
R276	E / 72	63	64
R277	C / 67	64	65

Receptor Number	Activity Category/NAC	Existing Noise Level, dB(A)	No Build 2040 Noise Level, dB(A)
R278	B / 67	69	71
R279	B / 67	67	68

Noise Findings Relative to Mainline I-290 Traffic and Design

The elevation of I-290 relative to the receptors also influenced noise levels; areas in a "trench" (such as in Oak Park) or other areas where I-290 is at a lower elevation than the surrounding land uses typically had lower noise levels than areas at nearly the same elevation as I-290. The "trench" provides some noise shielding to the surrounding receptors.

SECTION 7: CONCLUSIONS AND NEXT STEPS

This Volume 1 report of the I-290 Traffic Noise Analysis identified receptors where traffic noise would be studied for the proposed project. The Volume 1 report presents the Federal and state noise regulations, a discussion of noise sensitive receptors, field noise monitoring, a description of the noise analysis methodology, and the analysis of the Existing and future No Build noise levels.

Two hundred and eighty-eight (288) traffic noise receptors were studied in the I-290 study area. Traffic noise monitoring occurred at 49 receptors, to validate the traffic noise models used for traffic noise level calculations.

The relative noise level changes from the Existing condition to the 2040 No Build Condition are reported in Table 5 both by the change in decibels and a description of how the human ear would perceive that level of noise change. Commonly accepted principles regarding perception of noise level changes, as cited in the IDOT Highway Traffic Noise Assessment Manual, include:

- ± 10 dB(A) a doubling or halving of perceived noise level
- ± 5 dB(A) readily perceptible change
- ± 3 dB(A) barely perceptible change
- ± 1 dB(A) less than barely perceptible change

TABLE 5
RECEPTORS WITH PERCEPTABLE NOISE CHANGE
EXISTING TO NO BUILD CONDITIONS

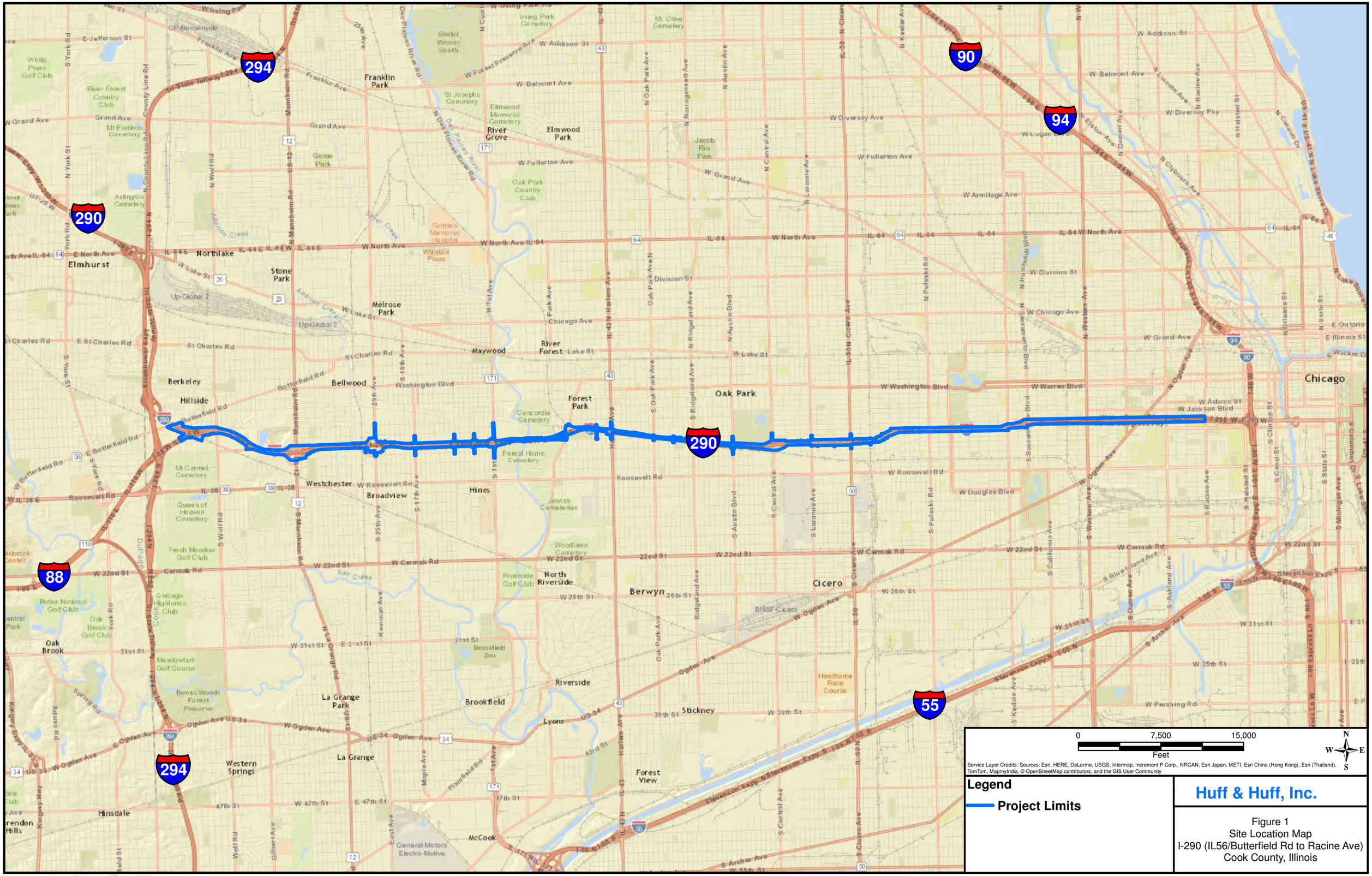
Noise Level Perception	dB(A)	Number of Receptors
Readily Perceptible	>= +5	0
Barely Perceptible	>= +3	1
Less than Barely Perceptible	2 to -2	287
Barely Perceptible	<= -3	0
Readily Perceptible	<= -5	0
	Total	288

The table indicates that the noise levels of the year 2040 No Build alternative would generally be perceived by the human ear similarly to those of the Existing condition. The No Build alternative would minimally influence noise levels compared to the Existing condition, with over 99% of receptors experiencing either no change or a change that is considered imperceptible (less than barely perceptible) to the human ear. One receptor (R34) would experience a barely perceptible increase in noise levels from the Existing to the No Build condition.

The Existing condition would have 220 receptors with noise levels approaching, meeting, or exceeding the NAC. The No Build alternative would have 227 receptors with noise levels approaching, meeting, or exceeding the NAC. Seventy-nine percent of all receptors would have noise levels exceeding the NAC in the No Build condition, and the majority of those receptors are in the first row of receptors adjacent to I-290.

The first row of noise receptors associated with the I-290 project already exceeds the NAC in the Existing and No Build conditions, unless the receptor is behind an existing noise barrier or is set farther back from the mainline than other first row receptors. The noise levels for the Build condition will be assessed in Volume 2 of the I-290 noise analysis, and traffic noise abatement analysis (mitigation for traffic noise impacts) will occur in Volume 2 where noise levels for the Preliminary Preferred Alternative condition approaches, meets, or exceeds the NAC. Volume 2 will recommend noise barrier locations and heights that are considered feasible and reasonable per IDOT policy and that provide noise reduction benefits to as many receptors as possible. The public will then have the opportunity to decide if they support the recommended noise barriers; receptors that would be benefited by a recommended barrier are asked to vote if they support the barrier in a process called "viewpoints solicitation." Multiple public forums are expected to be held in advance of the viewpoints solicitation so that residents may discuss the recommended barriers with the I-290 project team.

APPENDIX A

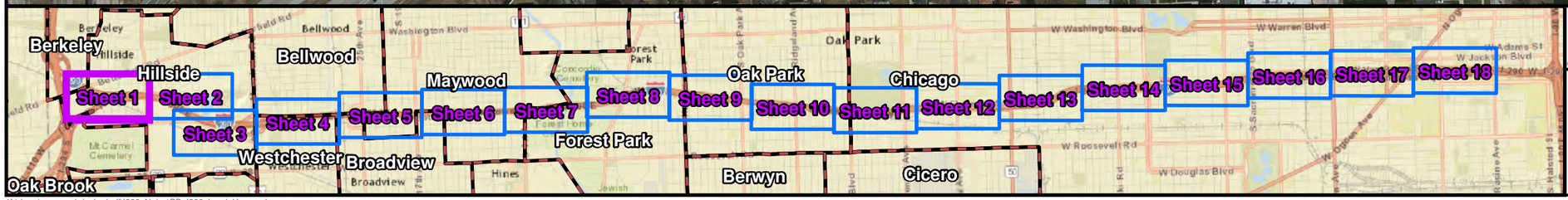


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Figure 1
Site Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

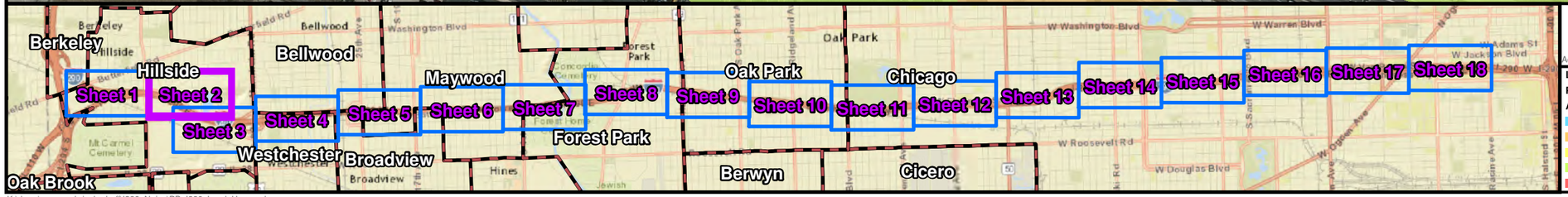
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 1 of 18

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0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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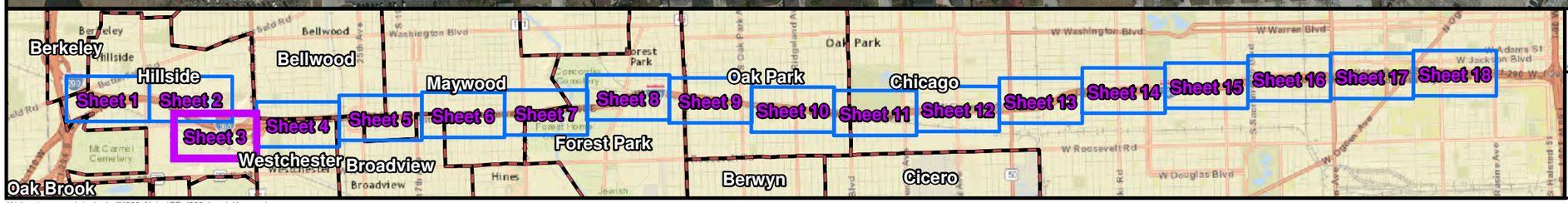
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

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Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 2 of 18

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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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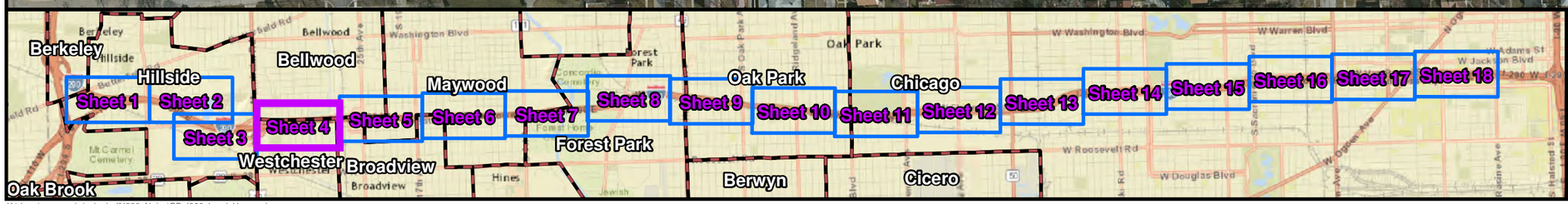
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

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Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 3 of 18

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Van Buren
Marshall Ave
Bellwood Ave
Bohland Ave
Linden Ave
Rice Ave
Eastern Ave
32nd Ave
31st St
30th Ave
Cernan Dr
Congress Pkwy
Harrison St
290
Eisenhower Expwy
Indian Joe Dr
Wedgwood Dr
York St
Newcastle Ave
Balmoral Ave
Gardner Rd
Westchester Blvd
Hull Ave
Kitchener St
Portsmouth Ave
Suffolk Ave
Norfolk Ave
Manchester Ave
Bristol Ave
Worchester Ave
Cromwell
Gladstone St



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

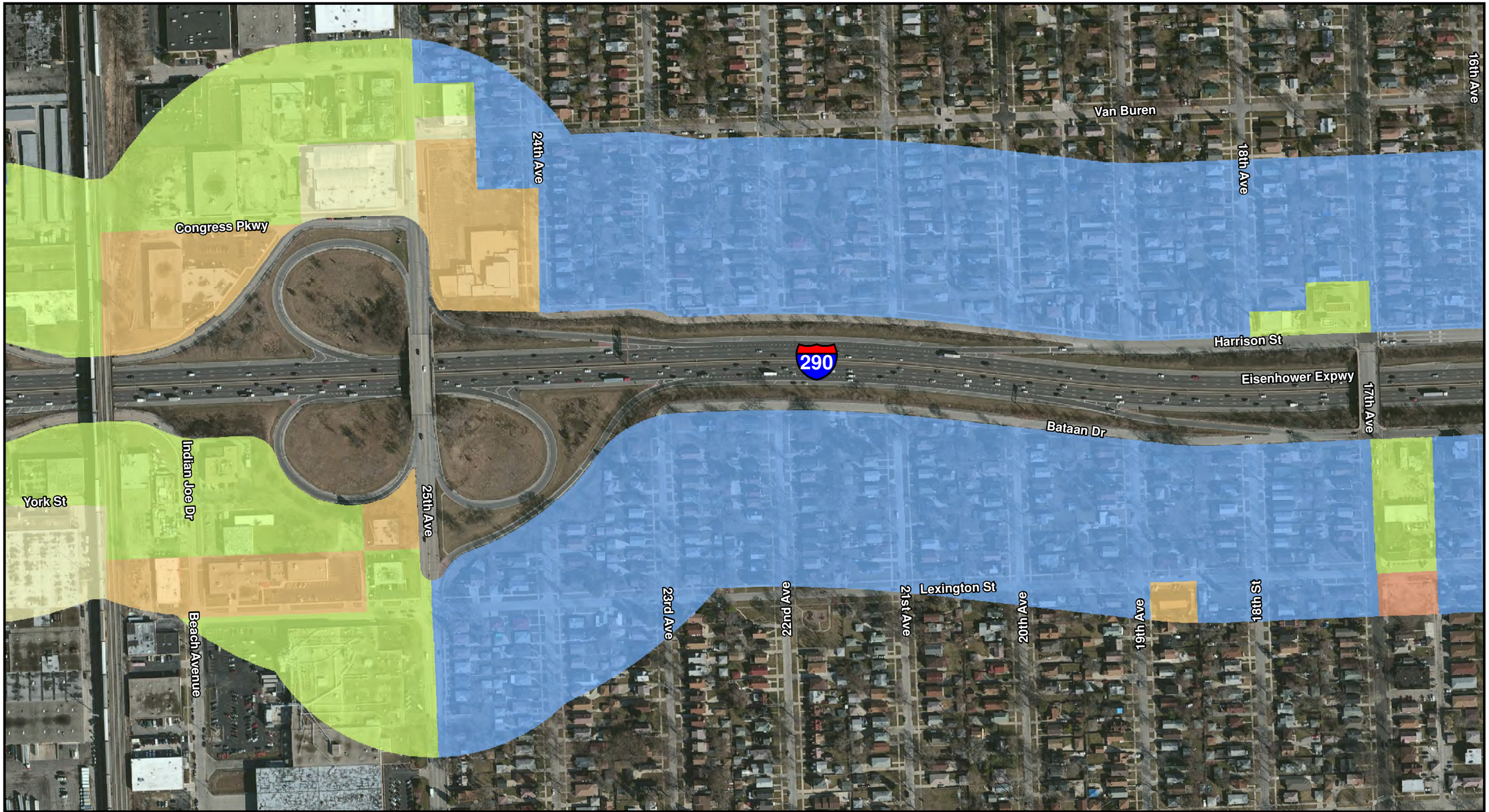
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Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

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Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 4 of 18

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Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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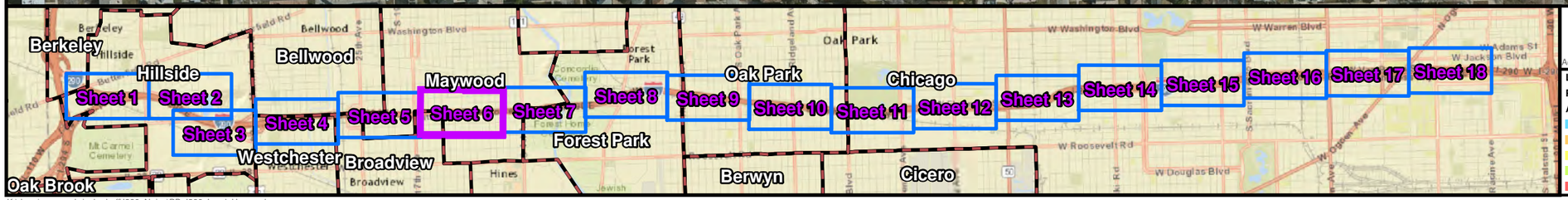
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 5 of 18

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Feet

N W E S

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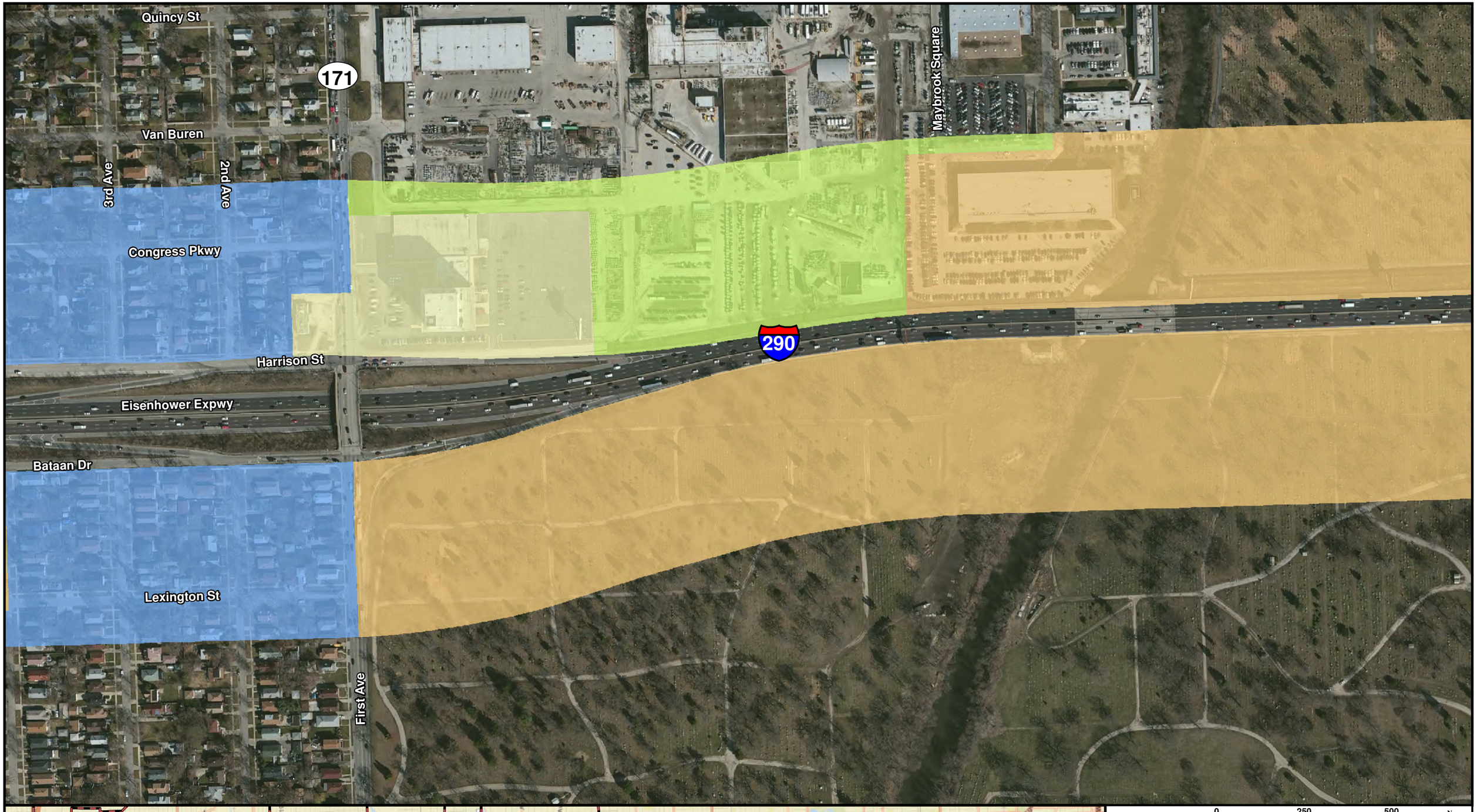
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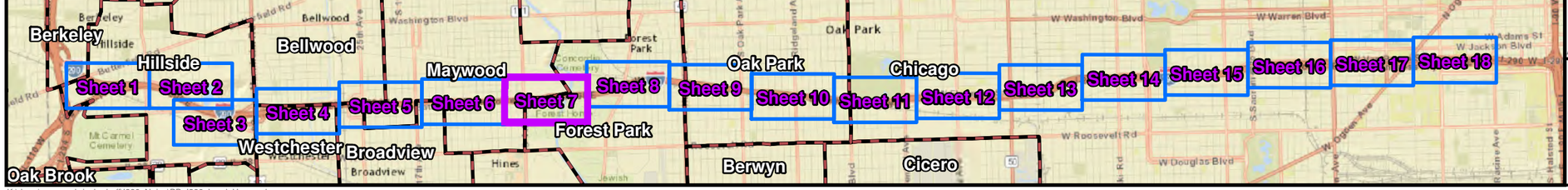
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 6 of 18

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Feet

N W E S

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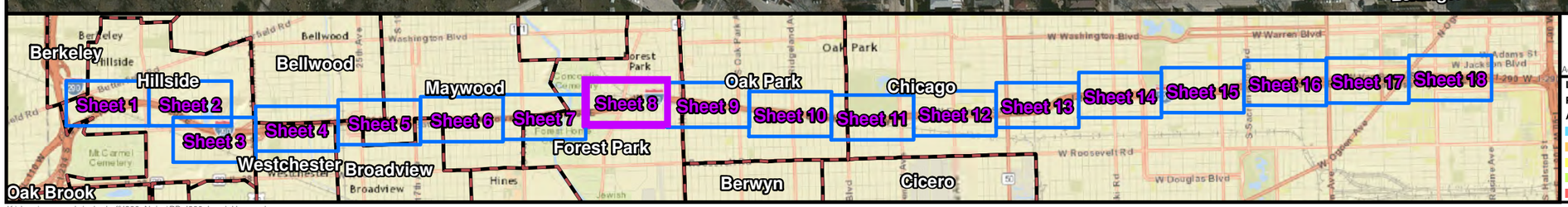
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Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

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Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 7 of 18

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Jackson Blvd
Ferdinand Ave
Thomas Ave
Van Buren
Lehmer Ave
Eisenhower Expwy
290
Harrison St
Des Plaines Ave
Dunlop Ave
Lathrop Ave
Beloit Ave
Hannah Ave
Circle Ave
York St
Lexington St



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

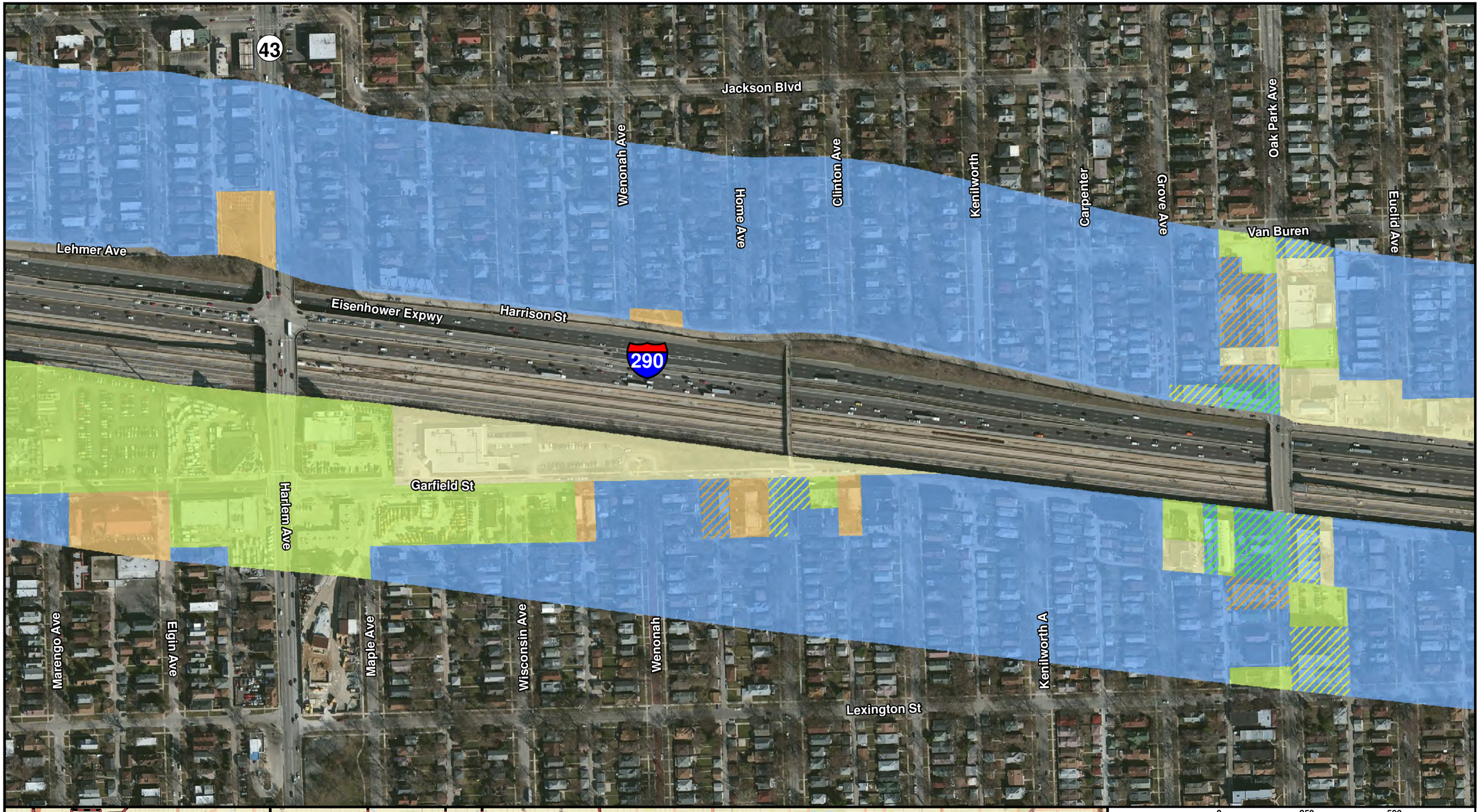
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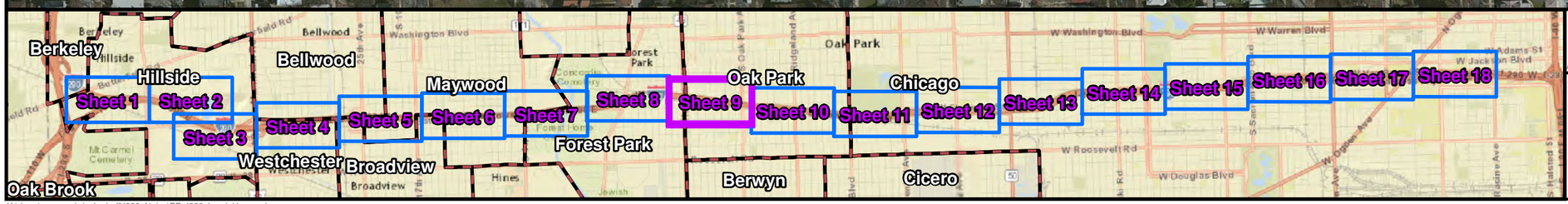
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 8 of 18

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0 250 500
Feet

N W E S

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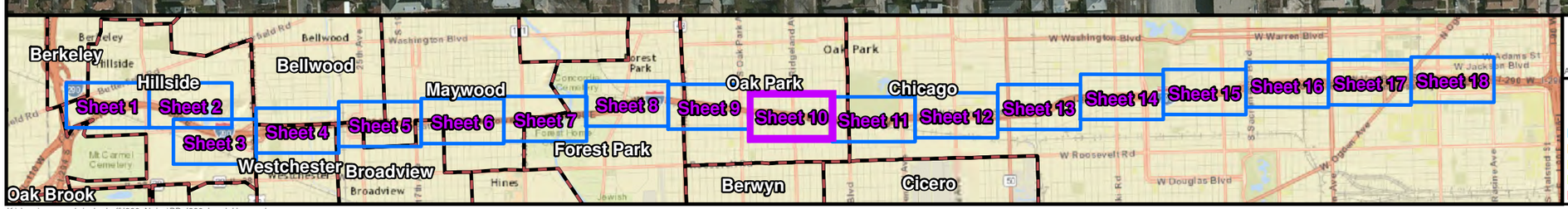
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 9 of 18

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Van Buren
East Ave
Scoville Ave
Highland Ave
Lombard Ave
Taylor Ave
Harrison St
290
Eisenhower Expwy
Flournoy St
Garfield St
Lexington St
Wesley Ave
Clarence Ave
Gunderson Ave
Elmwood Ave
Ridgeland Ave
Cuyler Ave
Harvey Ave
Harvard St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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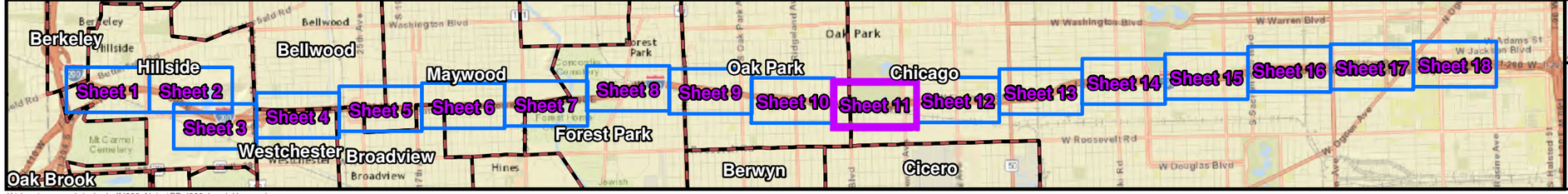
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

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Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 10 of 18

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0 250 500
Feet

N W E S

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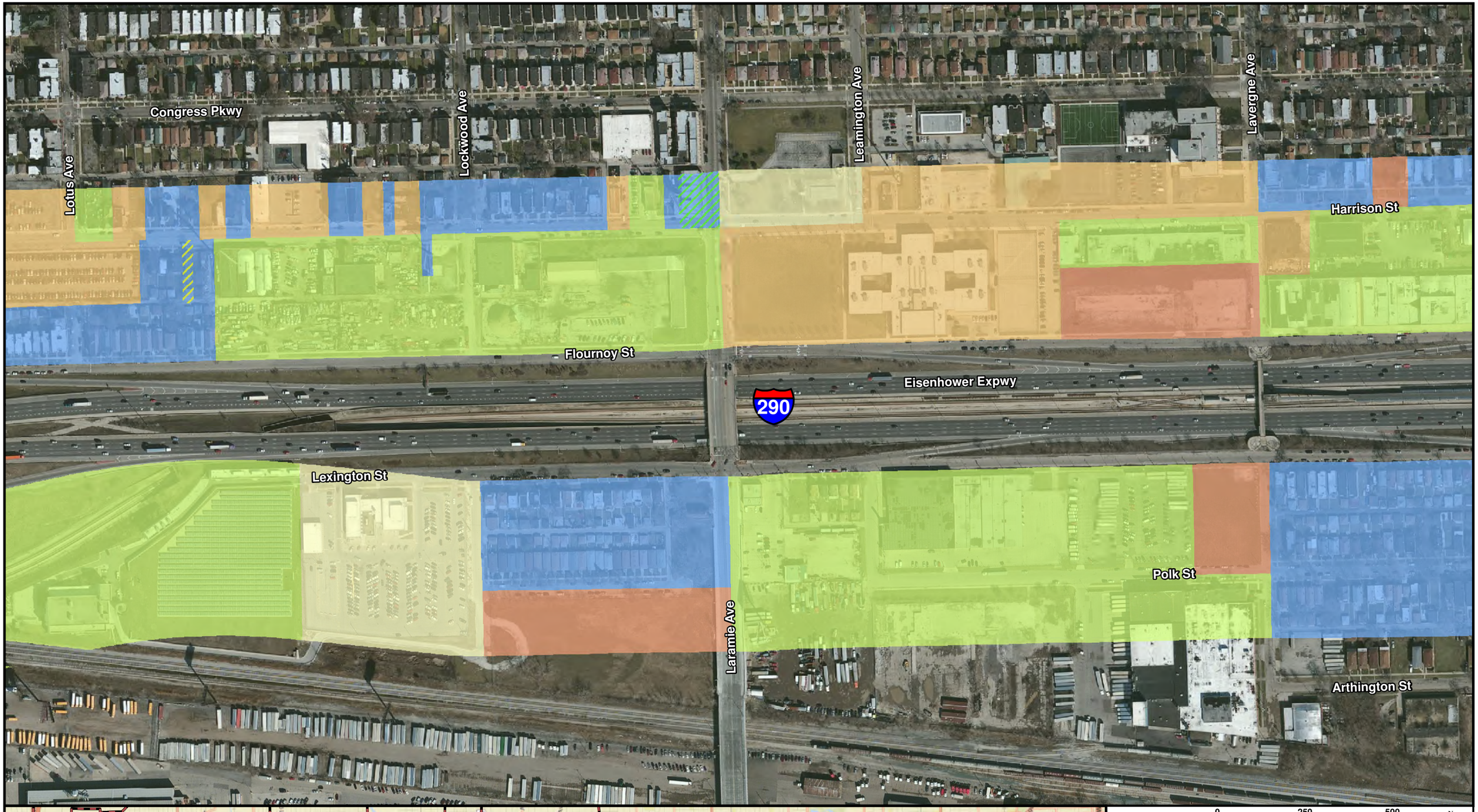
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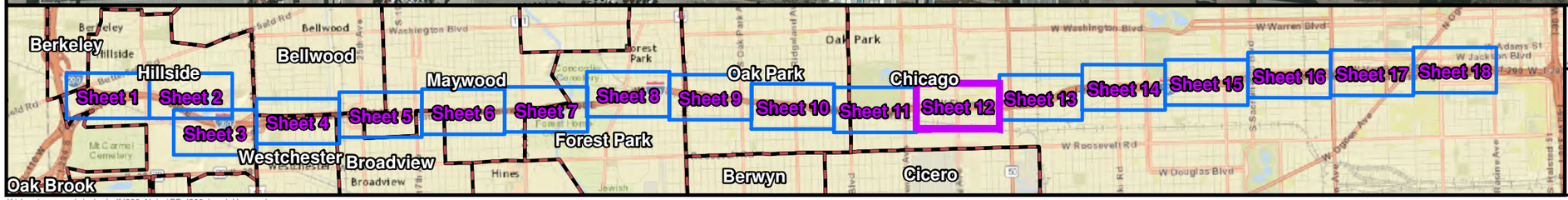
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 11 of 18

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0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

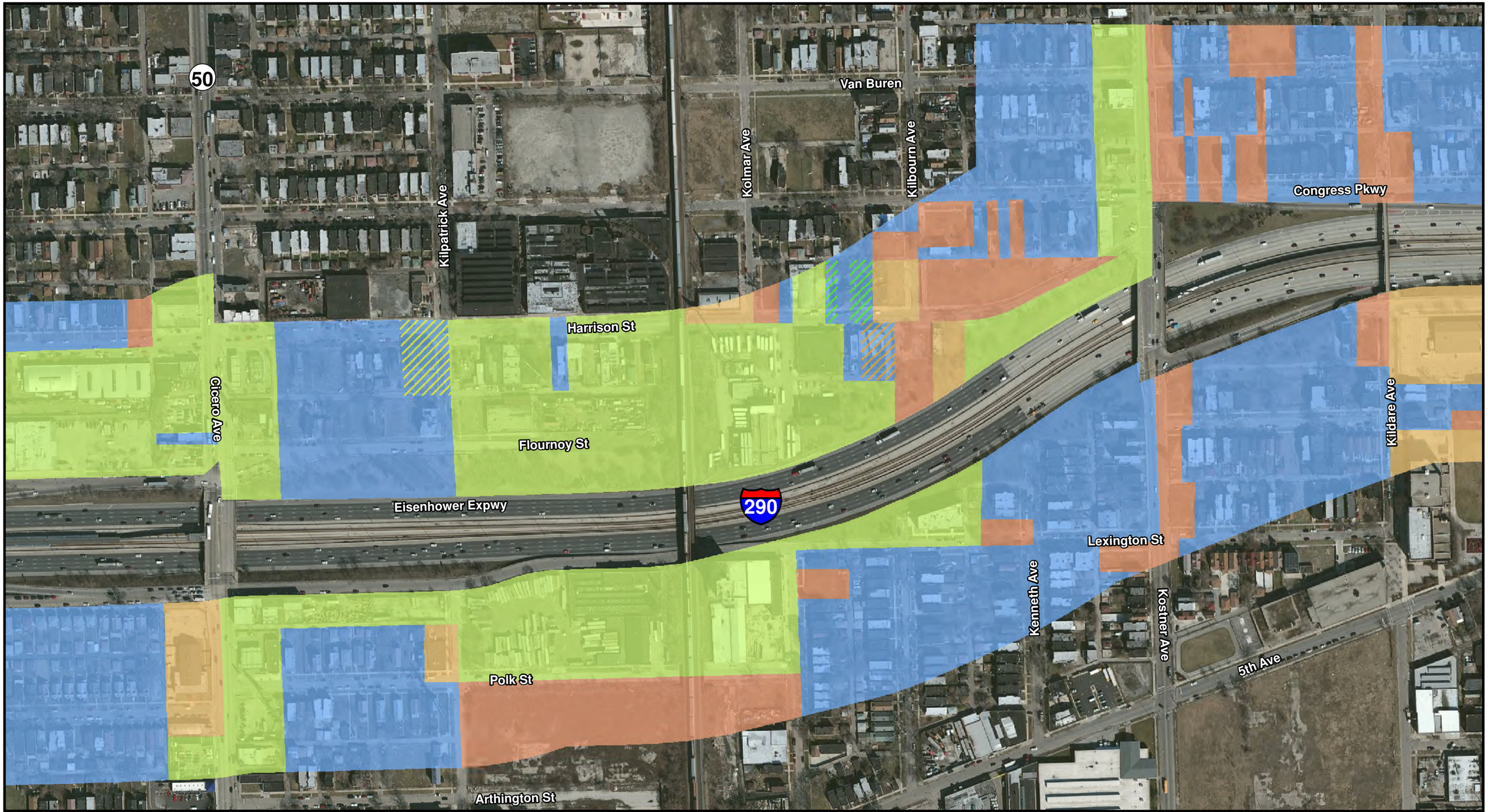
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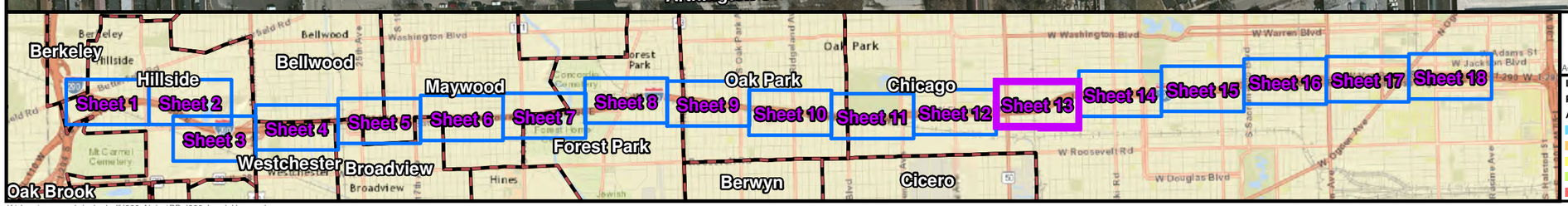
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 12 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd





0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

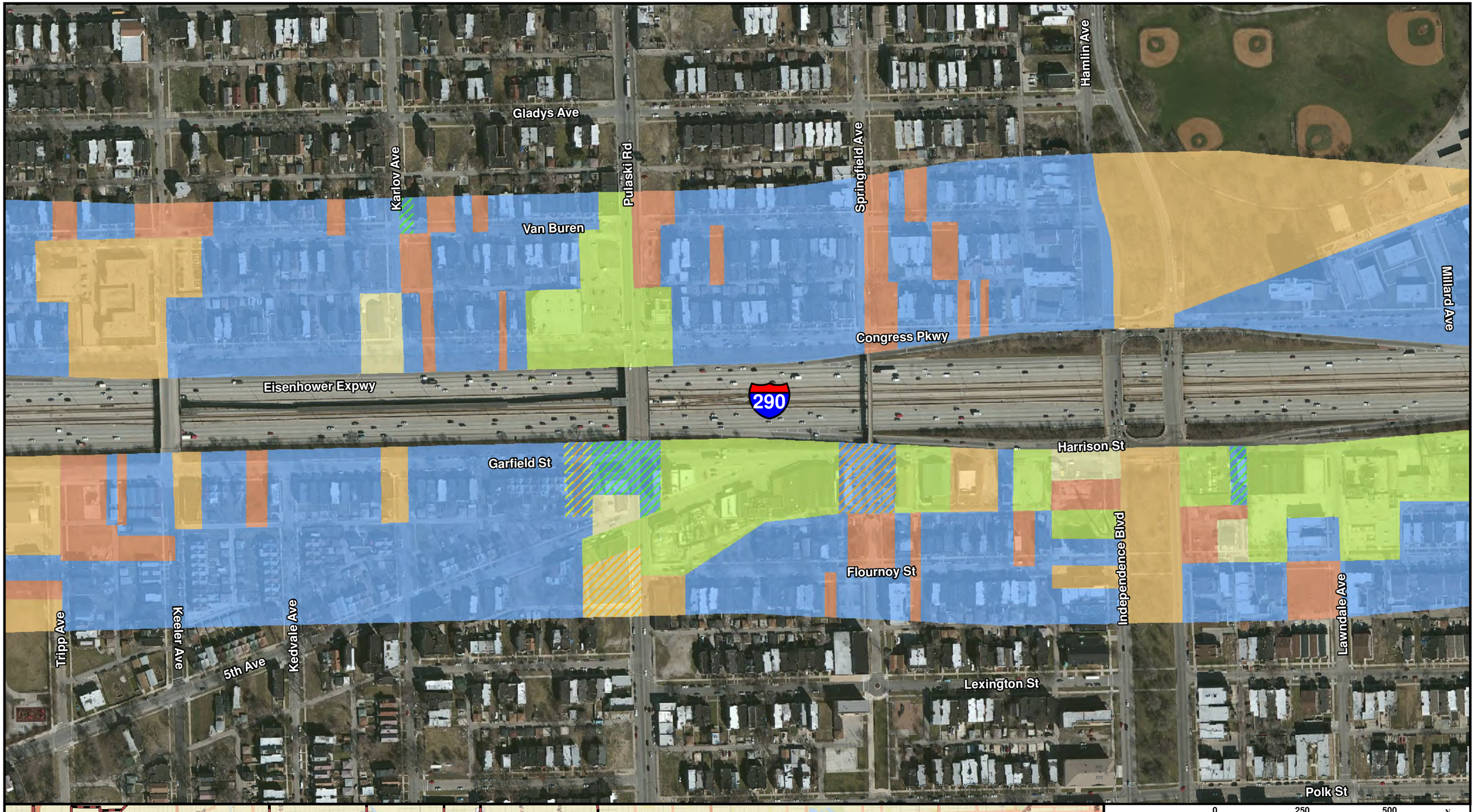
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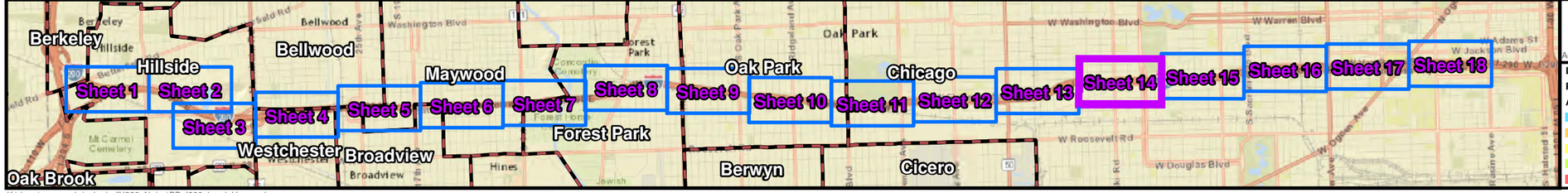
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 13 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd





0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

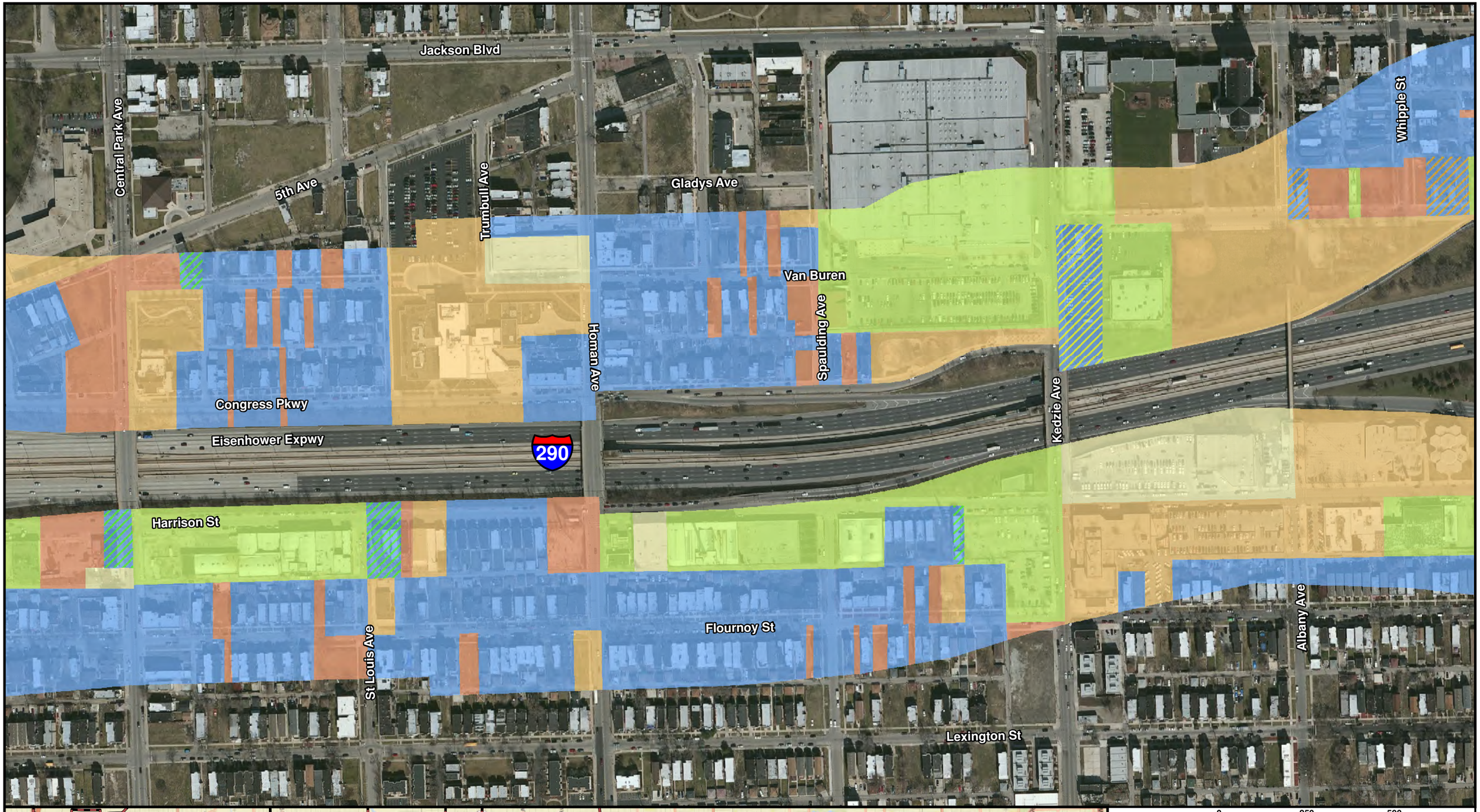
Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 14 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

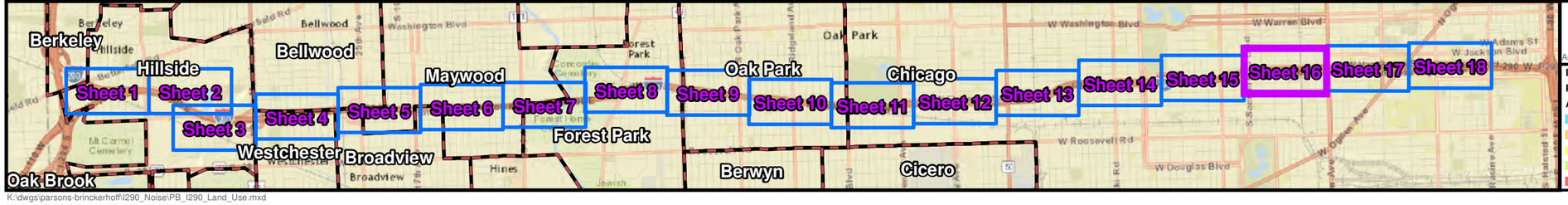


Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 15 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

Adams St
Rockwell St
Jackson Blvd
Richmond St
Mozart St
Gladys Ave
Maplewood Ave
Artesian Ave
Van Buren
Eisenhower Expwy
290
Congress Pkwy
Washtenaw Ave
Denvir Ave
Sacramento Dr
Francisco Ave
California Ave
Harrison St
Flournoy St
Bellwood Ave
Campbell Ave



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

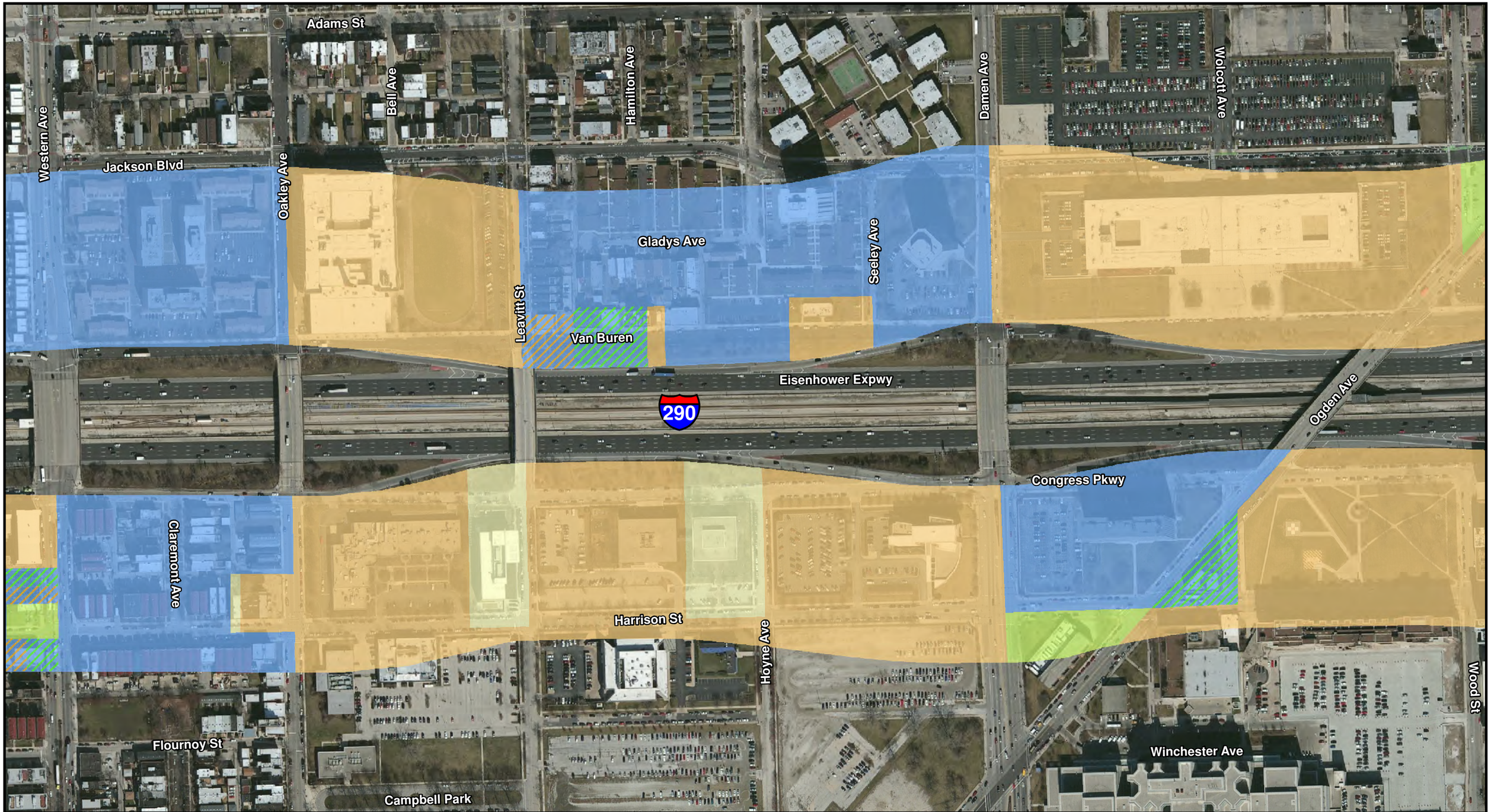
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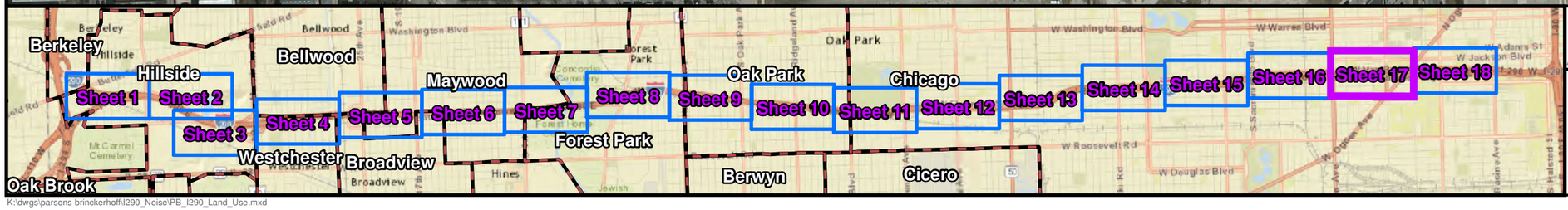
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 16 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd





0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 17 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

Adams St
Quiincy St
Cottage Pl
Racine Ave
Throop St
Laflin St
Jackson Blvd
Ogden Ave
Paulina St
Marshfield Ave
Gladys Ave
Van Buren
Eisenhower Expwy
Ashland Ave
290
Congress Pkwy
Loomis St
Harrison St
Wood St
Flournoy St
Ada St
Lytle St

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

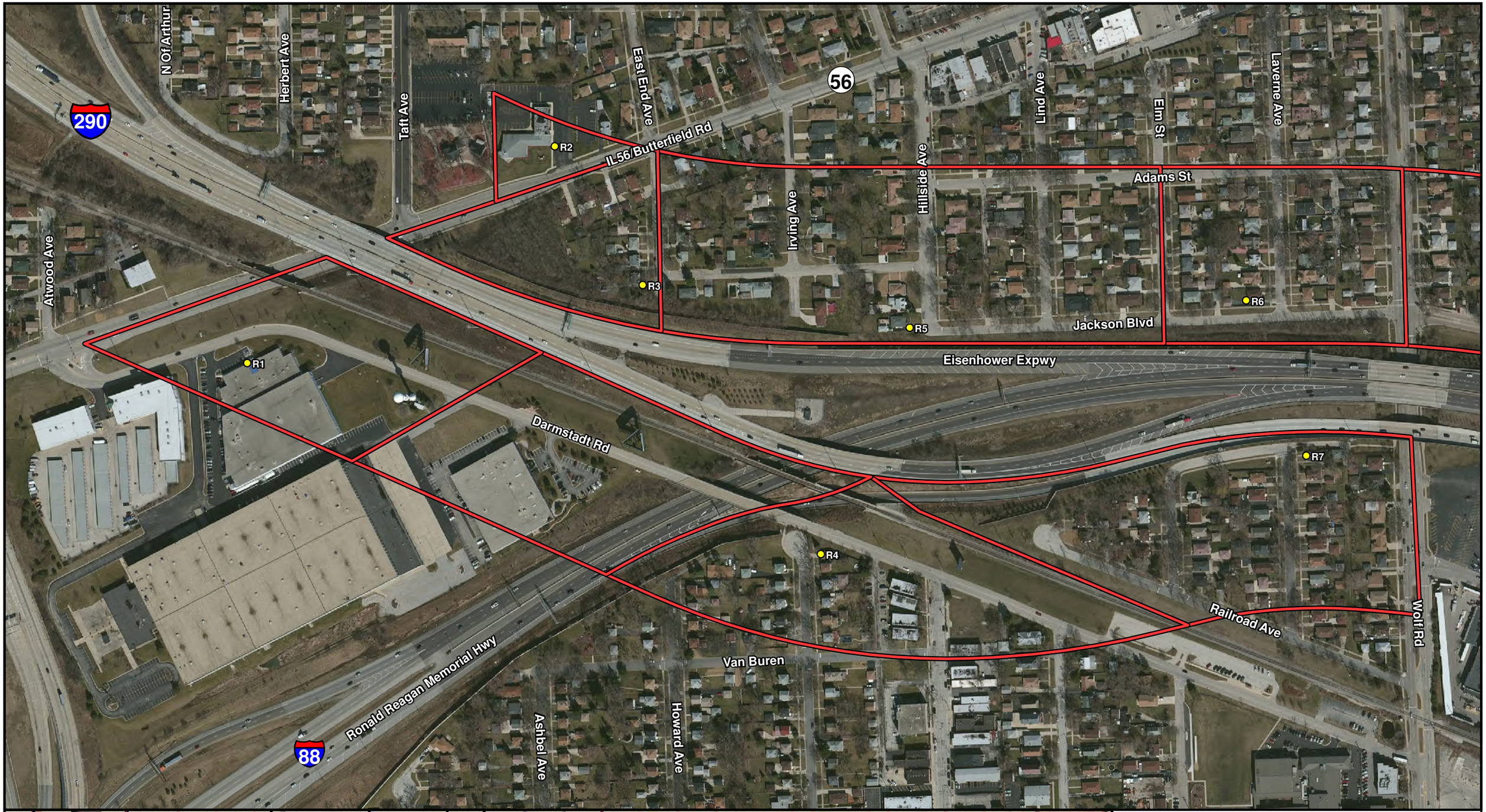
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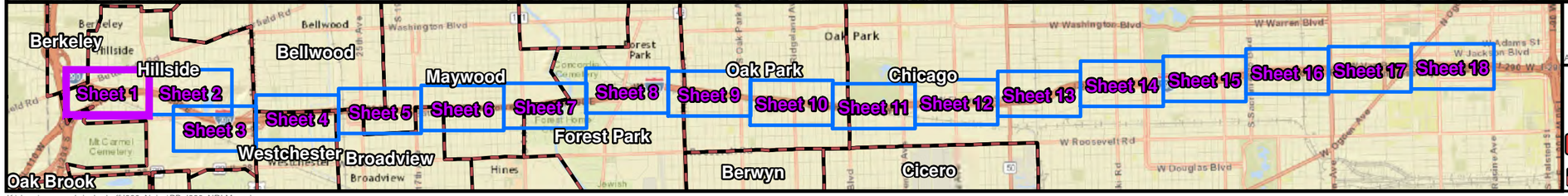
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 18 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd





0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

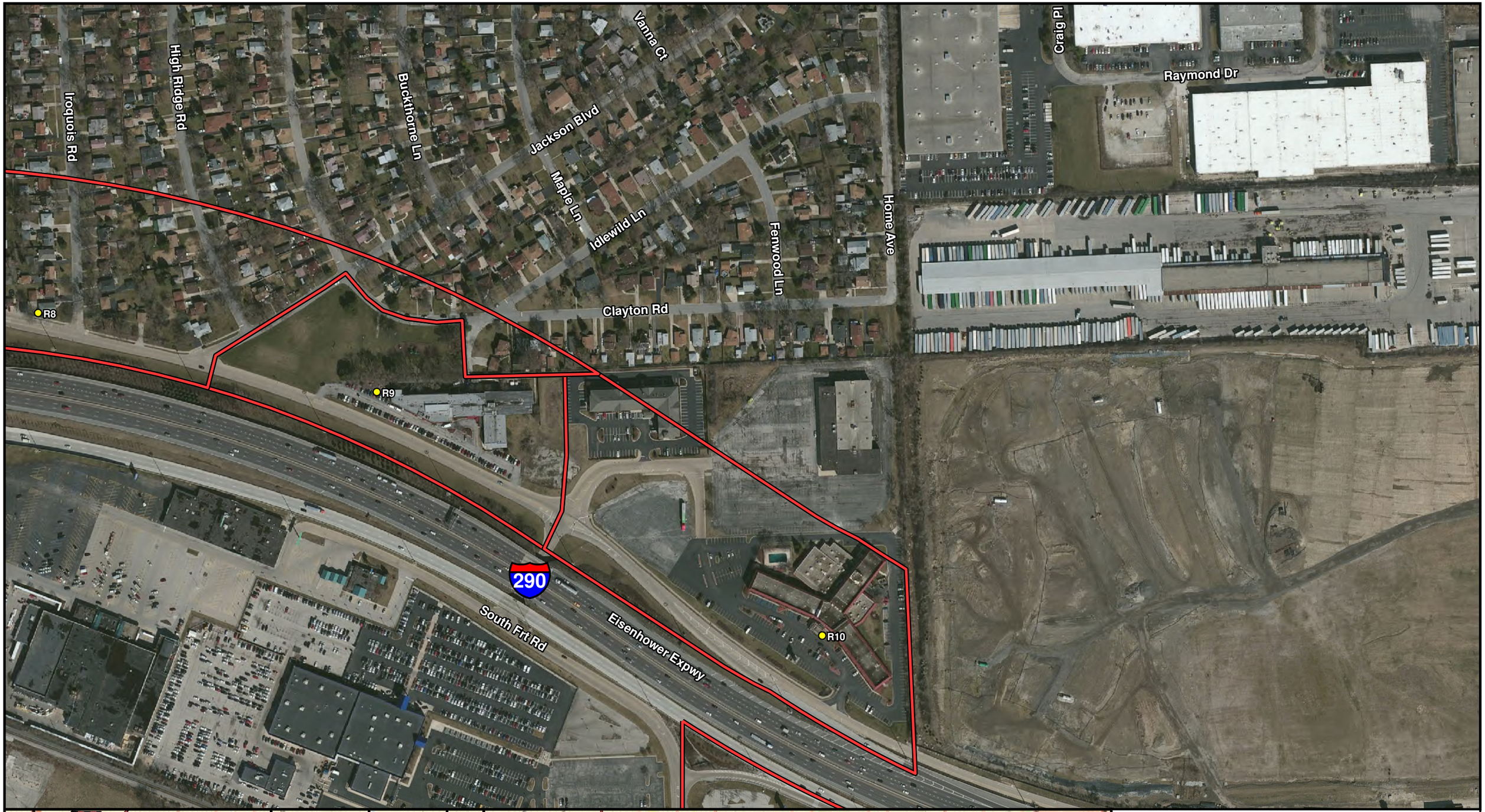
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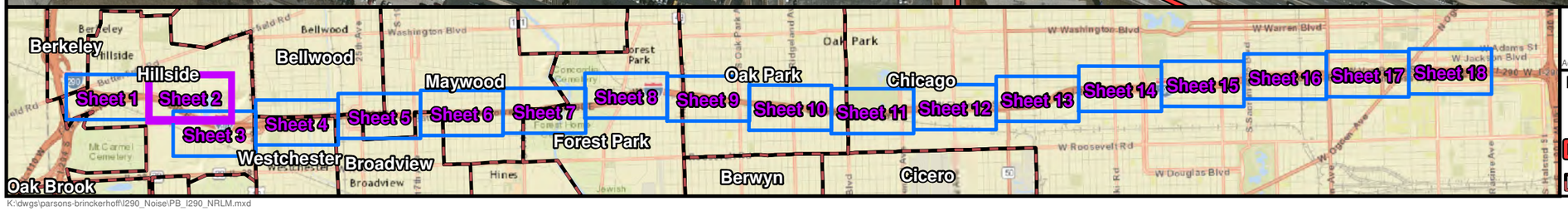
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 1 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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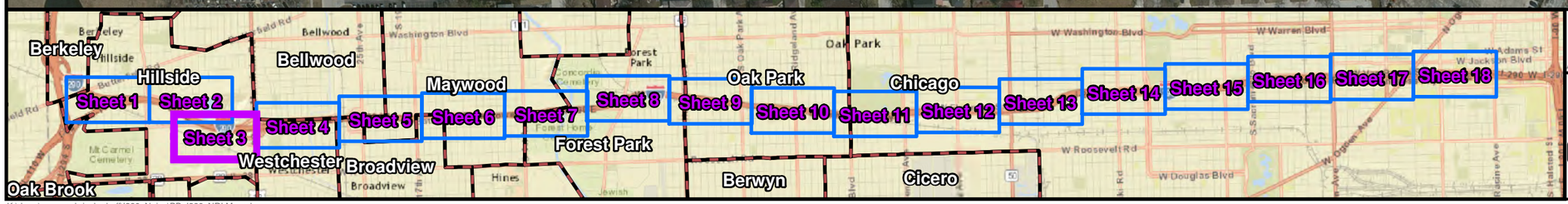
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 2 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 3 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Van Buren
Harrison St
Kitchener St
Gladstone St
Eisenhower Expwy
290
Wedgwood Dr
Indian Joe Dr
York St
Congress Pkwy
Bellwood Ave
Marshall Ave
Bohland Ave
Linden Ave
Rice Ave
Eastern Ave
32nd Ave
31st St
30th Ave
Cernan Dr
Gardner Rd
Newcastle Ave
Balmoral Ave
Westchester Blvd
Hull Ave
Portsmouth Ave
Suffolk Ave
Norfolk Ave
Manchester Ave
Bristol Ave
Worchester Ave
Cromwell
R15
R16
R17
R18
R19
R20
R21
R22
R23
R24
R25
R26
R27
R28
R29
R30
R31



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

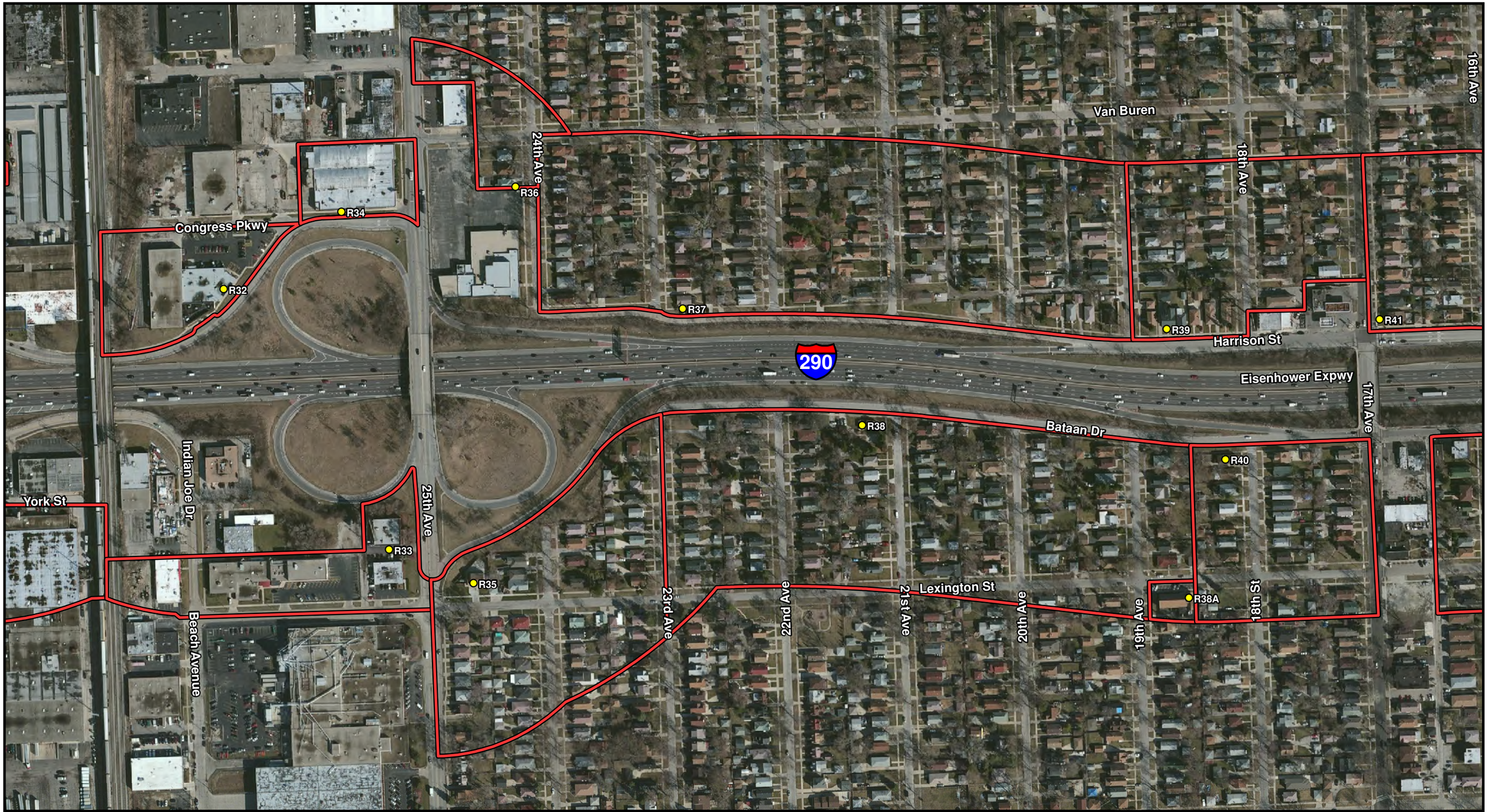
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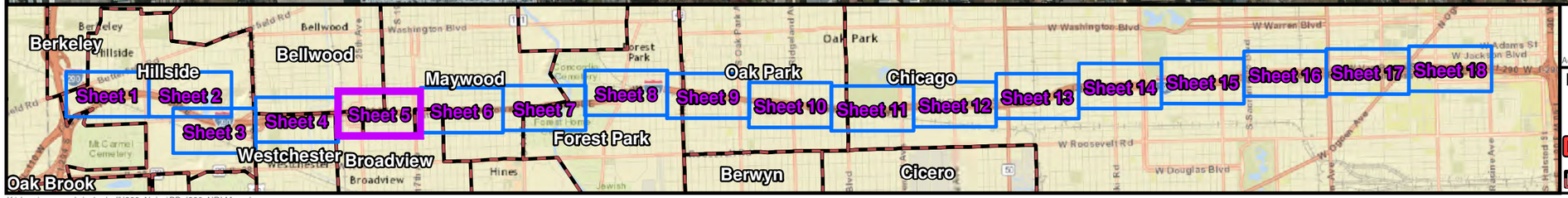
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 4 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

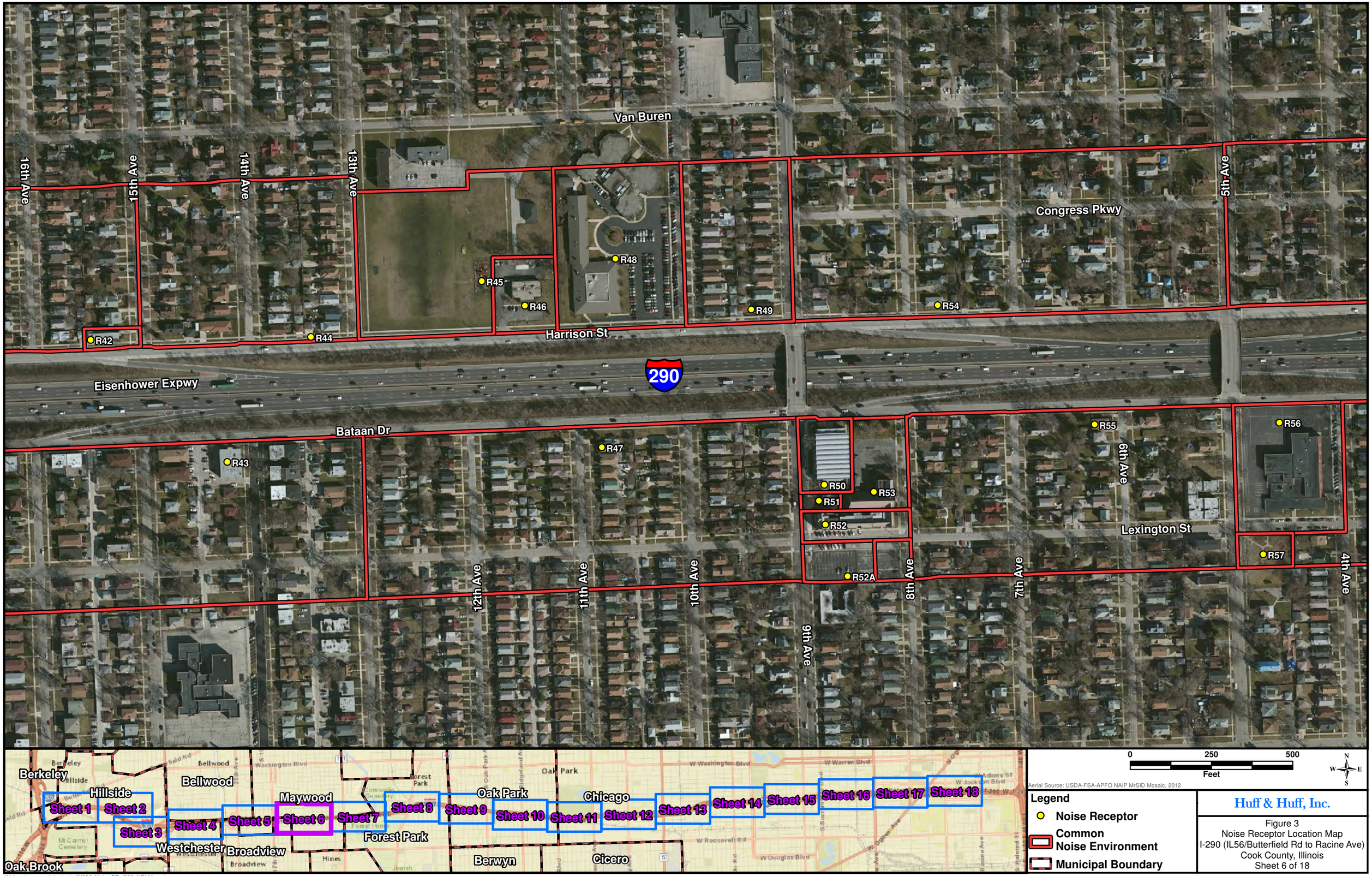
Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 5 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 6 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Quincy St
171
Van Buren
3rd Ave
2nd Ave
Congress Pkwy
Maybrook Square
R63
R64
R60
R61
R58
Harrison St
290
Eisenhower Expwy
Bataan Dr
R59
R62
Lexington St
First Ave



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

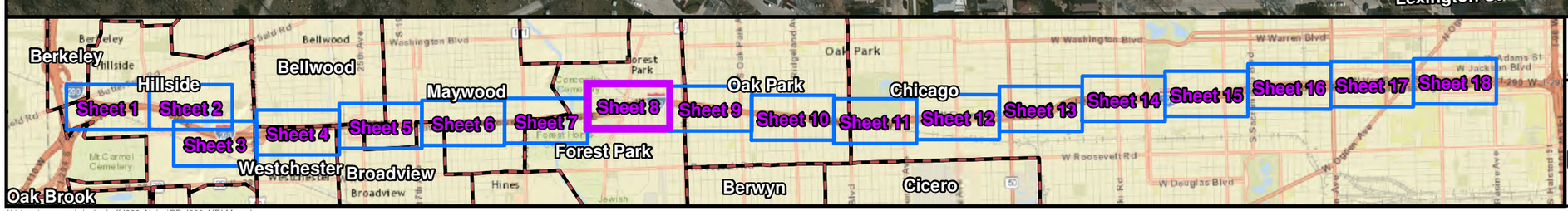
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 7 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Jackson Blvd
Ferdinand Ave
Thomas Ave
Van Buren
R70
R73
Lehmer Ave
Eisenhower Expwy
R69
290
R67
Harrison St
R68
R71
R72
R74
Des Plaines Ave
R66
Dunlop Ave
Lathrop Ave
Beloit Ave
Hannah Ave
Circle Ave
York St
R65
Lexington St



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

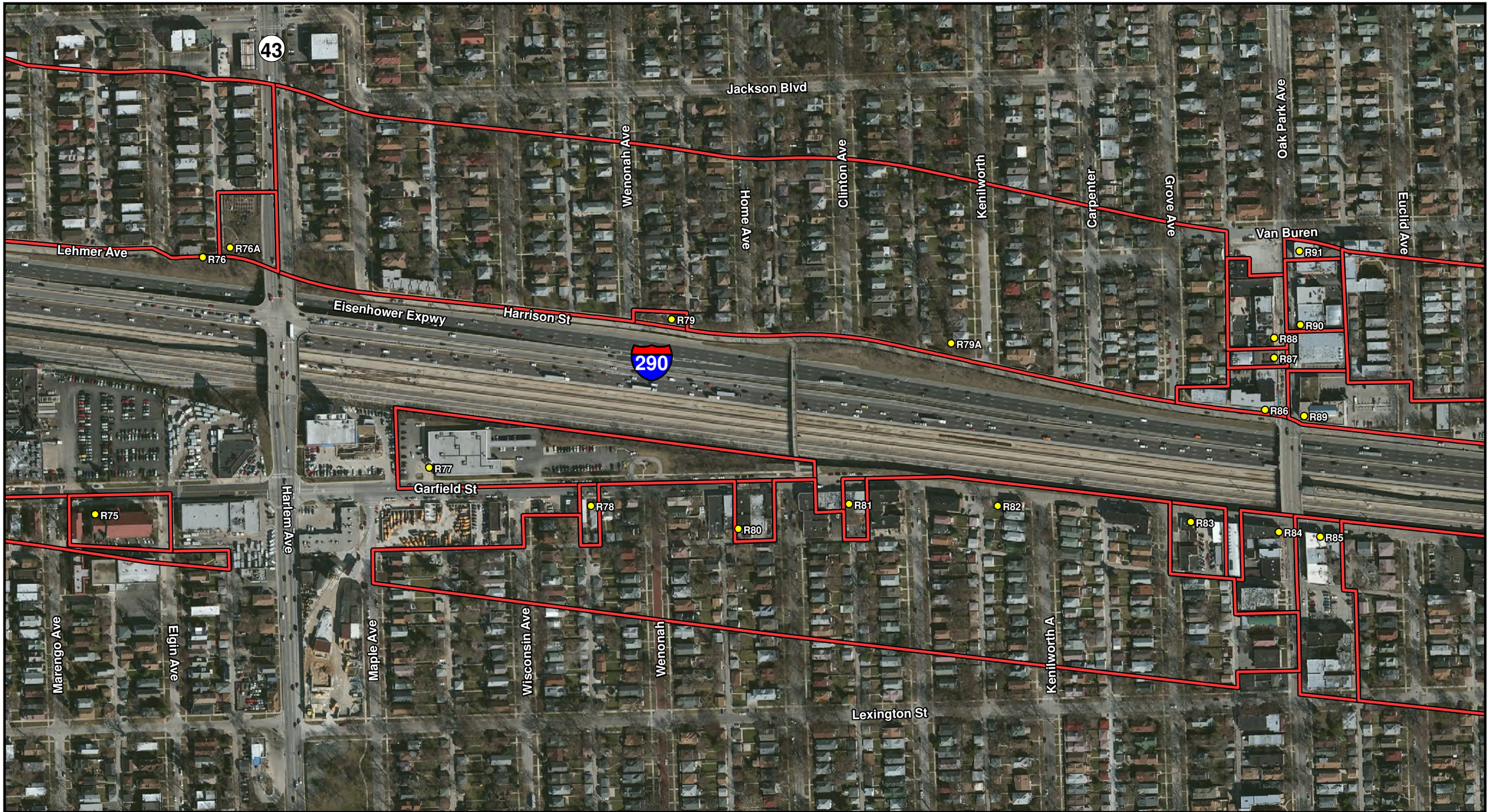
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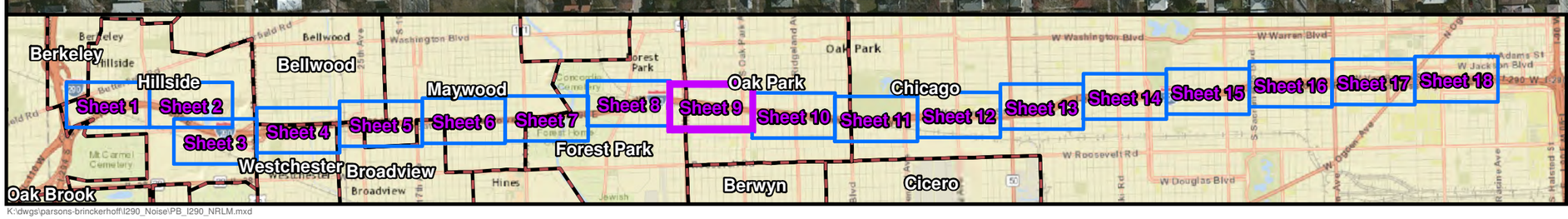
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 8 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

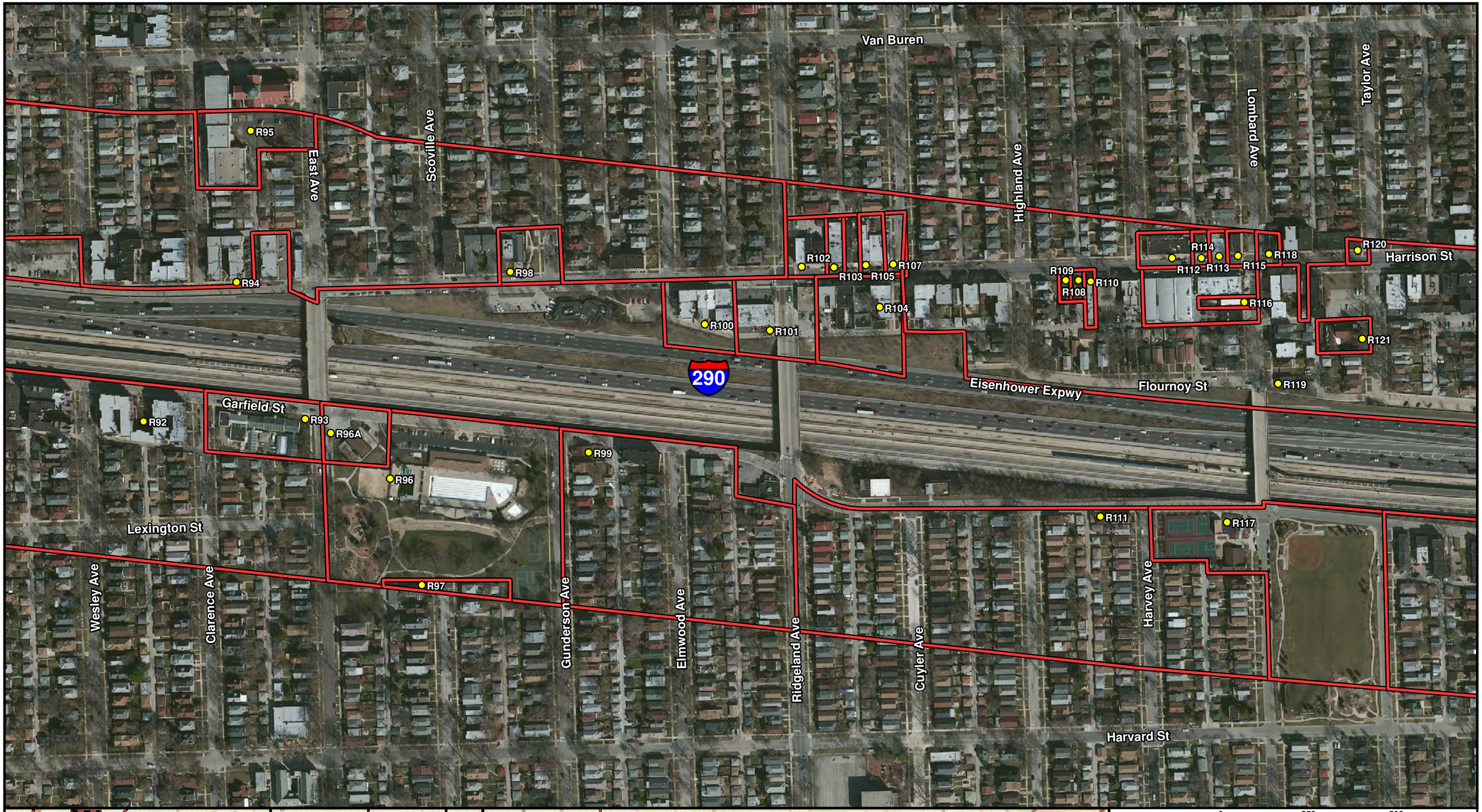
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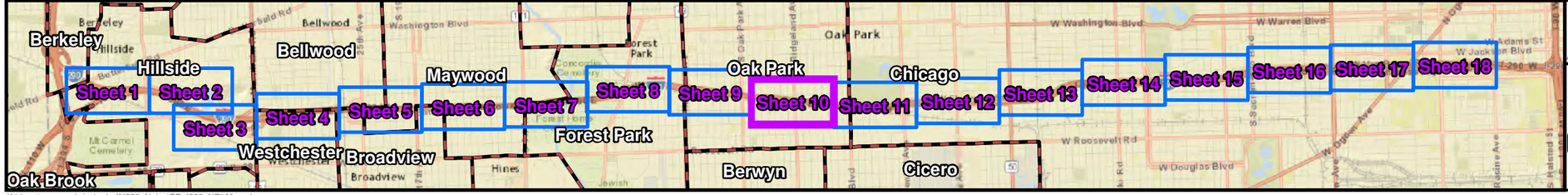
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 9 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

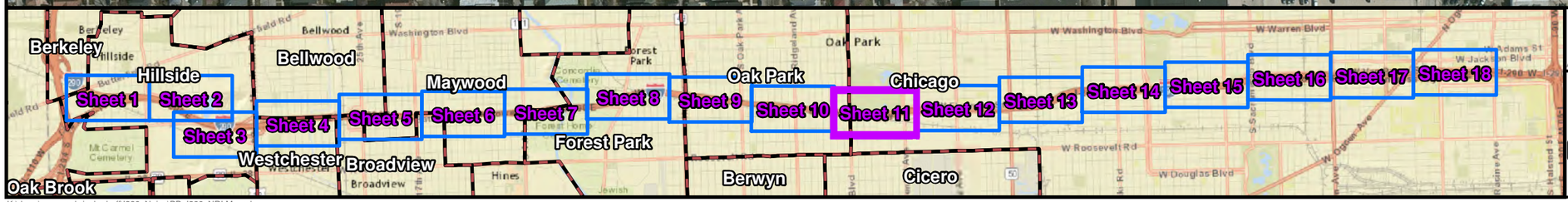
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 10 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

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W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

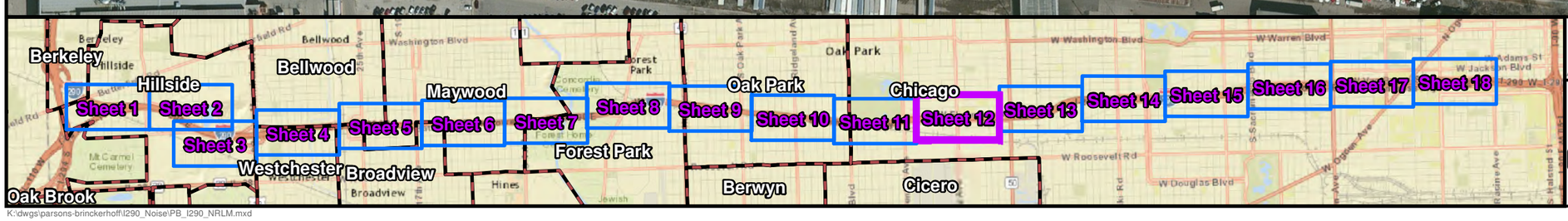
Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 11 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Congress Pkwy
Lotus Ave
Lockwood Ave
Leamington Ave
Lavergne Ave
Harrison St
Flournoy St
Eisenhower Expwy
290
Lexington St
Laramie Ave
Polk St
Arthington St

R129
R129A
R130
R131
R132
R133
R134
R136
R137
R138
R139
R140
R141
R142
R143
R143A
R144
R145
R146



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

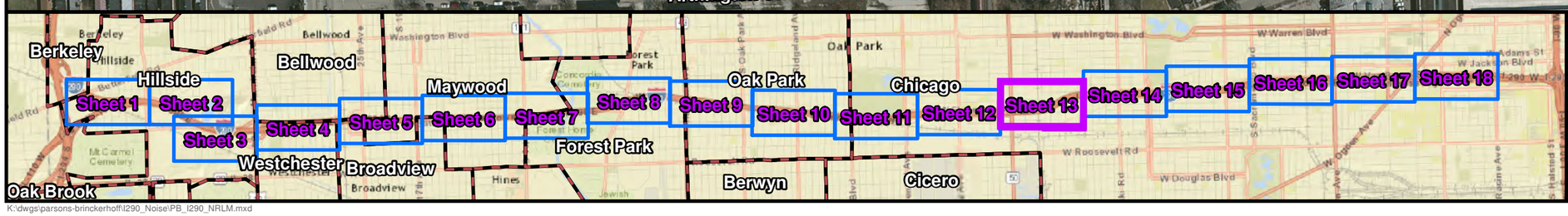
- Noise Receptor
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Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 12 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

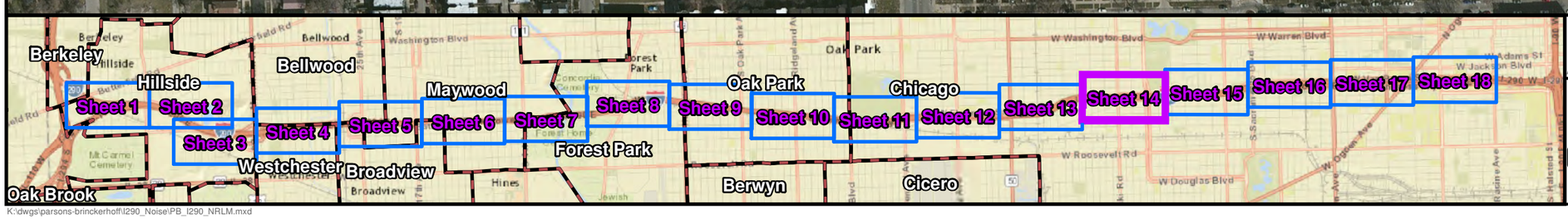
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- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 13 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Gladys Ave
Karlov Ave
Pulaski Rd
Springfield Ave
Hamlin Ave
Van Buren
Millard Ave
R194
R193
R185
R182
R180
R169
R172
R174
R176
Congress Pkwy
Eisenhower Expwy
290
Harrison St
Garfield St
R168
R170
R171
R173
R175
R177
R178
R179
R181
R183
R184
R186
R189
R187
R188
R190
R191
R192
Independence Blvd
Lawndale Ave
Flournoy St
Tripp Ave
Keeler Ave
Kedvale Ave
5th Ave
Lexington St
Polk St



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

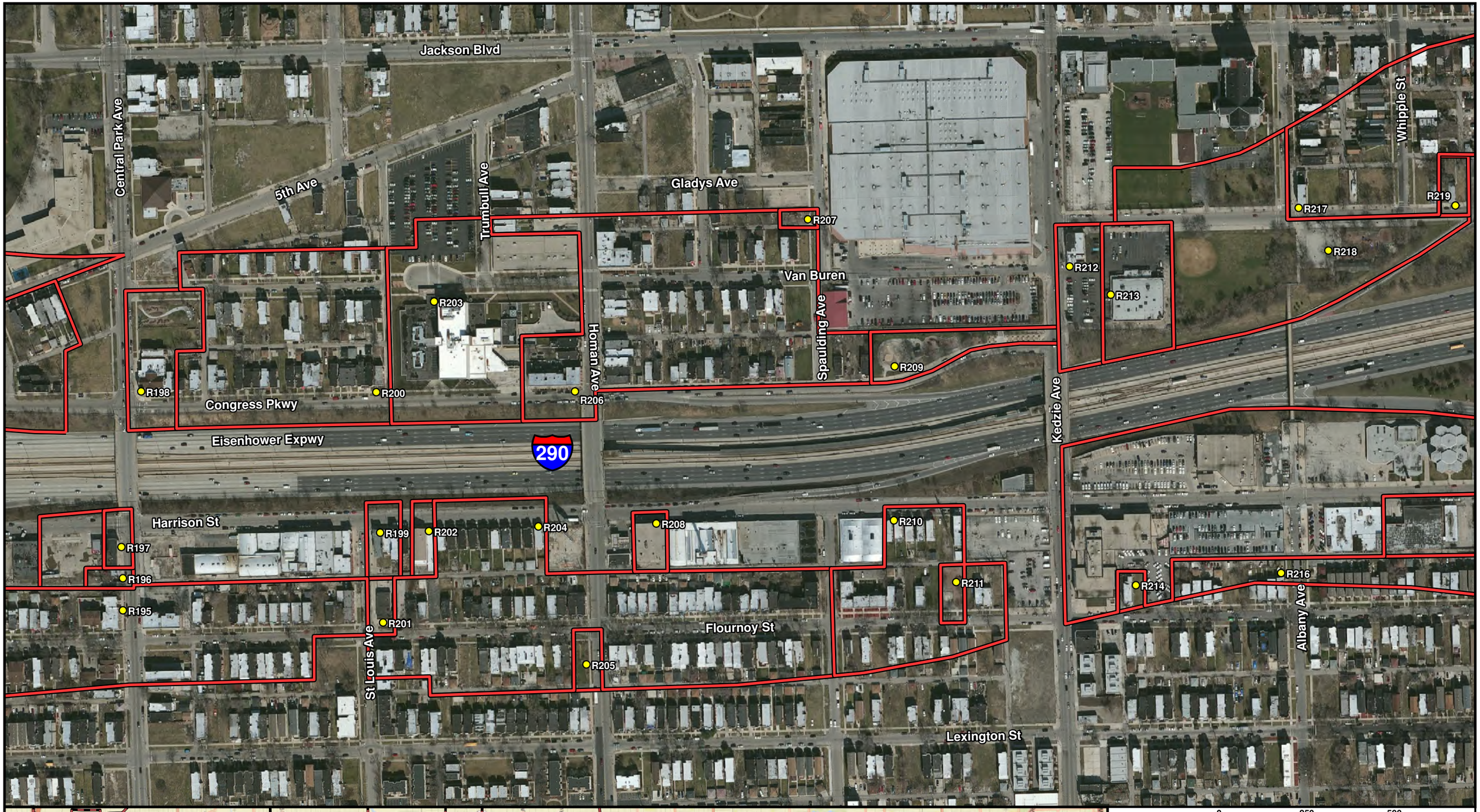
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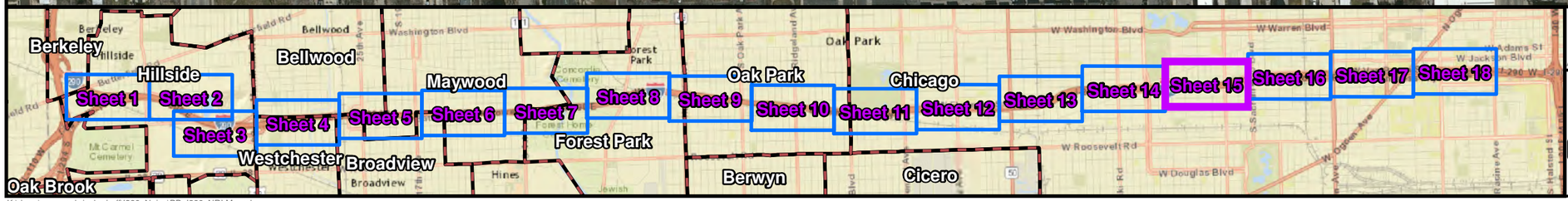
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 14 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd





0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

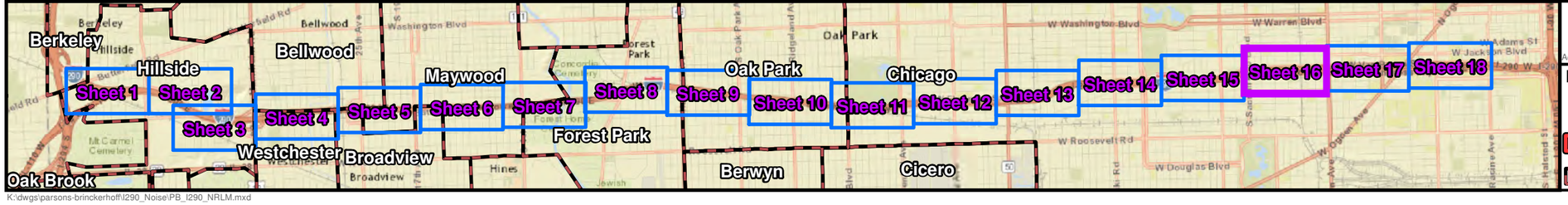
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- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 15 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM.mxd

Adams St
Rockwell St
Jackson Blvd
Richmond St
Mozart St
R235
R236
Gladys Ave
Maplewood Ave
Artesian Ave
R247
R242
R219
R224
R227
R228
Van Buren
R234
R239
R240
Eisenhower Expwy
290
Congress Pkwy
R238
R230
R241
R246
R244
R243
R241A
Denvir Ave
R220
Sacramento Dr
R226
R223
R221
R222
R225
Francisco Ave
R229
R231
R233
R232
California Ave
R237
Washtenaw Ave
Harrison St
Flournoy St
Bellwood Ave
Campbell Ave



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

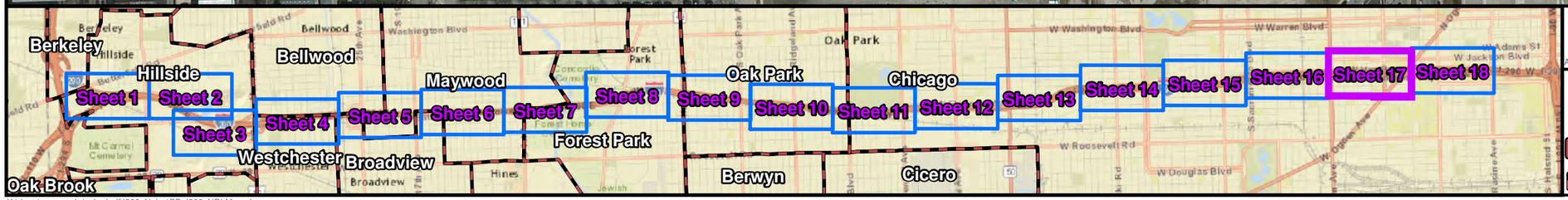
- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 16 of 18

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Adams St
Western Ave
Bell Ave
Hamilton Ave
Damen Ave
Wolcott Ave
Jackson Blvd
Oakley Ave
Leavitt St
Gladys Ave
Seeley Ave
R247
R249
R250
R254
R255
R257
R258
R260
Van Buren
Eisenhower Expwy
290
Ogden Ave
Congress Pkwy
R246
R248
R245
Claremont Ave
R248A
R251
R252
R253
R256
R259
R261
R262
Harrison St
Hoyne Ave
Wood St
Flournoy St
Winchester Ave
Campbell Park



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 17 of 18

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Adams St
Quiincy St
Cottage Pl
Racine Ave
Throop St
Jackson Blvd
Laflin St
Ogden Ave
Paulina St
Marshfield Ave
Ashland Ave
Van Buren
Gladys Ave
Eisenhower Expwy
290
Congress Pkwy
Harrison St
Loomis St
Wood St
Flournoy St
Lytle St
Ada St
R263
R264
R265
R266
R267
R268
R269
R270
R271
R272
R273
R273A
R274
R275
R276
R277
R278
R279
Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
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Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
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0
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 18 of 18

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APPENDIX B

Huff & Huff, incorporated
environmental engineers and consultants

915 Harger Road, Suite 330
Oak Brook, IL 60523
Phone (630) 684-9100
Fax (630) 684-9120
Website: http://huffnhuff.com

MEMORANDUM – RECEPTOR SELECTION

To: Pete Harmet, P.E., IDOT Bureau Chief of Programming
Illinois Department of Transportation

From: Tim Kelly, Huff & Huff, Inc.
Jamie Bents, Huff & Huff, Inc.

Date: October 31, 2013

Re: Traffic Noise and Noise Abatement Study
FAI 290 (Interstate 290), Eisenhower Expressway
IL Route 56 to Racine
Project Number: P-91-597-10
PTB Number: 157-001
Cook County, Illinois

The first step in assessing traffic noise is to select representative receptors. A noise receptor is an exterior area where frequent human use occurs, based on a review of aerial photography or site inspection. The noise receptors selected for the Eisenhower Expressway noise assessment were chosen based on site inspection to determine if exterior areas of frequent human use existed. Two hundred and ninety (290) receptor locations were identified as representative of existing and proposed conditions for the study area. These receptors are described herein and will be used for modeling. A receptor is typically representative of an area, a group, or cluster of noise sensitive receptors. The area, group, or cluster is referred to as a Common Noise Environment (CNE).

The project area, shown in Figure 1, is along Interstate 290 (I-290) from IL Route 56/Butterfield Road to Racine Avenue. The project area is within the Villages of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and the City of Chicago. The proposed project is in two parts. Between the western terminus and Cicero Avenue, the widening of I-290 to four lanes in each direction is proposed, generally aligned along the existing roadway and improvements of the I-290 interchanges and bridges. From Cicero Avenue to the eastern terminus, the existing I-290 corridor is expected to be restriped to add a through lane; no bridges will be improved in the eastern half of this project.

1. Land Use

The surrounding land use is suburban and urban development. Table 1 lists the activity categories associated with the FHWA Noise Abatement Criteria (NAC), as referenced from the Illinois DOT Highway Traffic Noise Assessment Manual. This information was used to identify receptors in the project area.

TABLE 1
FHWA NOISE ABATEMENT CRITERIA
HOURLY WEIGHTED SOUND LEVEL

Activity Category	$L_{eq}(h)$	Evaluation Location	Description of Activity Category
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67	Exterior	Residential.
C[1]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E[1]	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	-	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	-	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands permitted for this activity category

No Activity Category A facilities were identified in the project area. The project area includes land uses within Activity Categories B (residences), C (churches, medical clinics/offices/laboratories, hospitals, health care centers, schools, day care centers, parks and recreation facilities, cemeteries, government/institutional buildings, colleges, veterinaries, a conservatory, a library, community centers, dance and yoga studios, and an events center), and E (hotel, restaurants, offices). These land uses have NAC as shown in Table 1.

Several Activity Category F land uses were identified near the project corridor. These uses include retail facilities, gas stations, and various industrial and commercial uses. Activity Category F uses have no established noise abatement criteria and do not need to be analyzed for noise impacts.

There are several areas in the project corridor that are Activity Category G, vacant or undeveloped

land. The majority of vacant land in the project area is located within the City of Chicago, between Central Avenue and Western Avenue. Activity Category G uses do not have established NAC, but traffic noise levels may be predicted for these uses during the traffic noise analysis.

Figure 2 (Sheets 1 through 21) depicts the existing land use along the project corridor.

2. Selected Noise Receptors

Receptor locations are selected to reflect changes in traffic noise levels as a result of changes in traffic volumes, speed, composition (trucks and cars), roadway alignment (horizontal and vertical), number of lanes, background noise, shielding, and ground cover. Distance to I-290 from the receptor was the main component used to select receptors for this project and was limited to receptors within 500 feet of the proposed improvements. The distance of 500 feet is based on FHWA's 2010 performance evaluation of the Traffic Noise Model (TNM) 2.5, the model that will be used to predict existing, no build, and build noise levels for the proposed project. The evaluation found that TNM is most accurate when used to assess receptors within 500 feet of the roadway, and that TNM under-predicted sound levels for "soft" ground types (turf) and over-predicted sound levels for "hard" ground types (pavement) for receptors farther than 500' from the roadway.[1] The closest receptor to the roadway within each CNE was selected, thereby representing the worst case traffic noise scenario for proposed conditions. For purposes of modeling and abatement concept evaluation, the CNE represents a collection of receptors with similar noise levels within a sensitive land use area.

Table 2 lists the receptor number, location, receptor type, and the approximate distance to the existing centerline. Figure 3 (Sheets 1 through 21) depict aerial photographs of each representative receptor and its corresponding CNE. The figure shows "primary" and "secondary" land use classifications used to identify the Land Use Activity Category for each area within the project corridor. This distinction was made because the land uses in the project area are urban and sometimes have multiple land uses within a single building. Buildings with more than one land use that could be represented by multiple Activity Categories were designated with "Primary" and "Secondary" land uses that identify which of the present land uses will be used to determine traffic noise impacts. For instance, a single building could contain a café with sidewalk seating on the first floor, with residential on the second floor (with an outdoor balcony), that could be considered either Activity Category B (residential) or E (restaurant). "Primary" land uses represent the most noise-sensitive land use in that building, and represent the land use category that will be used for traffic noise impacts determination. Per the previous example, residential land use/Activity Category B has a lower NAC (67 dB(A)) than restaurants/Activity Category E (72 dB(A)); therefore the "primary" land use category for that site would be Activity Category B (NAC of 67 dB(A)) so that the most noise-sensitive land use would be used to determine noise impacts. "Secondary" land uses are shown as a hatching over the "Primary" land use to indicate the other land use in the building that have NAC, but the NAC is higher than that of the primary land use. In the example given, Activity Category E (NAC of 72 dB(A)) would be the "secondary" land use.

Noise receptors were located using field investigations to determine exterior areas of frequent human use, such as balconies, benches, or other gathering places. Noise receptors may change or be added

1 U.S. Department of Transportation Research and Innovative Technology Administration. "Ground and Pavement Effects using FHWA's Traffic Noise Model 2.5." April 2010.

as the traffic noise analysis progresses, and additional site data is collected.

Enclosures

TABLE 2
SELECTED NOISE RECEPTORS
INTERSTATE ROUTE 290
IL Route 56/Butterfield Road to Racine Avenue

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R1	E	Office	375	Hillside
R2	C	Church	490	
R3	B	SFR	130	
R4	B	SFR	220	
R5	B	SFR	65	
R6	B	SFR	140	
R7	B	SFR	145	
R8	B	SFR	165	
R9	C	School, Park, Medical Facility	200	
R10	E	Hotel	270	
R11	C	Church, Medical Lab, Day Care	325	
R12	E	Office	450	
R13	B	SFR	150	
R14	E	Restaurant	655	
R15	B	Mixed Residential	445	Bellwood, Westchester, Broadview
R16	B	SFR	385	
R17	B	Mixed Residential	115	
R18	C	Church	350	
R19	B	MFR	150	
R20	B	MFR and Church/Community Center	260	
R21	B	MFR	340	
R22	C	Medical Clinic	425	
R23	E	Restaurant	445	
R24	B	MFR	495	
R25	B	SFR	110	
R26	B	MFR	120	
R27	B	SFR	110	
R28	B	SFR	190	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R29	B	SFR	110	Bellwood, Westchester, Broadview
R30	B	SFR	150	
R31	C	Medical Services	350	
R32	C	Medical Clinic	240	
R33	C	Educational Center	520	
R34	E	Office	420	
R35	B	SFR	490	
R36	B	SFR	455	Bellwood, Maywood
R37	B	SFR	110	
R38	B	SFR	120	
R38A	C	Church	550	
R39	B	Mixed Residential	115	
R40	B	SFR	130	Maywood
R41	B	SFR	125	
R42	C	Church	140	
R43	B	Mixed Residential	100	
R44	B	Mixed Residential	135	
R45	C	Playground for MFR housing	265	
R46	E	Office	175	
R47	B	Mixed Residential	150	
R48	C	School	315	
R49	B	SFR	135	
R50	C	Church	270	
R51	B	SFR (Church Rectory)	350	
R52	C	Church/Community Center	440	
R52A	C	Day Care	615	
R53	C	School	360	
R54	B	Mixed Residential	140	
R55	B	Mixed Residential	135	
R56	C	School	150	
R57	C	Park	530	
R58	B	Mixed Residential	110	
R59	B	Mixed Residential	120	Forest Park
R60	E	Restaurant	175	
R61	E	Office	180	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R62	C	Cemetery	330	Forest Park
R63	C	Courthouse	220	
R64	C	Cemetery	110	
R65	C	Cemetery	320	
R66	C	Medical Clinic	445	
R67	C	Park	170	
R68	B	Mixed Residential	460	
R69	C	Park	120	
R70	B	Mixed Residential	130	
R71	E	Restaurant	615	
R72	C	Medical Clinic	590	
R73	C	Park	110	
R74	B	Mixed Residential	565	
R75	C	Church	525	
R76	B	Mixed Residential	85	
R77	C	Post Office	285	Oak Park
R78	C	Yoga Studio	315	
R79	C	Park	70	
R79A	B	SFR	115	
R80	C	Veterinarian, Daycare, Dance School	250	
R81	C	School	200	
R82	B	Mixed Residential	75	
R83	B	Mixed Residential, Office	180	
R84	B	MFR	165	
R85	B	MFR, Office	160	
R86	B	MFR, Office	65	
R87	E	Restaurant	170	
R88	B	MFR, Daycare, Medical Clinic	265	
R89	E	Office	55	
R90	E	Restaurant, Office	300	
R91	B	MFR, Restaurant	500	
R92	B	Mixed Residential	180	
R93	C	Conservatory	225	
R94	B	Mixed Residential	50	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R95	C	School	440	Oak Park
R96	C	Recreation	300	
R96A	C	Fire Station	195	
R97	B	Mixed Residential	625	
R98	C	Library	155	
R99	B	Mixed Residential	170	
R100	B	MFR, Office, Clinic	60	
R101	C	Clinic, Theater	75	
R102	B	MFR, Health Care	260	
R103	C	Veterinarian	270	
R104	B	MFR, Spa	180	
R105	B	MFR, Office	290	
R106	B	MFR	285	
R107	C	Community Center	295	
R108	C	Dance Studio	310	
R109	E	Office	310	
R110	E	Restaurant	310	
R111	B	Mixed Residential	220	
R112	E	Restaurant	390	
R113	B	MFR, School	410	
R114	C	Daycare	410	
R115	B	MFR, Office	420	
R116	E	Restaurant	280	
R117	C	Park and Recreation	210	
R118	C	Daycare	430	
R119	B	Mixed Residential, Office	65	
R120	C	Health Care	460	
R121	C	Church	220	
R122	B	Mixed Residential	200	
R123	C	Religious Center	480	
R124	C	Nursing Home/Health Care	200	Chicago
R125	B	Mixed Residential	205	
R126	C	Park	115	
R127	C	Loretto Hospital	240	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R127A	C	Church	365	Chicago
R127B	C	School	375	
R128	B	MFR	515	
R129	B	Mixed Residential	100	
R129A	C	Church	460	
R130	C	Church	440	
R131	B	SFR	460	
R132	C	School	450	
R133	B	MFR	460	
R134	C	IDOT Driver's License Facility	260	
R135	C	Church	460	
R136	B	SFR	460	
R137	C	Church	460	
R138	B	Mixed Residential	260	
R139	C	School	505	
R140	B	Mixed Residential	110	
R141	B	MFR	455	
R142	E	Office	515	
R143	C	School	160	
R143A	C	Church	450	
R144	C	Church	390	
R145	C	School	545	
R146	B	Mixed Residential	100	
R147	B	Mixed Residential	495	
R148	C	Church	315	
R149	B	MFR	185	
R150	B	MFR	350	
R151	B	Mixed Residential	170	
R152	B	Mixed Residential	240	
R153	C	Church	300	
R154	B	MFR/Restaurant	420	
R155	B	MFR	330	
R156	B	Mixed Residential	105	
R157	C	Church	470	
R158	B	MFR	415	
R159	B	Mixed Residential, Church	210	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R160	C	Church	340	Chicago
R161	C	Church	165	
R162	B	Mixed Residential	190	
R163	B	Mixed Residential	165	
R164	B	MFR	120	
R165	B	Mixed Residential	100	
R166	B	MFR	100	
R167	C	School	490	
R168	C	Church	130	
R169	C	School	150	
R170	B	Mixed Residential	105	
R171	C	Church	105	
R172	B	MFR	100	
R173	B	Mixed Residential	100	
R174	C	Health Club/Gym	110	
R175	C	Church	100	
R176	B	Mixed Residential	105	
R177	B	MFR, Restaurant, Church	95	
R178	E	Restaurant	160	
R179	C	Dentist, Church, Medical Doctor	350	
R180	B	MFR	105	
R181	B	MFR, Church, Daycare	100	
R182	B	MFR	110	
R183	C	Church	100	
R184	B	MFR	110	
R185	B	MFR	100	
R186	E	Restaurant	100	
R187	B	MFR	340	
R188	C	Church	450	
R189	B	MFR	100	
R190	E	Office	360	
R191	B	MFR	455	
R192	B	MFR	290	
R193	B	MFR	135	
R194	C	Park, School	495	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R195	B	Mixed Residential	290	Chicago
R196	E	Restaurant	210	
R197	B	MFR, Bar/Restaurant	100	
R198	C	Church, Park	105	
R199	B	MFR	100	
R200	B	MFR	110	
R201	C	Church	280	
R202	C	Church	100	
R203	C	Medical Center	250	
R204	B	MFR	100	
R205	C	Park	430	
R206	B	Mixed Residential	100	
R206A	C	Park	600	
R207	E	Office	425	
R208	E	Office	95	
R209	C	Park	110	
R210	B	Mixed Residential	130	
R211	C	Park	325	
R212	B	MFR, Restaurant	305	
R213	E	Restaurant	250	
R214	B	MFR	420	
R215	E	Office	177	
R216	B	Mixed Residential	510	
R217	B	MFR, Church	340	
R218	C	Park	140	
R219	B	MFR, Church	240	
R220	C	School, Social Services Center	215	
R221	B	MFR	430	
R222	E	Restaurant	500	
R223	B	MFR	305	
R224	E	Office	175	
R225	C	Church	475	
R226	C	Park	280	
R227	B	MFR	155	
R228	B	MFR	115	
R229	C	Church	505	

Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R230	B	MFR	125	Chicago
R231	E	Office	505	
R232	B	MFR, Restaurant	505	
R233	C	Medical Center	505	
R234	E	Restaurant	130	
R235	B	MFR	370	
R236	C	Church	275	
R237	C	Church	330	
R238	B	MFR	120	
R239	C	Church	90	
R240	B	Mixed Residential	90	
R241	C	Park	145	
R241A	C	Church	235	
R242	B	Mixed Residential	135	
R243	B	Mixed Residential	120	
R244	B	MFR	125	
R245	B	MFR	335	
R246	C	School	120	
R247	B	MFR	140	
R248	B	MFR	125	
R248A	C	Church	320	
R249	B	MFR	120	
R250	C	School	240	
R251	C	UIC Labs and Medical Offices, Sleep Center, Vet Clinic	280	
R252	E	Office	400	
R253	C	Play Area/Daycare/ Medical Clinic	185	
R254	B	MFR, Church	115	
R255	C	Church	115	
R256	E	Office	315	
R257	C	Play Area/Community Center	145	
R258	B	MFR	300	
R259	C	Medical Clinic	240	
R260	C	College	175	

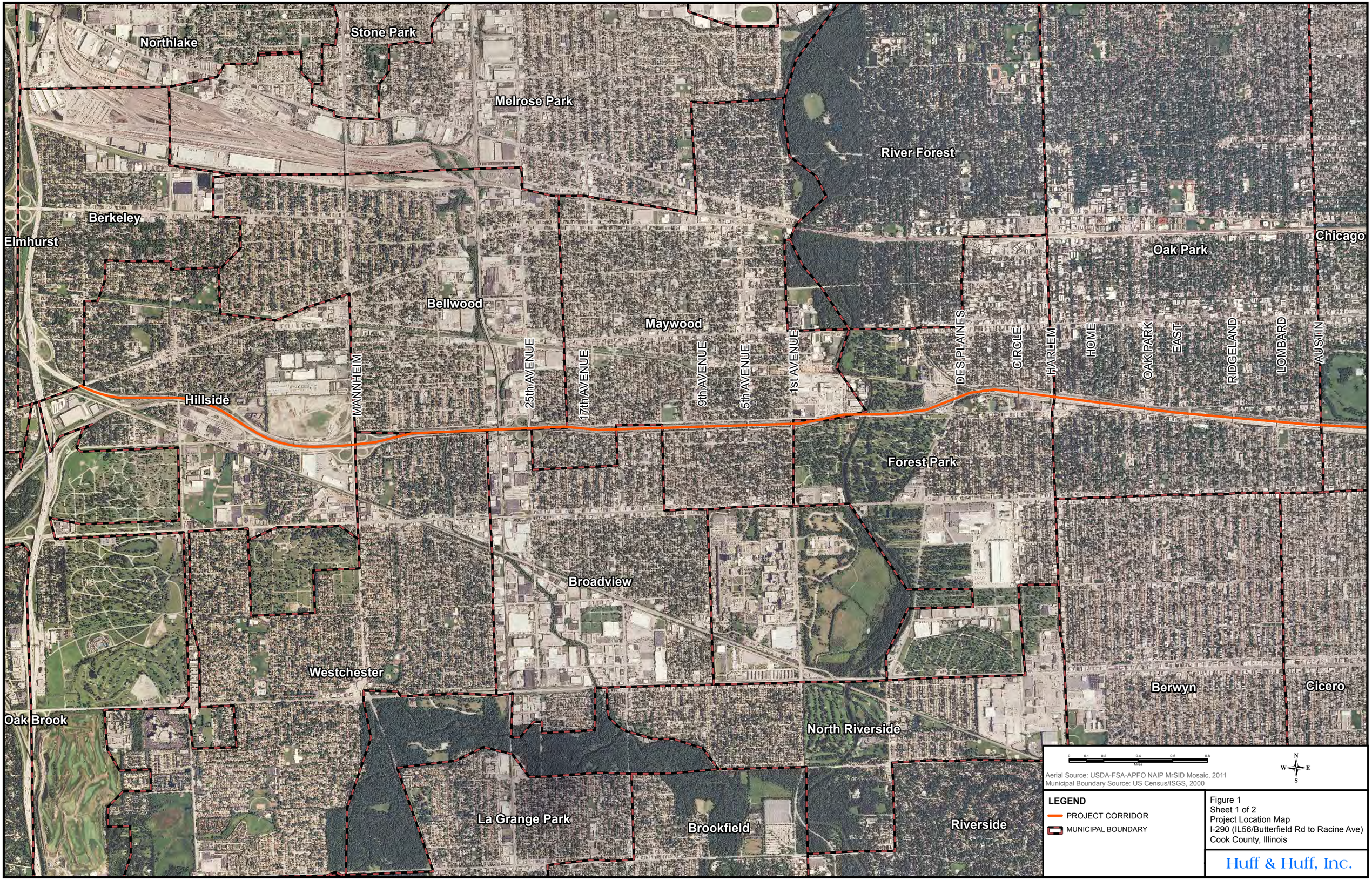
Receptor/CNE No.	NAC Activity Category[a]	Type[b]	Distance to I-290 Mainline Existing Edge of Pavement, ft	Geographic Area
R261	B	MFR	205	Chicago
R262	C	Hospital	245	
R263	C	Medical Clinic	275	
R264	C	Medical Clinic	135	
R265	C	Hospital/University	120	
R266	E	Office	110	
R267	E	Office	150	
R268	E	Hotel/Restaurant	530	
R269	B	MFR	170	
R270	B	MFR	120	
R271	C	School	260	
R272	B	MFR	115	
R273	C	School	250	
R273A	C	Church	555	
R274	B	MFR	515	
R275	B	MFR	100	
R276	E	Office	490	
R277	C	College	320	
R278	B	MFR, Restaurant	275	
R279	B	MFR	420	

a/ due to many mixed-use buildings, the activity category listed is the most noise-sensitive use of the uses within that CNE.

b/ Land uses with NAC are listed; land uses without NAC are not included.

SFR denotes Single Family Residential

MFR denotes Multiple Family Residential



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CICERO
KOSTNER
KILDARE
KEELER
PULASKI
INDEPENDENCE
CENTRAL PARK
HOMAN
KEDZIE
ALBANY
SACREMENTO
CALIFORNIA
WESTERN
OAKLEY
LEAVITT
DAMEN
OGDEN
PAULINA
ASHLAND
LOOMIS
RACINE
MORGAN
HALSTED

Chicago

Cicero

0 0.1 0.2 0.4 0.6 0.8
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N
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2011
Municipal Boundary Source: US Census/ISGS, 2000

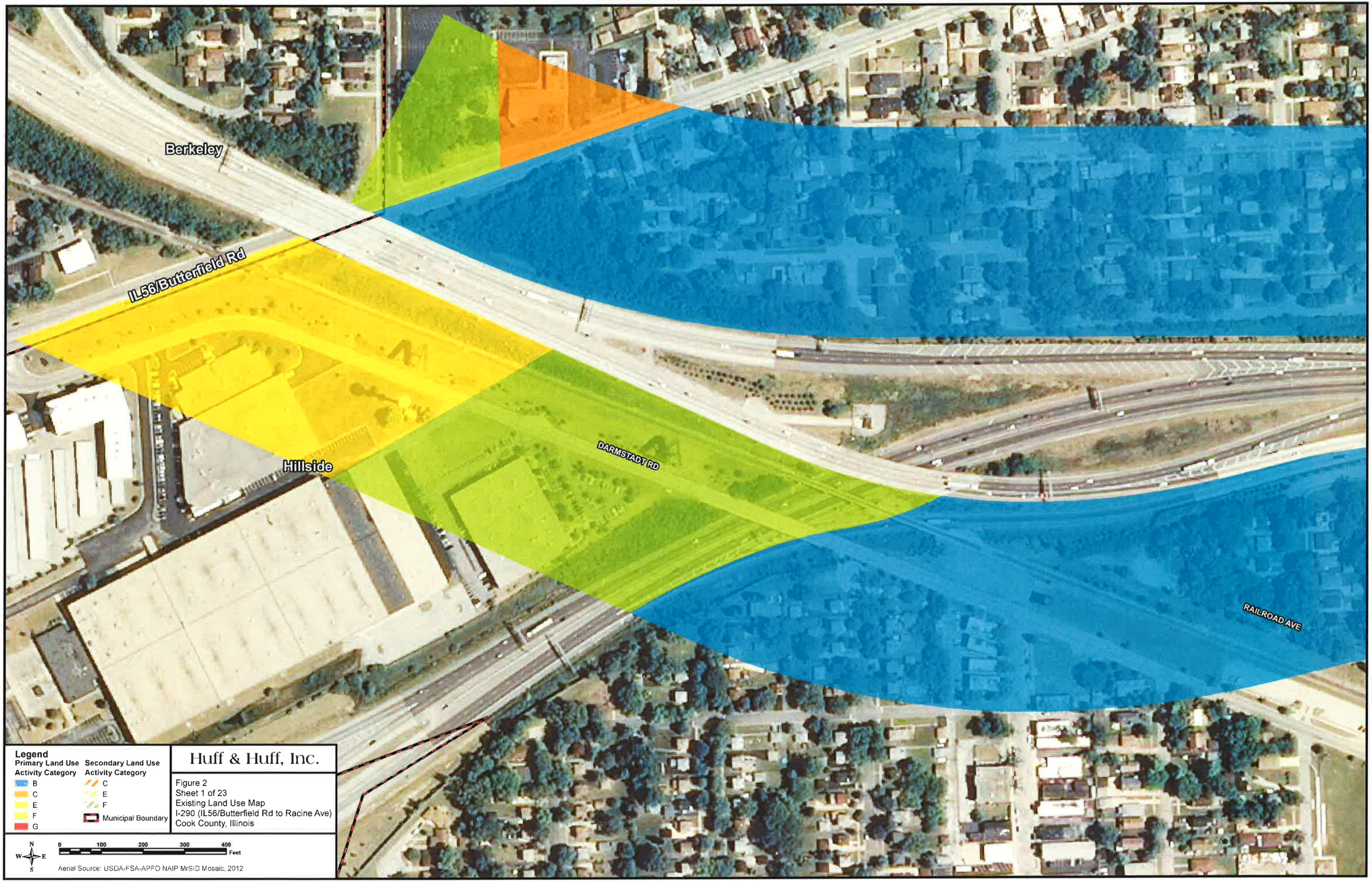
LEGEND

- PROJECT CORRIDOR
- MUNICIPAL BOUNDARY

Figure 1
Sheet 2 of 2
Project Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Sheet 1 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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IROQUOIS ROAD

HIGH RIDGE ROAD

JACKSON BLVD

IDLEWILD LANE

CLAYTON ROAD

NORTH FRONTAGE RD

HILLSIDE DR

Hillside

SOUTH FRT RD

Eisenhower Expwy

I-290 EB C-D

I-290 WB TO WOLF RD

WOLF RD TO I-290EBCD

HARRISON ST/S FRT RD

Wolf Rd

RAILROAD AVE

DARMSTADT RD

HARRISON ST

Harrison St

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Huff & Huff, Inc.

Figure 2
Sheet 2 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/28/13 T:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_LandUse_02.mxd

VAN BUREN
Bellwood
CONGRESS ST
Mannheim Rd
I-290 WB TO US-45
WOLF RD TO I-290EBCD
I-290 WB TO WOLF RD
I-290 EB C-D
HARRISON ST/S FRT RD
NORTH FRONTAGE RD
US-45 SB TO I-290 WB
Eisenhower Expwy
US-45 NB TO I-290 WB
Eisenhower Expwy
US-45SB TO I-290EBCD
Hillside
I-290EBCD TO US-45NB
Westchester
ORCHARD AV
OAK RIDGE AV
OAK AV
I-290 EBCD TO US-45
US-45NB TO I-290EBCD
Mannheim Rd
S RAILROAD AV
N RAILROAD AV
GLADSTONE ST

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

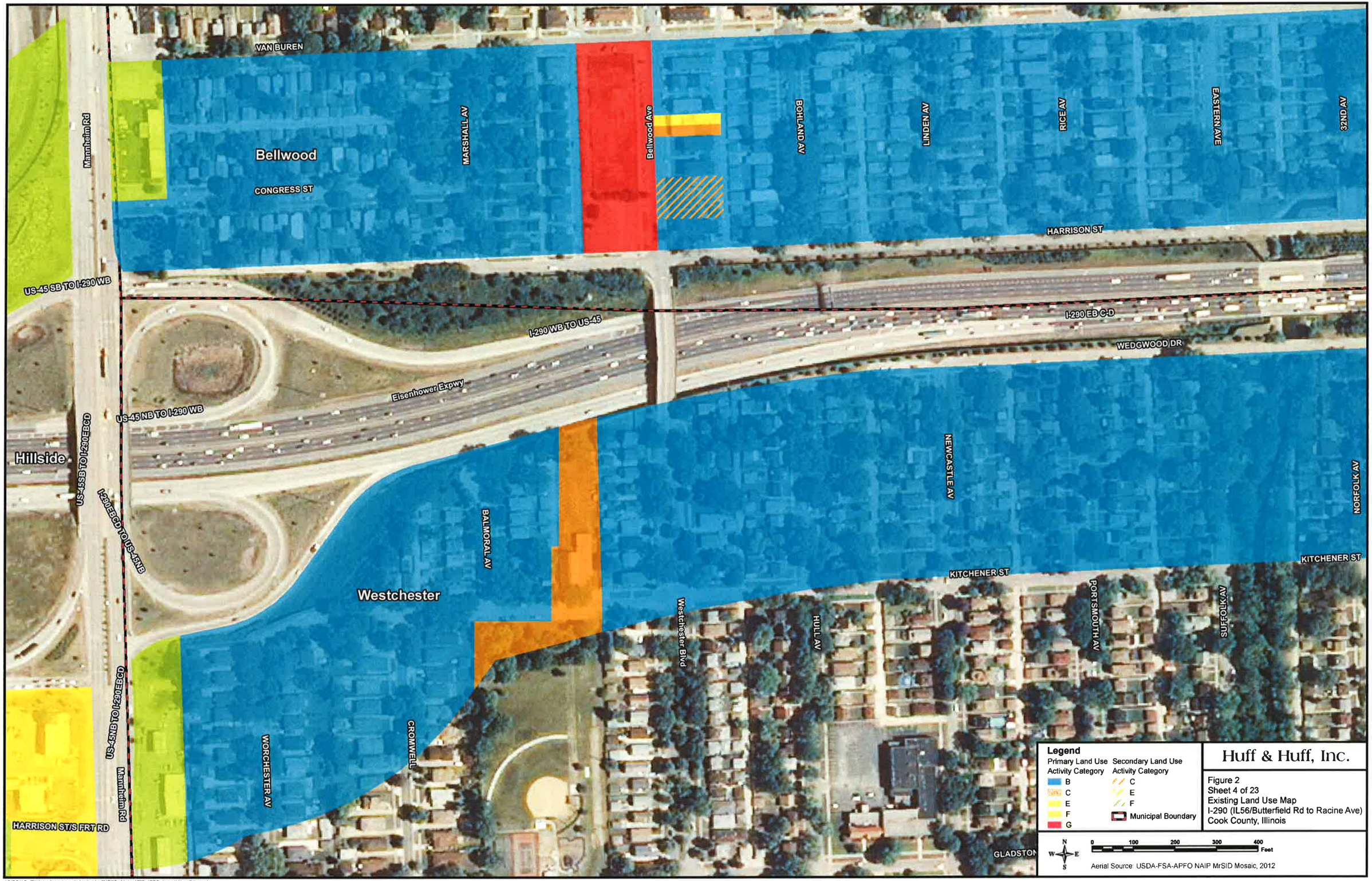
Figure 2
Sheet 3 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Huff & Huff, Inc.

Figure 2
Sheet 4 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/28/13 T:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_LandUse_04.mxd

VAN BUREN ST
VAN BUREN ST
VAN BUREN
32ND AV
31ST ST
30TH AV
24TH AV
23RD AV
Bellwood
CONGRESS ST
CONGRESS ST
HARRISON ST
HARRISON ST
I290 WB TO 25THAV SB
I290 WB TO 25THAV NB
25TH AV TO I-290 WB
Eisenhower Expwy
I290 EB TO 25THAV NB
I-290 EB TO 25TH AV
INDIAN JOE DR
WEDGWOOD DR
25THAV SB TO I290 EB
25THAV NB TO I290 EB
BATAAN DR
25th Ave
Westchester
Broadview
Maywood
24TH AV
23RD AV
LEXINGTON ST
Gardiner Rd
NORFOLK AV
MANCHESTER AV
Bristol Ave
KITCHENER ST
BEACH AVENUE
25th Ave

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

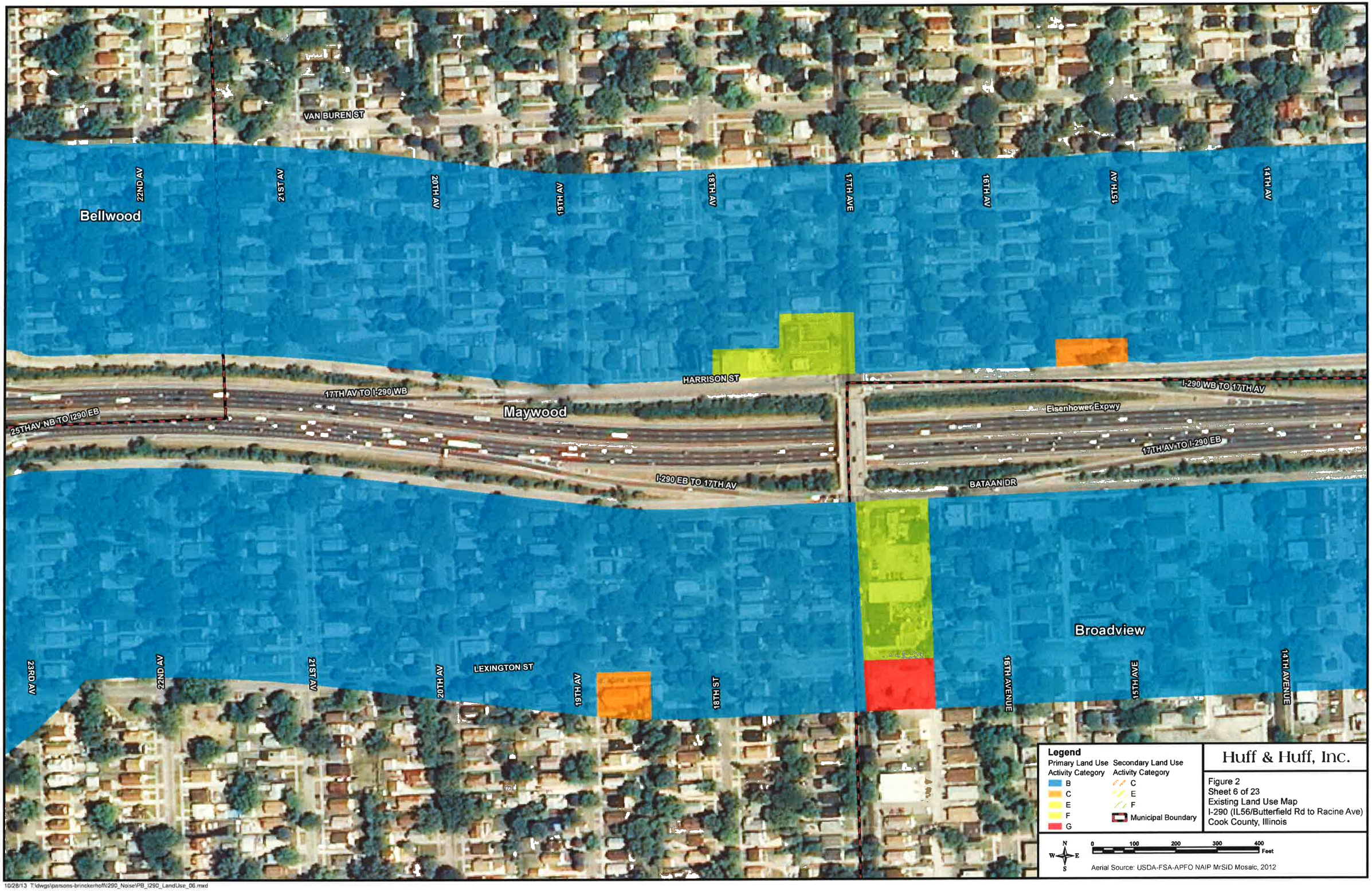
Figure 2
Sheet 5 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

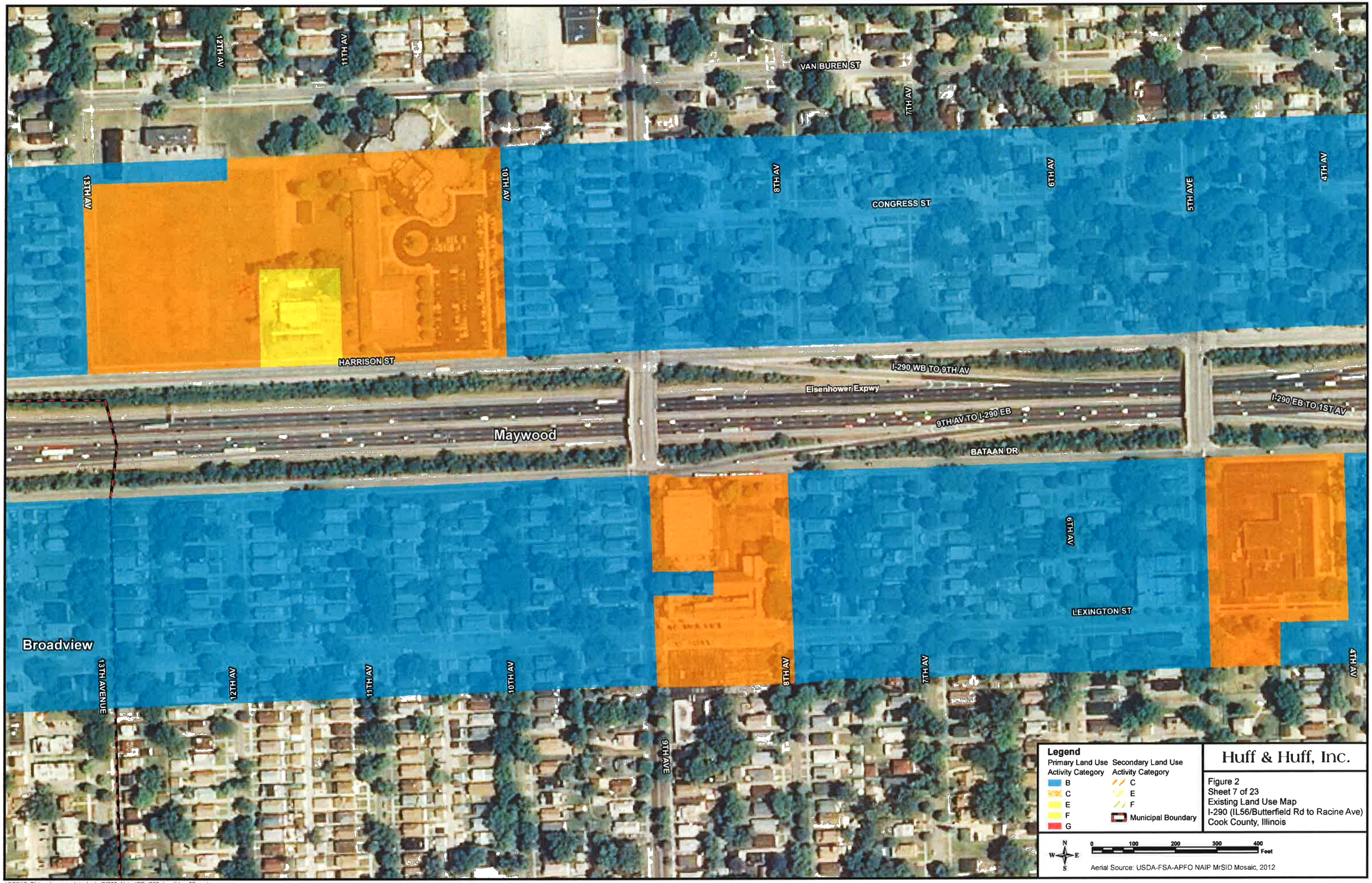
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Huff & Huff, Inc.

Figure 2
Sheet 6 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

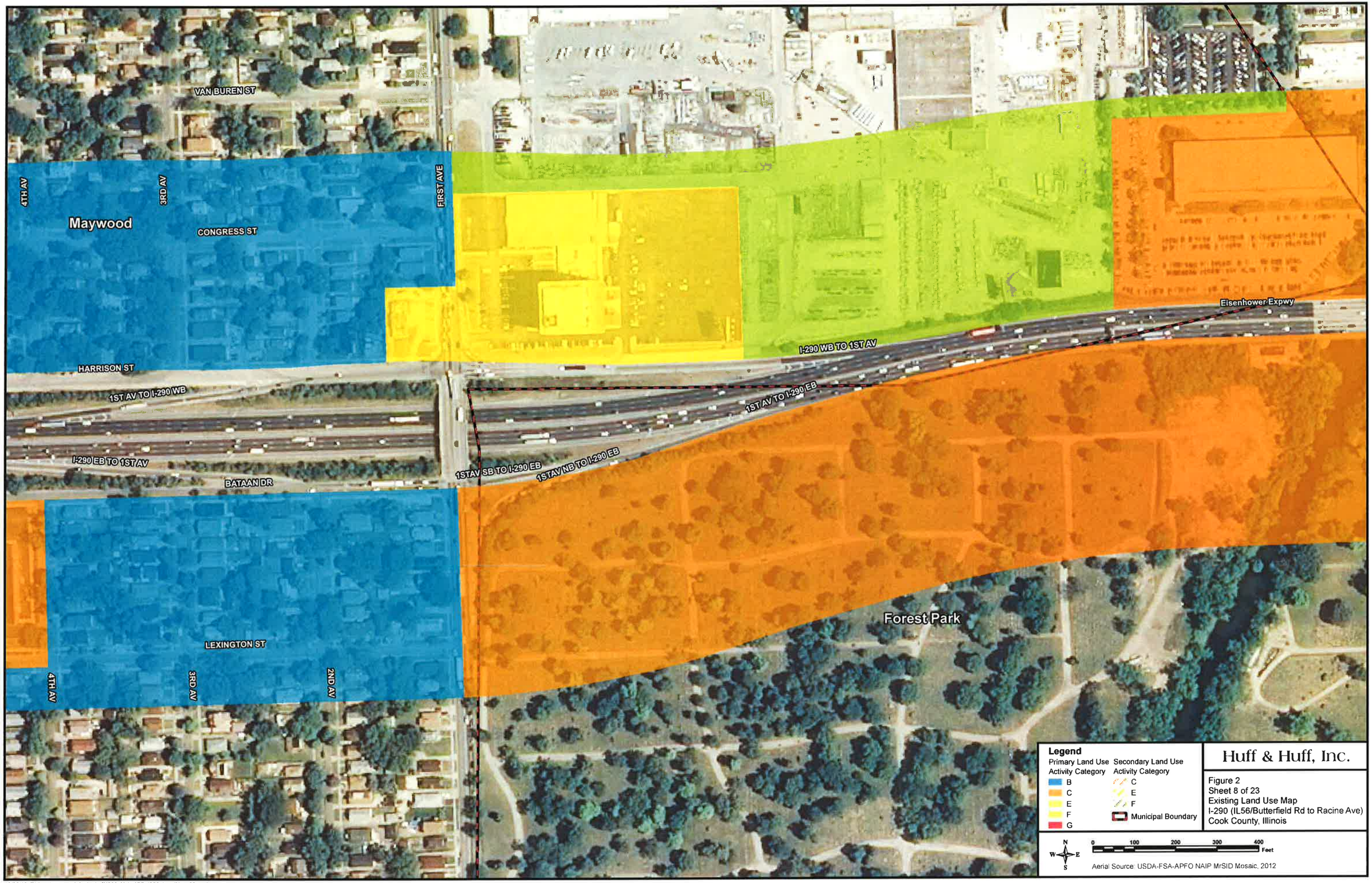
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Huff & Huff, Inc.

Figure 2
Sheet 7 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

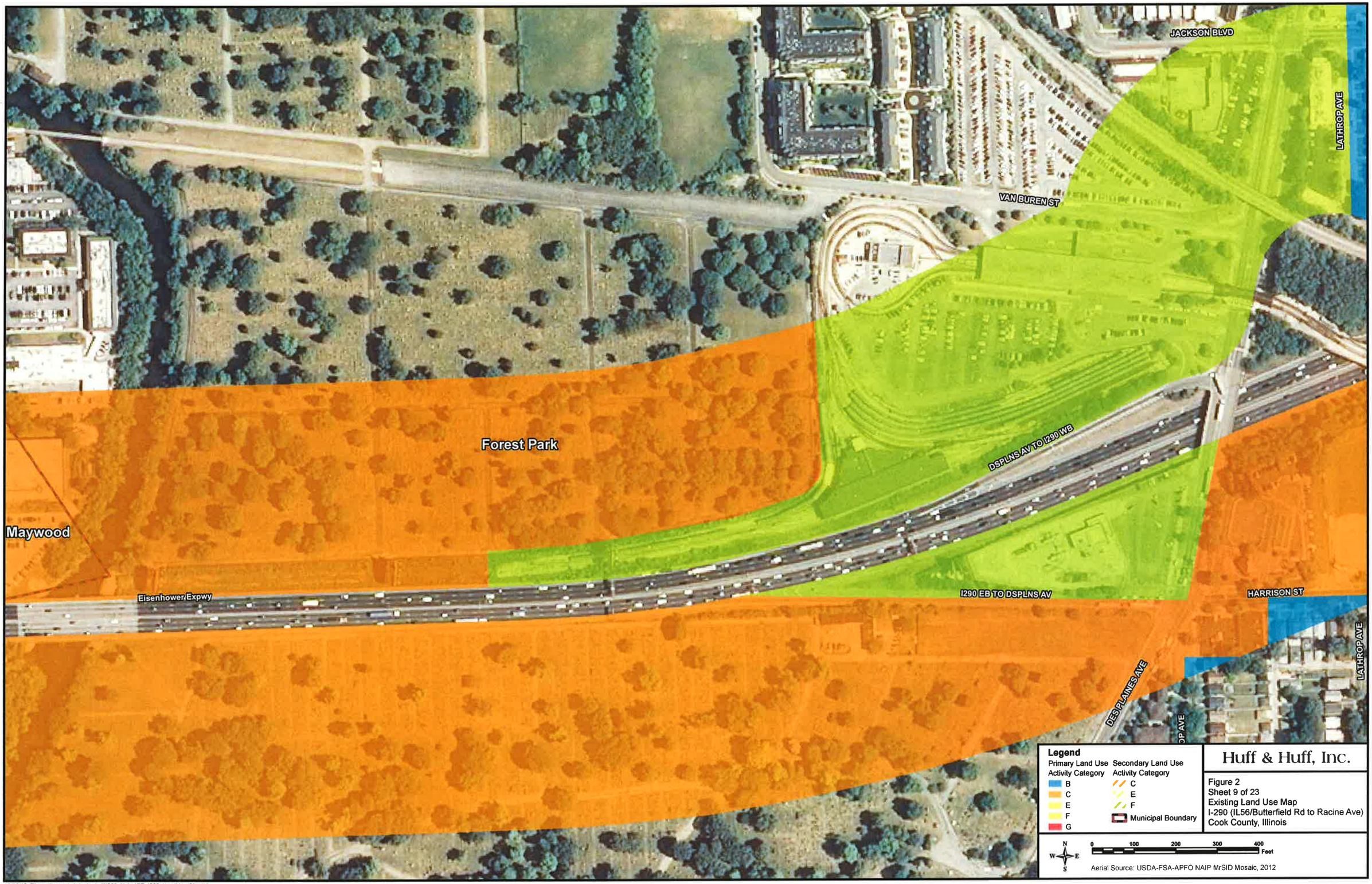
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Huff & Huff, Inc.

Figure 2
Sheet 8 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

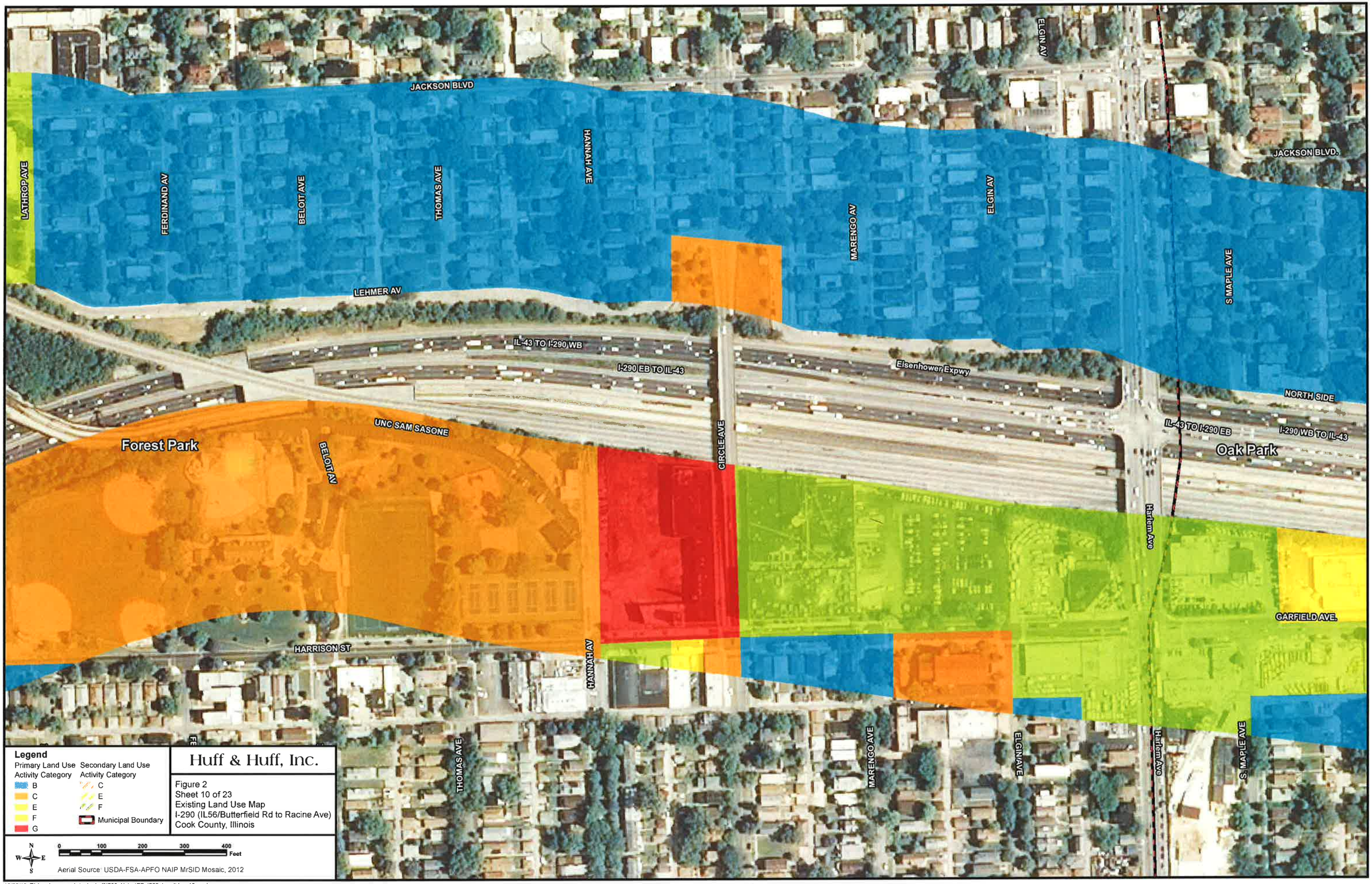
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Figure 2
Sheet 9 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Huff & Huff, Inc.

Figure 2
Sheet 10 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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JACKSON BLVD.

S WENONAH AVE

N. FOREST AVE.

S CLINTON AVE

S KENILWORTH

S CARPENTER

VANBUREN ST

S GROVE AVE

VANBUREN ST

OAK PARK AVE

S EUCLID AVE

S. WESLEY AVE.

NORTH SIDE

Eisenhower Expwy

I-290 WB TO IL-43

IL-43 TO I-290 EB

Eisenhower Expwy

Oak Park

GARFIELD AVE.

SOUTH SIDE

S. WISCONSIN AV

S. WENONAH

N FOREST AVE

S. CLINTON AVE.

S. KENILWORTH A

S. GROVE AVE.

LEXINGTON ST.

LEXINGTON ST.

S. EUCLID AVE

S. WESLEY AVE.

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Sheet 11 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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VANBUREN ST

S. WESLEY AVE.

S WESLEY AVE

EAST AVE

S SCOVILLE AVE

S. GUNDERSON AV

S ELMWOOD AVE

S. CUYLER AVE.

S HIGHLAND AVE

S HARVEY AVE

HARRISON ST

NORTH SIDE

Eisenhower Expwy

Oak Park

Flournoy St

SOUTH SIDE

SOUTH GARFIELD ST

LEXINGTON ST

S. WESLEY AVE.

S CLARENCE AVE

S. GUNDERSON AV

S. ELMWOOD AVE.

RIDGELAND AVE

S. CUYLER AVE.

S. HIGHLAND AVE

S. HARVEY AVE.

S. SCOVILLE AVE

HARVARD ST

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

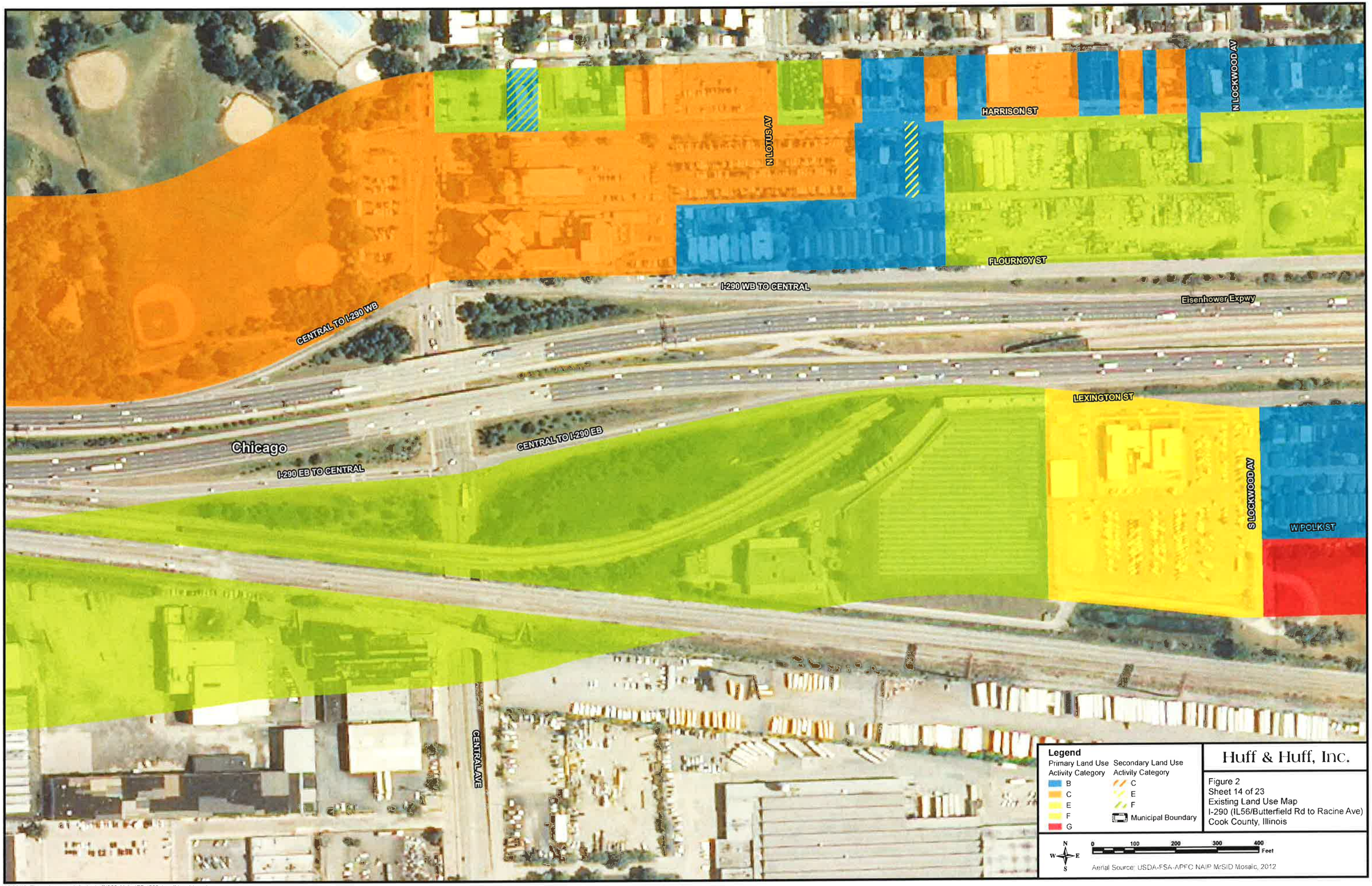
Huff & Huff, Inc.

Figure 2
Sheet 12 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

N
W E
S

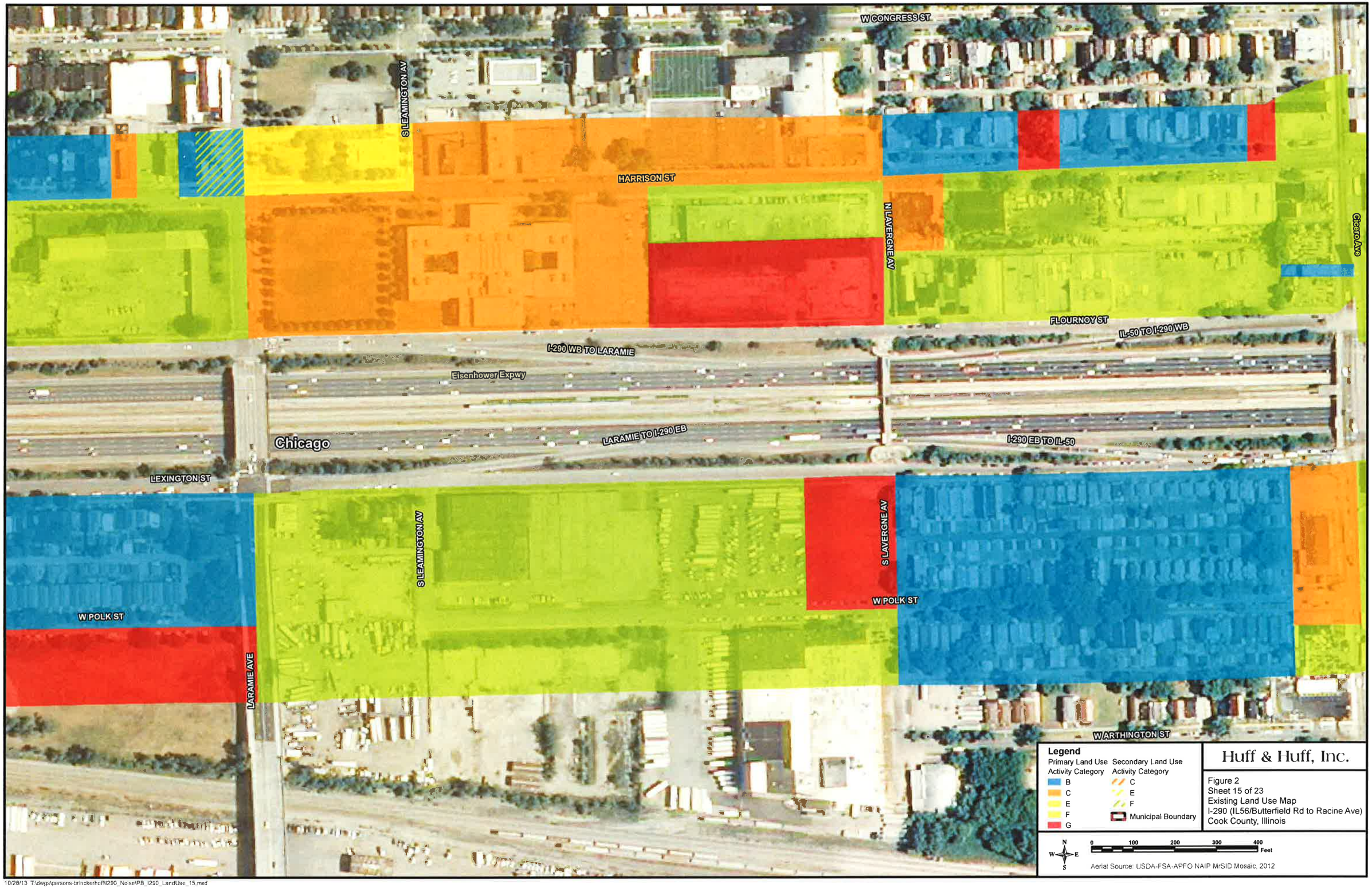
0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Huff & Huff, Inc.

Figure 2
Sheet 14 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

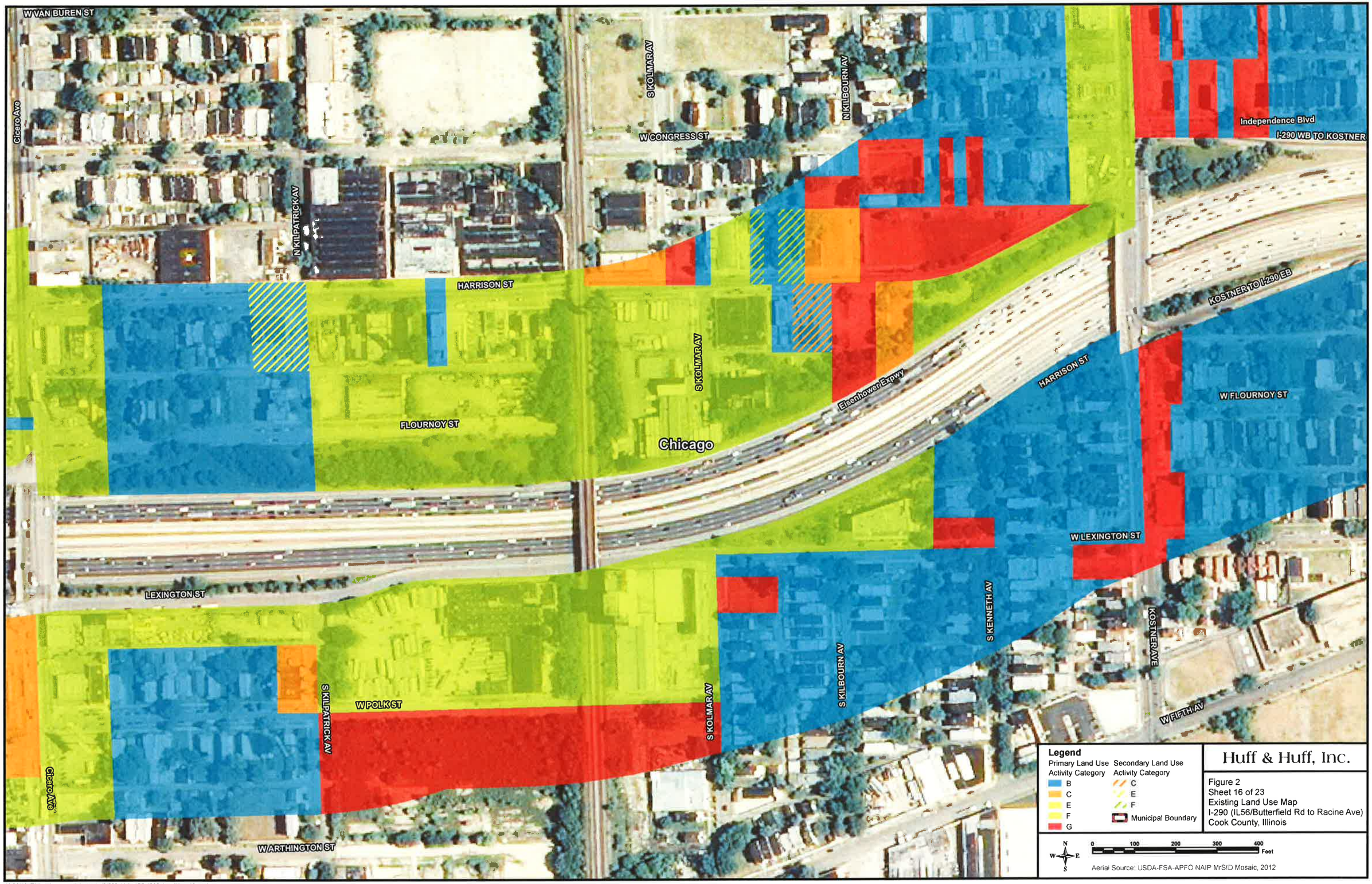
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Figure 2
Sheet 15 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Huff & Huff, Inc.

Figure 2
Sheet 16 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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W GLADYS AV
KOSTNER AVE
N KILDARE AV
W VAN BUREN ST
N KARLOV AV
Pulaski Rd
W CONGRESS ST
Independence Blvd
I-290 WB TO KOSTNER
Eisenhower Expwy
Chicago
HARRISON ST
W HARRISON ST
SOUTH SIDE
South Side
KOSTNER TO I-290 EB
S KILDARE AV
N KEELER AV
HARRISON ST
W FLOURNOY ST
S STRIPP AV
S KEDVALE AV
S KARLOV AV
W LEXINGTON ST
W FIFTH AV
S KENNETH AV
W LEXINGTON ST

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Figure 2
Sheet 17 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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W GLADYS AV
W VAN BUREN ST
S SPRINGFIELD AV
HAMLIN AVE
W FIFTH AV
W VAN BUREN ST
MILLARD AV
Independence Blvd
INDPNDNCE TO I290 WB
Eisenhower Expwy
I290 WB TO INDPNDNCE
Chicago
I290 EB TO INDPNDNCE
INDPNDNCE TO I290 EB
Harrison St
Harrison St
5th
CENTRAL PARK AVE
INDEPENDENCE BLVD
S SPRINGFIELD AV
W FLOURNOY ST
S LAWNDALE AV
W LEXINGTON ST
W LEXINGTON ST
Pulaski Rd
W POLK ST

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

N W E S

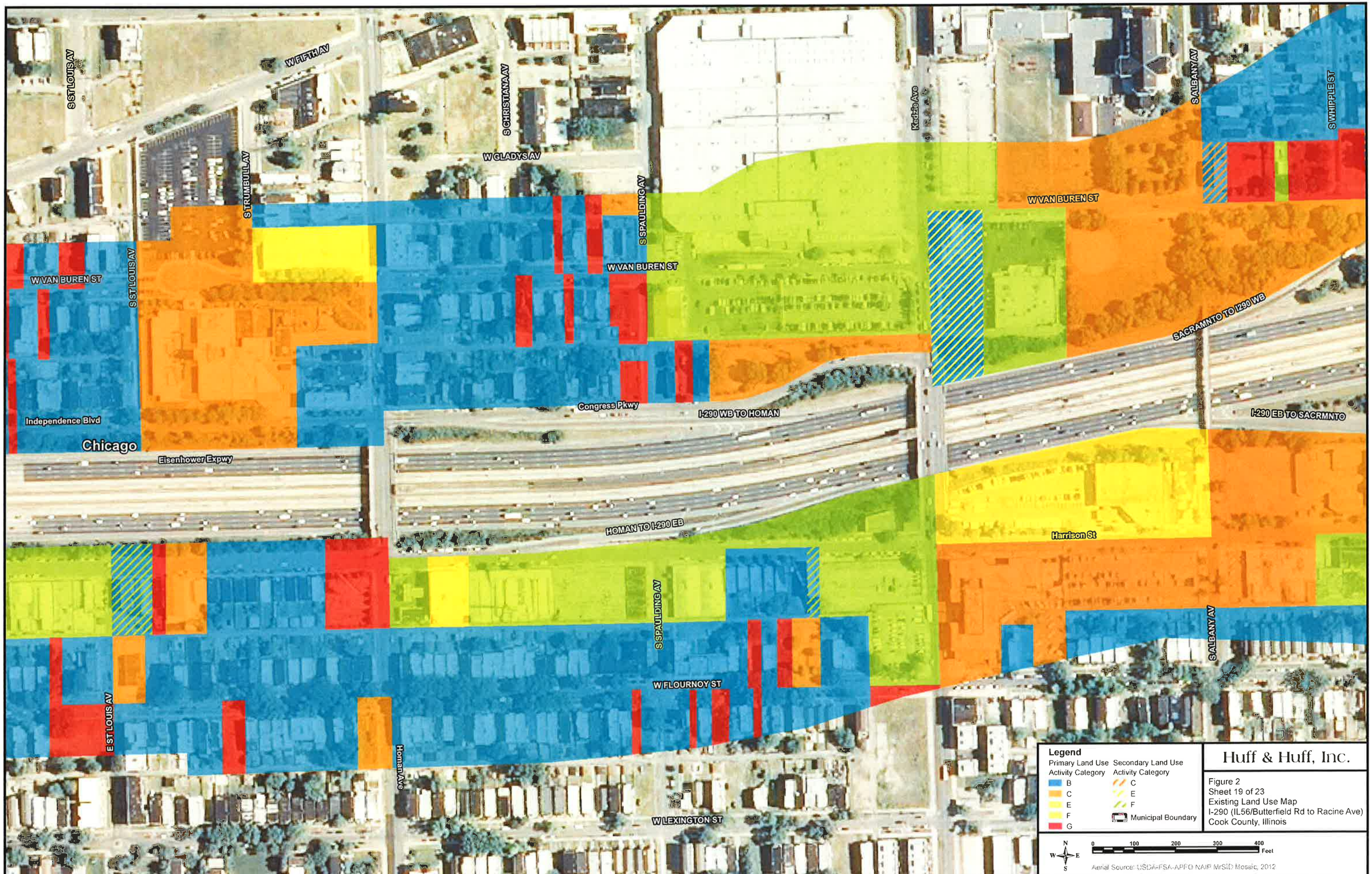
0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

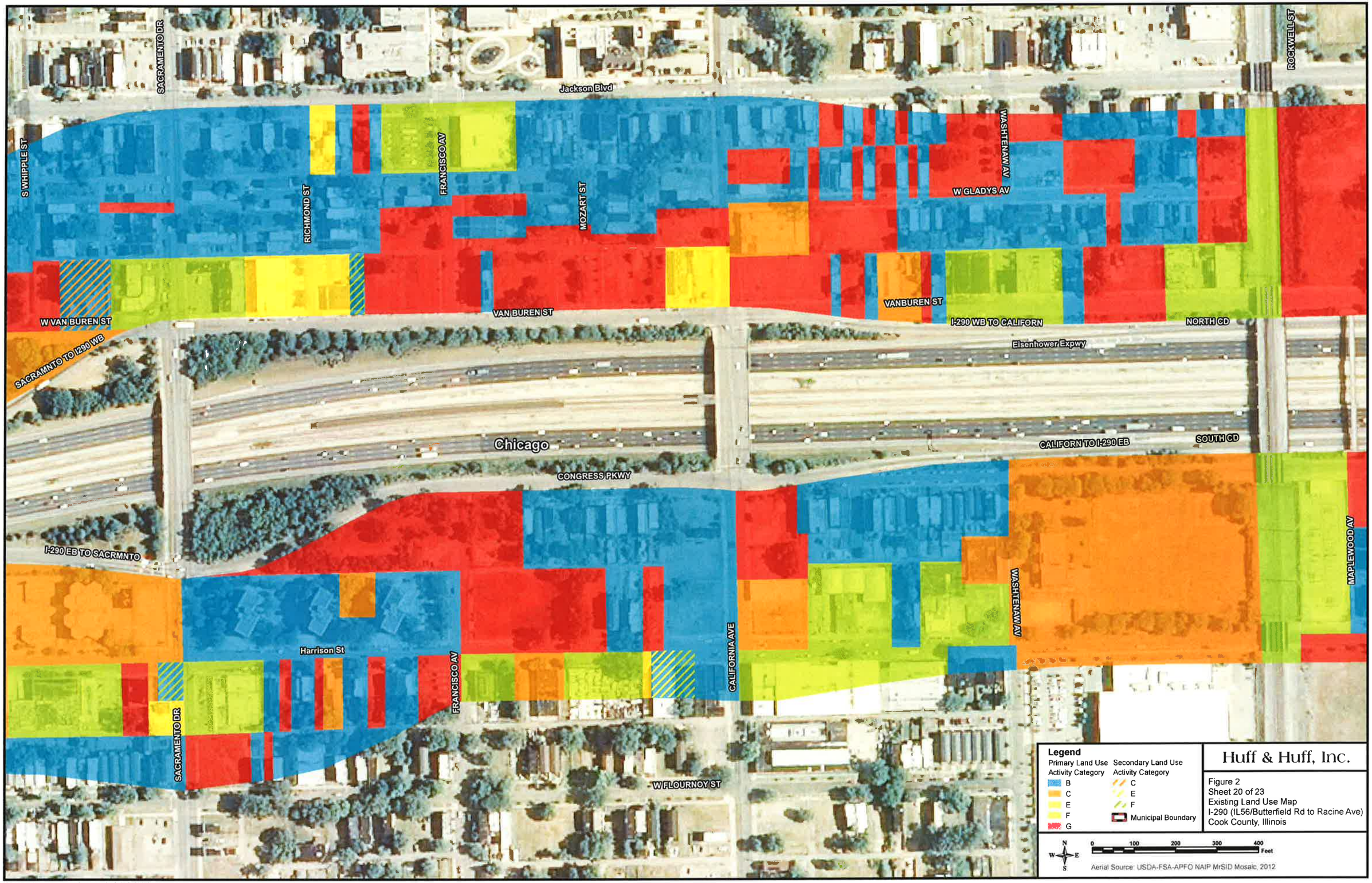
Huff & Huff, Inc.

Figure 2
Sheet 18 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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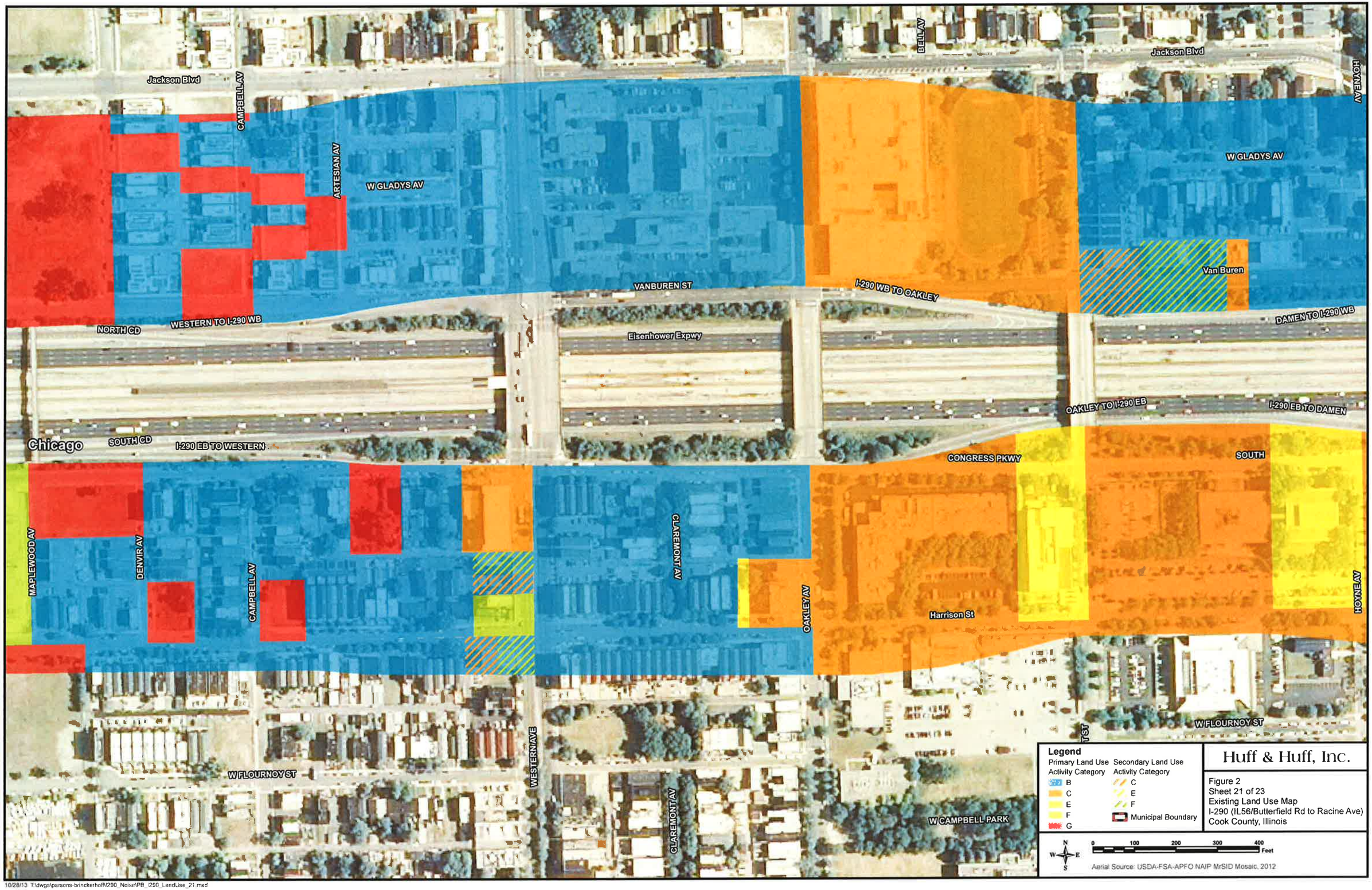
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Figure 2
Sheet 20 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

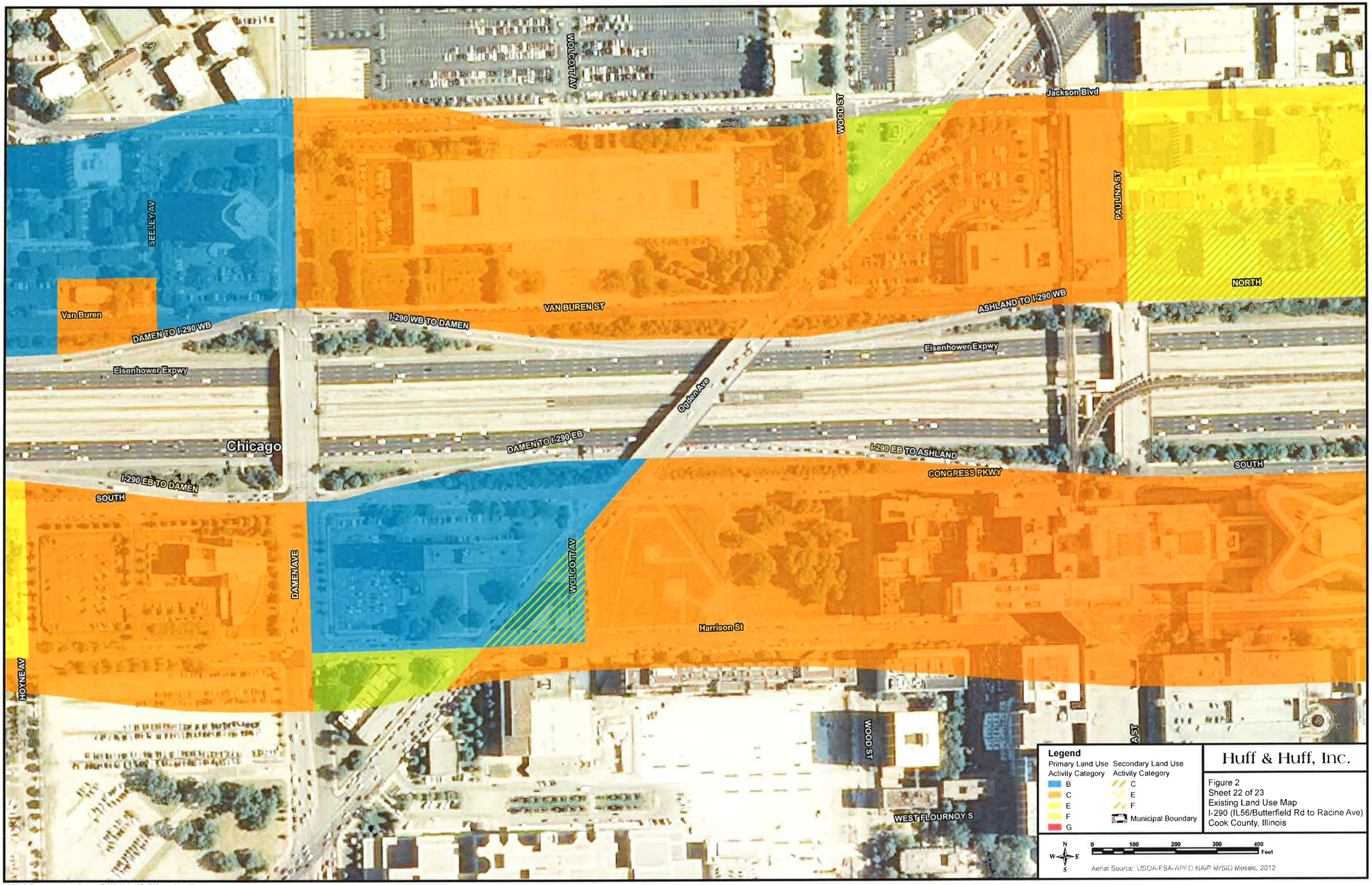
Figure 2
Sheet 21 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

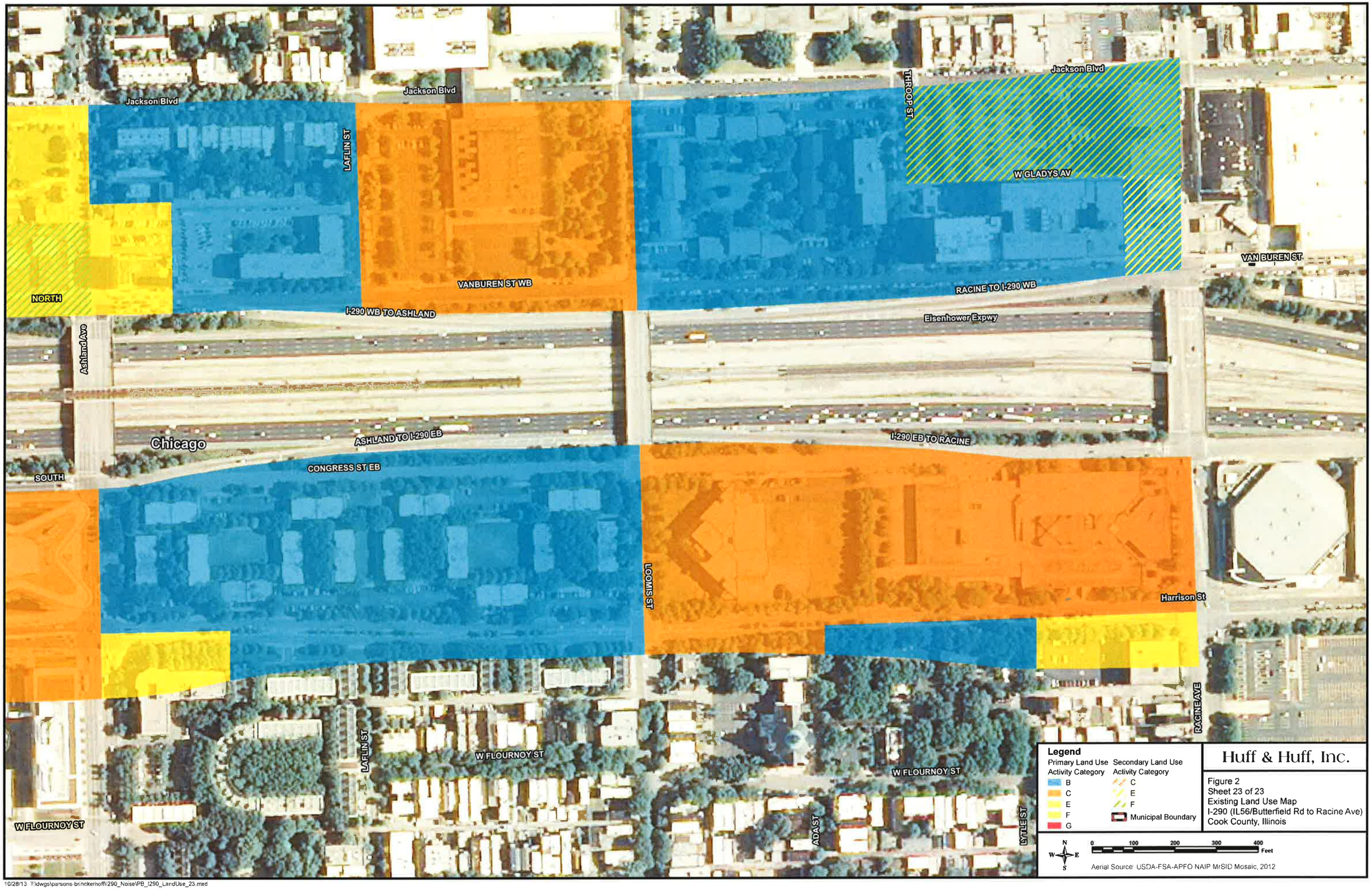
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Figure 2
Sheet 22 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

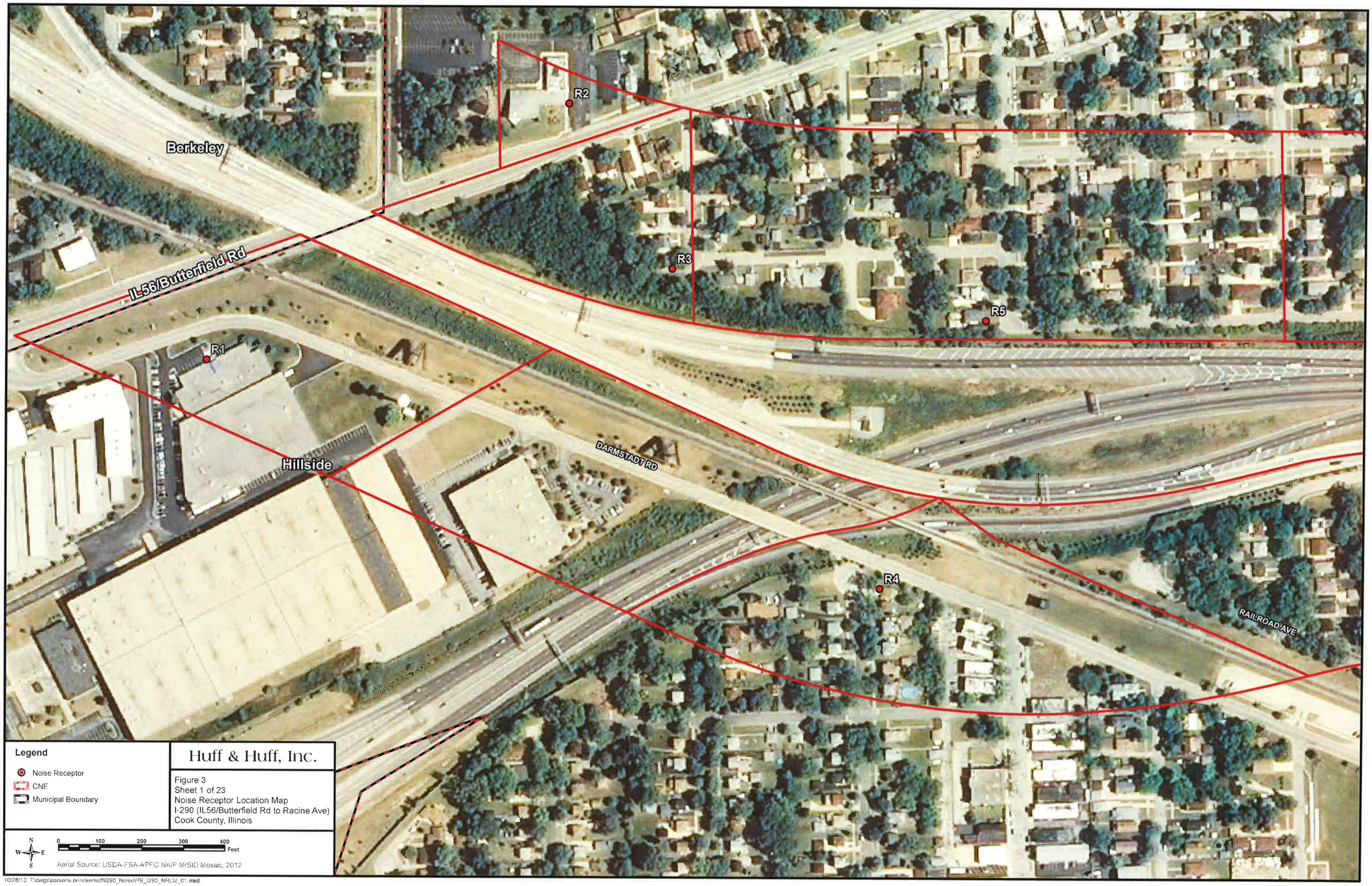
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Figure 2
Sheet 23 of 23
Existing Land Use Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/28/13 T:\dwgs\parsons-brinckerhoff\290_Noise\PB_I290_LandUse_23.mxd



Legend

- Noise Receptor
- CNE
- Municipal Boundary

Huff & Huff, Inc.

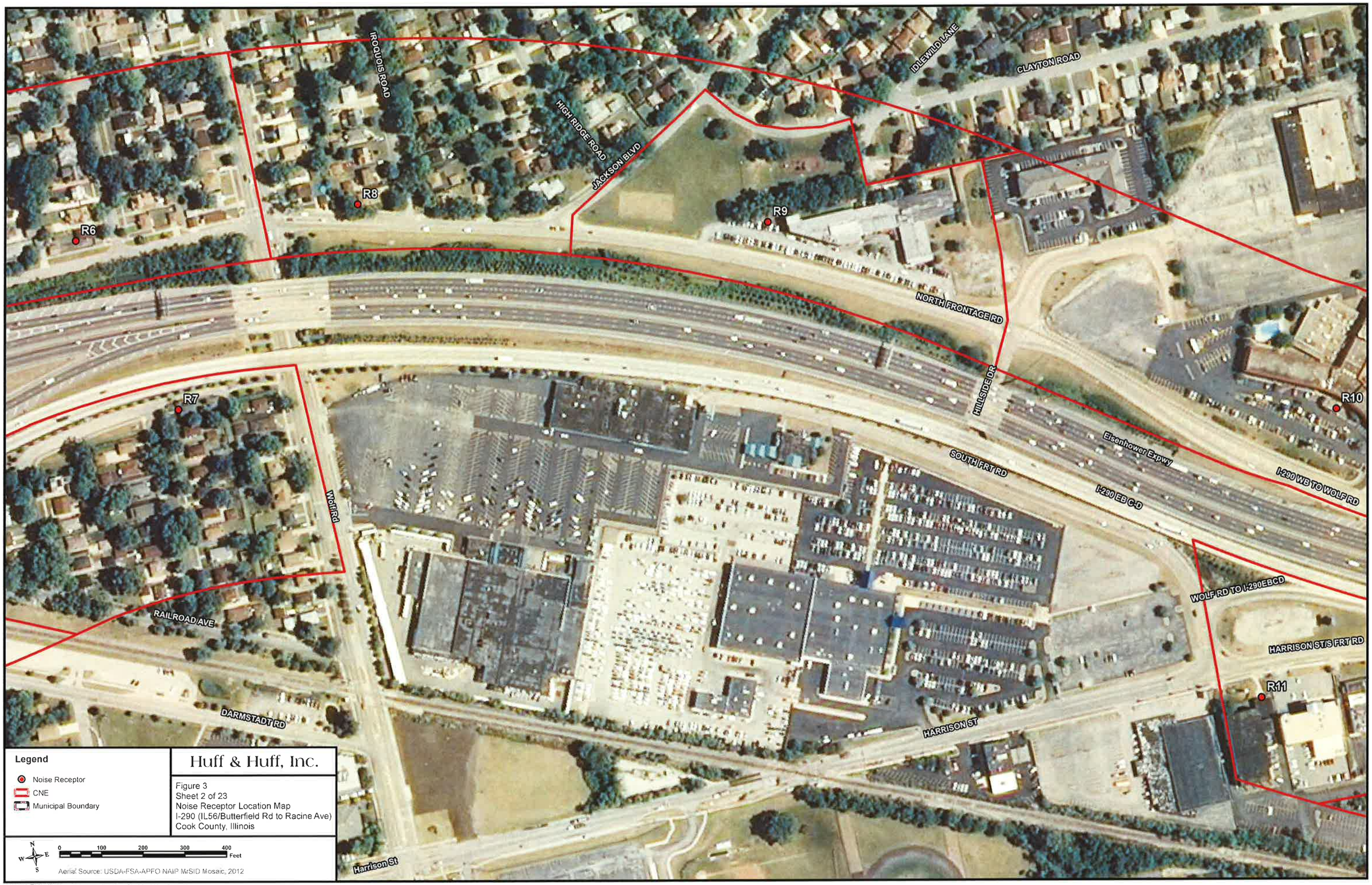
Figure 3
Sheet 1 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Legend

- Noise Receptor
- CNE
- Municipal Boundary

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Huff & Huff, Inc.

Figure 3
Sheet 2 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/29/13 T:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM_02.mxd

R10
R13
R12
R15
R14
Hillside
Bellwood
Westchester
VAN BUREN
CONGRESS ST
Mannheim Rd
I-290 WB TO US-45
WOLF RD TO I-290EBCD
I-290 WB TO WOLF RD
I-290 EB C-D
HARRISON ST/S FRT RD
NORTH FRONTAGE RD
US-45 SB TO I-290 WB
US-45 NB TO I-290 WB
Eisenhower Expwy
US-45SB TO I-290EBCD
I-290EBCD TO US-45NB
US-45NB TO I-290EBCD
I-290 EBCD TO US-45
ORCHARD AV
OAKRIDGE AV
OAK AV
S RAILROAD AV
N RAILROAD AV
GLADSTONE ST

Legend

- Noise Receptor
- CNE
- Municipal Boundary

N W E S

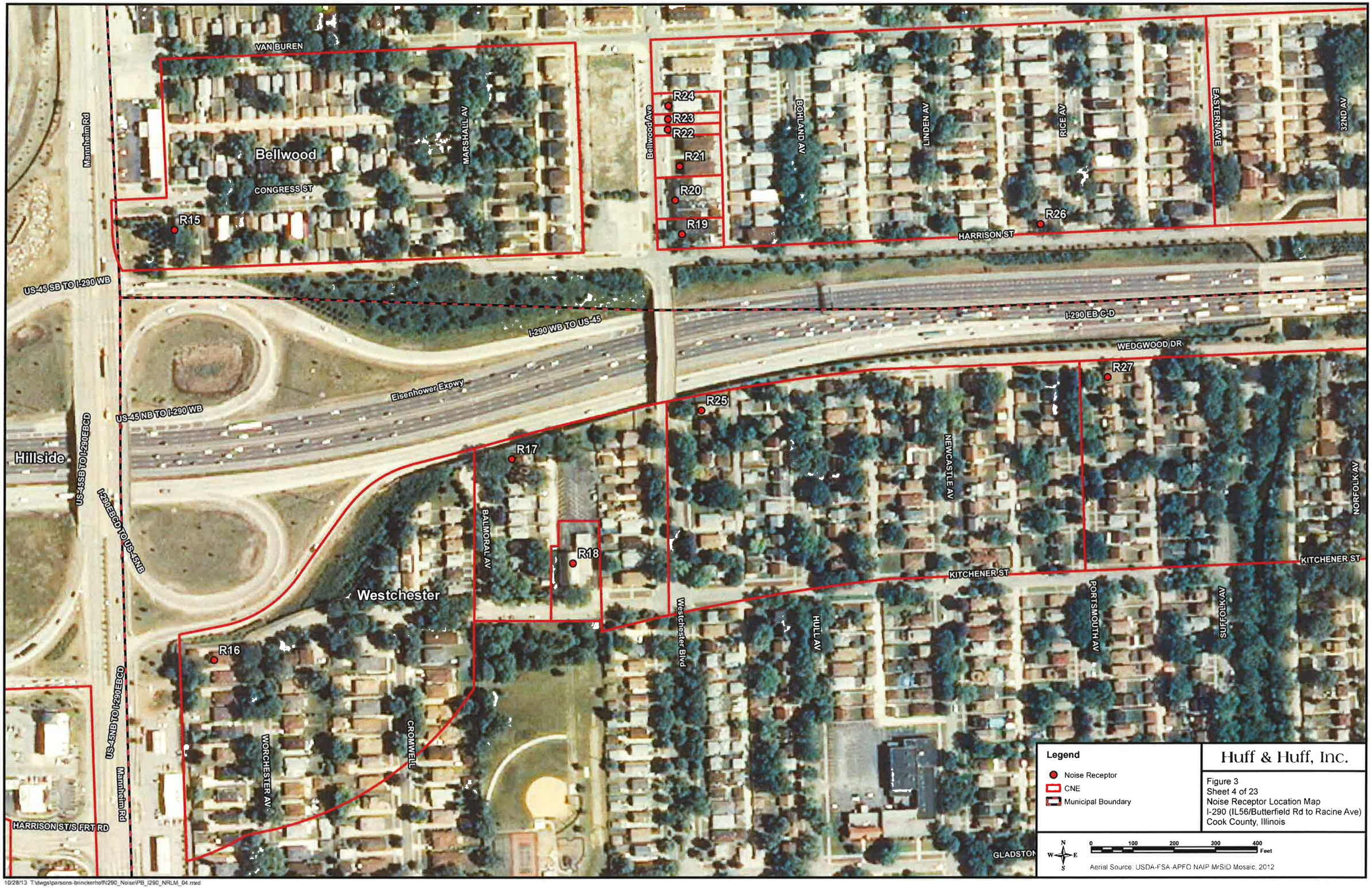
0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Huff & Huff, Inc.

Figure 3
Sheet 3 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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VAN BUREN
32ND AV
31ST ST
30TH AV
Bellwood
CONGRESS ST
R28
R30
HARRISON ST
25TH AV TO I-290 WB
I-290 EB TO 25TH AV
WEDGWOOD DR
R29
Westchester
NORFOLK AV
MANCHESTER AV
KITCHENER ST
Bristol Ave
Gardner Rd
INDIAN JOE DR
R31
VAN BUREN ST
R34
CONGRESS ST
R32
I290 WB TO 25THAV SB
Eisenhower Expwy
I290 EB TO 25THAV NB
25THAV SB TO I290 EB
25th Ave
R33
Broadview
BEACH AVENUE
VAN BUREN ST
R36
24TH AV
23RD AV
HARRISON ST
R37
I290 WB TO 25THAV NB
BATAAN DR
25THAV NB TO I290 EB
Maywood
R35
24TH AV
LEXINGTON ST
23RD AV

Legend

- Noise Receptor
- CNE
- Municipal Boundary

Huff & Huff, Inc.

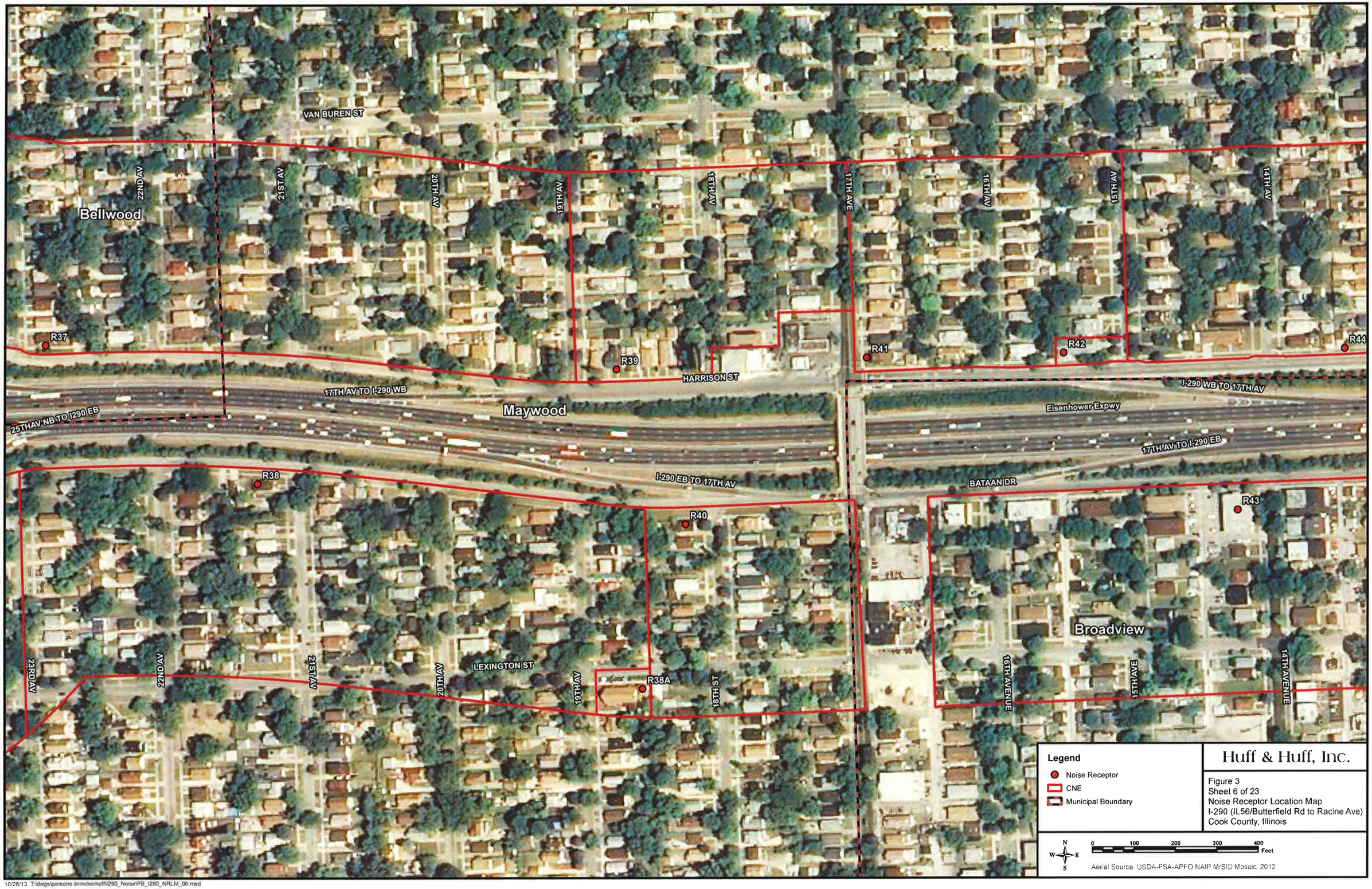
Figure 3
Sheet 5 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

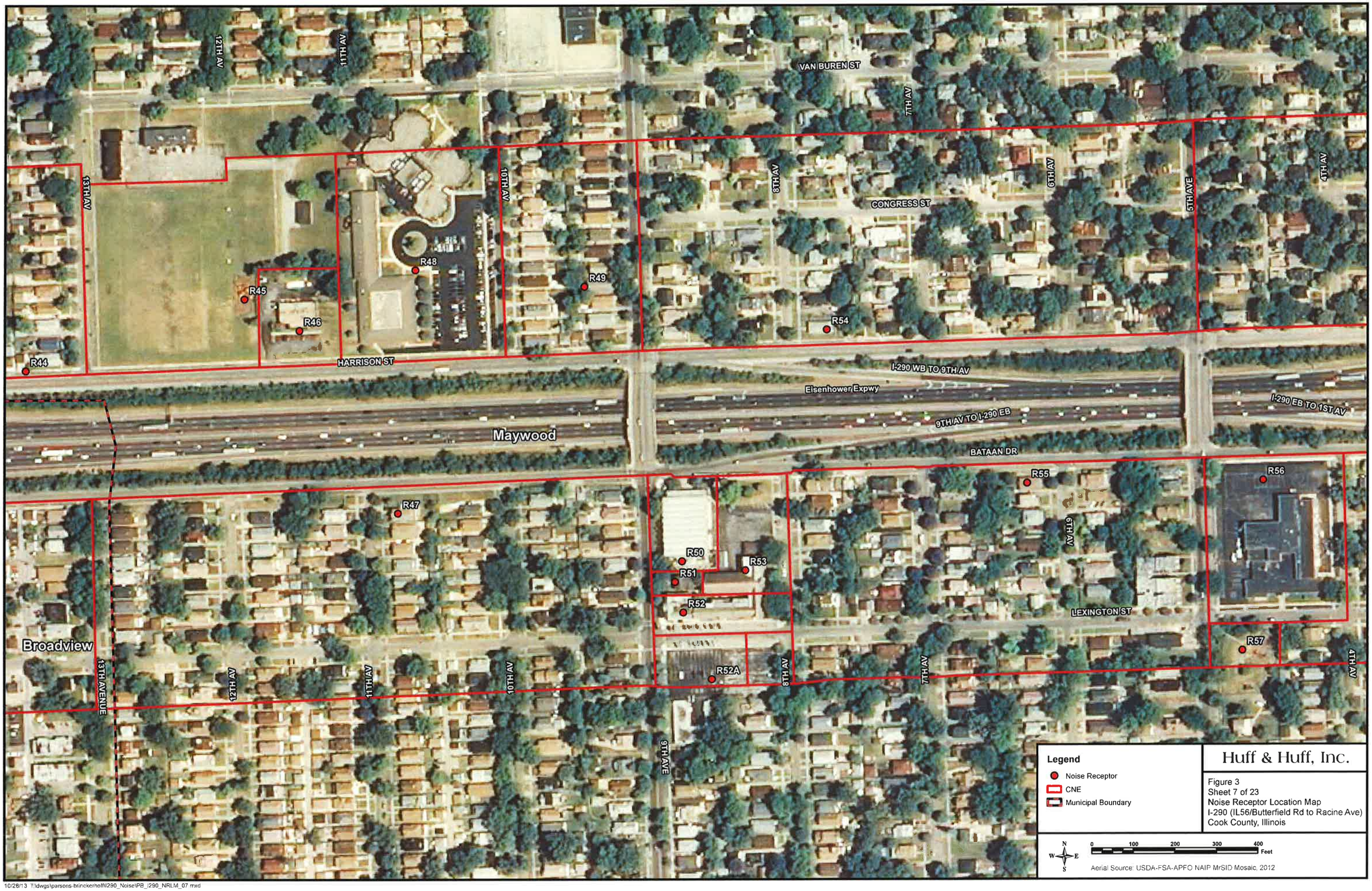
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Huff & Huff, Inc.

Figure 3
Sheet 6 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/28/13 T:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NRLM_06.mxd



Huff & Huff, Inc.

Figure 3
Sheet 7 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

10/28/13 T:\dwgs\parsons-brinckerhoff\I290_Noise\PB_i290_NRLM_07.mxd

VAN BUREN ST
4TH AV
3RD AV
Maywood
CONGRESS ST
FIRST AVE
R58
R60
R61
R63
HARRISON ST
1ST AV TO I-290 WB
I-290 EB TO 1ST AV
BATAAN DR
R59
1STAV SB TO I-290 EB
1STAV NB TO I-290 EB
I-290 WB TO 1ST AV
1ST AV TO I-290 EB
Eisenhower Expwy
R62
Forest Park
LEXINGTON ST
4TH AV
3RD AV
2ND AV

Legend

- Noise Receptor
- CNE
- Municipal Boundary

N W E S

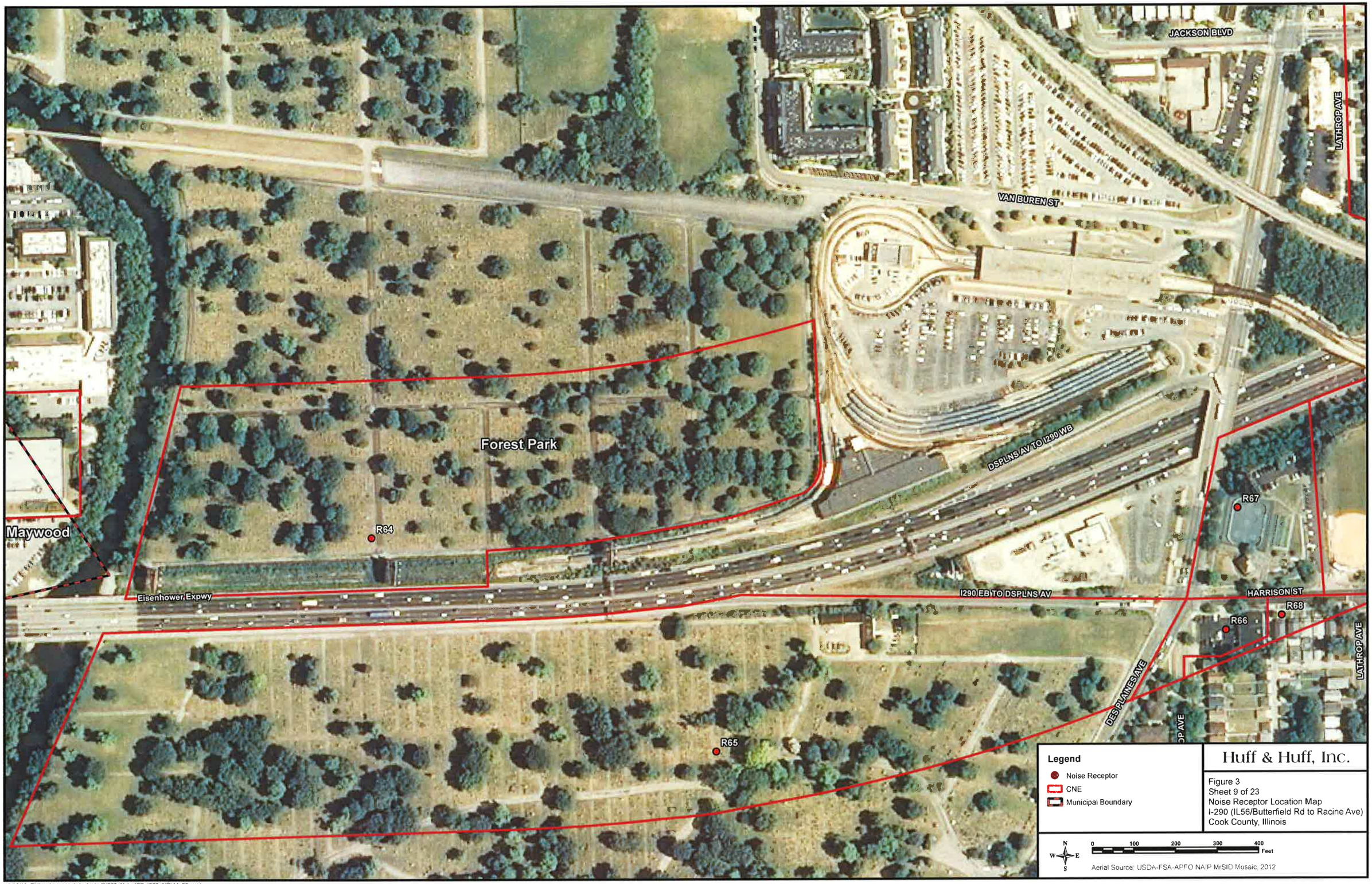
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Figure 3
Sheet 8 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

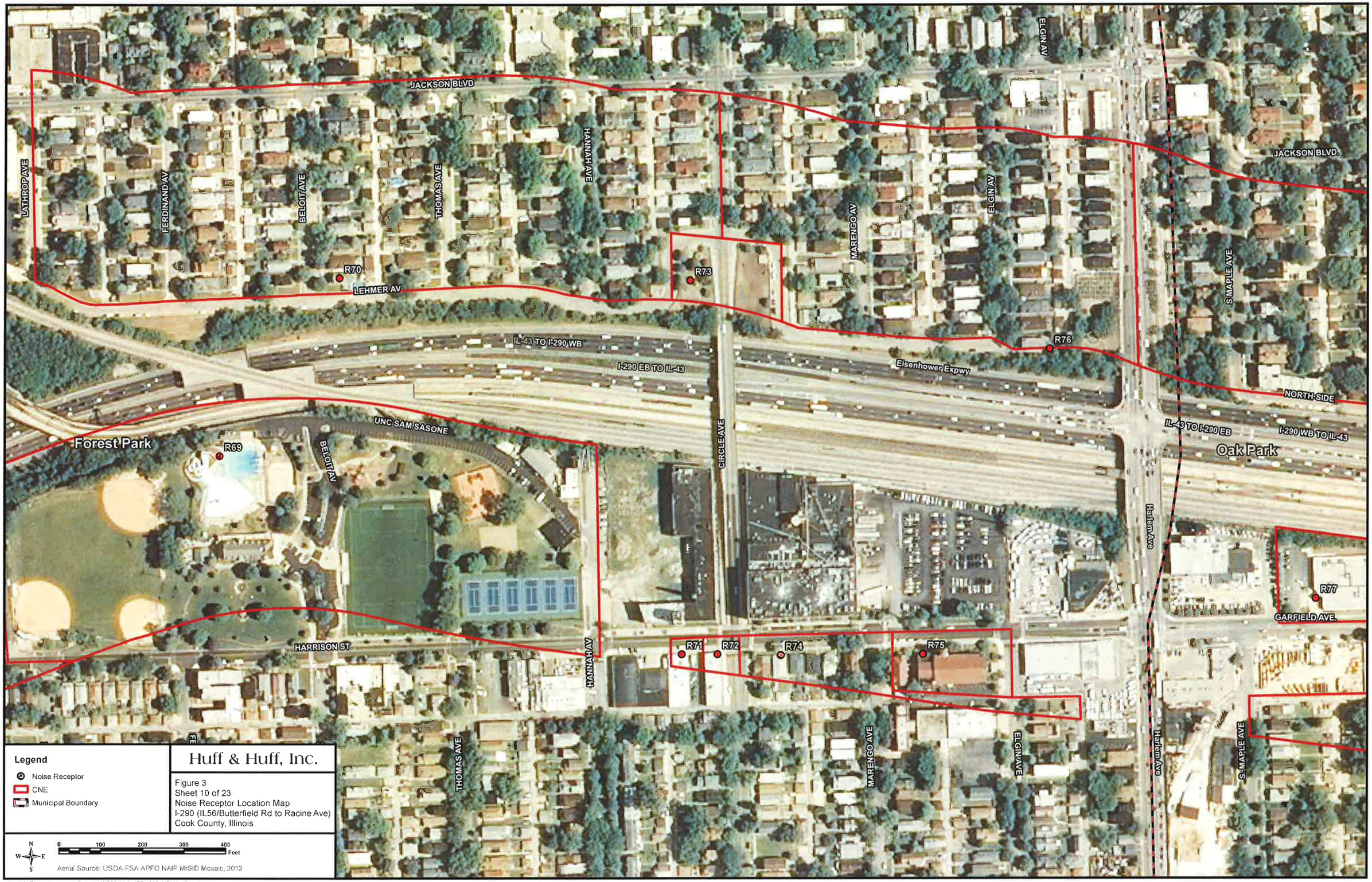
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Figure 3
Sheet 9 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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Figure 3
Sheet 10 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

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JACKSON BLVD.
S WENONAH AVE
N. FOREST AVE
S CLINTON AVE
S KENILWORTH
S CARPENTER
VANBUREN ST
S GROVE AVE
VANBUREN ST
OAK PARK AVE
S EUCLID AVE
S. WESLEY AVE.
R91
R90
R88
R87
R86
R89
R79
R79A
NORTH SIDE
Eisenhower Expwy
I-290 WB TO IL-43
IL-43 TO I-290 EB
Eisenhower Expwy
Oak Park
R77
GARFIELD AVE.
R78
R80
R81
SOUTH SIDE
R82
R83
R84
R85
S. WISCONSIN AV
S. WENONAH
N. FOREST AVE
S. CLINTON AVE.
S. KENILWORTH
S. GROVE AVE.
LEXINGTON ST.
LEXINGTON ST
S. EUCLID AVE
S. WESLEY AVE.

Legend

- Noise Receptor
- CNE
- Municipal Boundary

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Figure 3
Sheet 11 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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VANBUREN ST
S. WESLEY AVE.
S WESLEY AVE
EAST AVE
S SCOVILLE AVE
S. GUNDERSON AV
S ELMWOOD AVE
S. CUYLER AVE.
S HIGHLAND AVE
S HARVEY AVE
R95
R94
NORTH SIDE
R98
R102
R103
R105
R106
R107
R104
HARRISON ST
R112
R113
R114
R108
R109
R110
R100
R101
Eisenhower Expwy
Oak Park
Flournoy St
SOUTH SIDE
R92
R93
R96A
SOUTH GARFIELD ST
R99
R96
R111
R117
LEXINGTON ST
S. WESLEY AVE.
S CLARENCE AVE
R97
S. GUNDERSON AV
S. ELMWOOD AVE.
RIDGELAND AVE
S. CUYLER AVE.
S. HIGHLAND AVE
S. HARVEY AVE.
S. SCOVILLE AVE
HARVARD ST

Legend

- Noise Receptor
- CNE
- Municipal Boundary

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Figure 3
Sheet 12 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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R114 R115 R118 R120 S. TAYLOR AVE S. HARRISON ST S. LYMAN AVE S.HUMPHREY AVE R123 AUSTIN BLVD

R116 LOMBARD AVE R121

Flournoy St R119 Flournoy St

AUSTIN AV TO I290 WB I290 EB TO AUSTIN AV I290 WB TO AUSTIN AV Eisenhower Expwy AUSTIN AV TO I290 EB

Oak Park Chicago

R117 Garfield St R122 R124 R125 W RAILROAD AV I-290 EB TO CENTRAL

S.TAYLOR AVE. S.LYMAN AVE S.HUMPHREY AVE. HARVARD ST S MASON AV S MAYFIELD AV W ARTHINGTON ST S MONITOR AV S MENARD AV

Legend

- Noise Receptor
- CNE
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Sheet 13 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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R128
R127B
R127A
R127
R126
R129A
R129
R130
R131
R132
R133
R135
R136
R137
R138
R134
N LOTUS AV
N LOCKWOOD AV
HARRISON ST
FLOURNOY ST
I-290 WB TO CENTRAL
CENTRAL TO I-290 WB
Eisenhower Expwy
LEXINGTON ST
S LOCKWOOD AV
W POLK ST
Chicago
I-290 EB TO CENTRAL
CENTRAL TO I-290 EB
CENTRAL AVE

Legend

- Noise Receptor
- CNE
- Municipal Boundary

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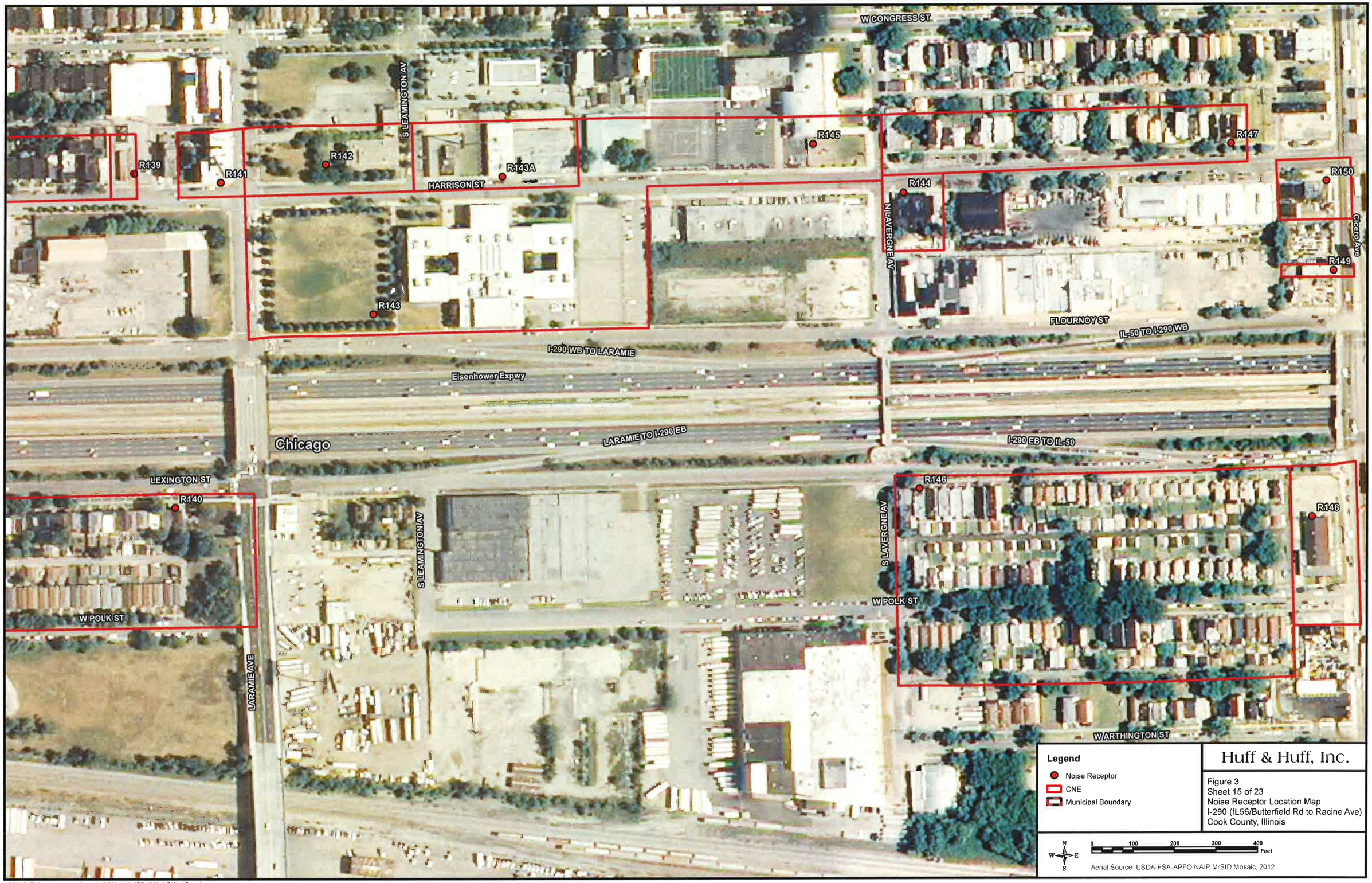
Figure 3
Sheet 14 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N
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0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Legend

- Noise Receptor
- CNE
- Municipal Boundary

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Figure 3
Sheet 15 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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W VAN BUREN ST
Cicero Ave
N KILPATRICK AV
HARRISON ST
S KOLMAR AV
N KILBOURN AV
W CONGRESS ST
Independence Blvd
I-290 WB TO KOSTNER
R164
R162
R157
R158
R160
R161
R165
KOSTNER TO I-290 EB
R150
R154
R155
R159
R149
R151
FLOURNOY ST
Chicago
Eisenhower Expwy
HARRISON ST
R163
W FLOURNOY ST
W LEXINGTON ST
R156
LEXINGTON ST
S KENNETH AV
KOSTNER AVE
R152
R153
S KILPATRICK AV
W POLK ST
S KILBOURN AV
S KOLMAR AV
W FIFTH AV
Cicero Ave
W ARTHINGTON ST

Legend

- Noise Receptor
- CNE
- Municipal Boundary

Huff & Huff, Inc.

Figure 3
Sheet 16 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N
W E
S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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W GLADYS AV
KOSTNER AVE
N KILDARE AV
N KARLOV AV
W VAN BUREN ST
R164
R166
R169
R172
R174
R176
Independence Blvd
W CONGRESS ST
I-290 WB TO KOSTNER
Eisenhower Expwy
R162
Chicago
HARRISON ST
W HARRISON ST
R165
R168
R170
R171
SOUTH SIDE
South Side
R173
R175
R177
KOSTNER TO I-290 EB
S KILDARE AV
N KEELER AV
R178
5th
HARRISON ST
R163
W FLOURNOY ST
R179
R167
S STRIPP AV
S KEDVALE AV
S KARLOV AV
W LEXINGTON ST
S KENNETH AV
W FIFTH AV
Park

Legend

- Noise Receptor
- CNE
- Municipal Boundary

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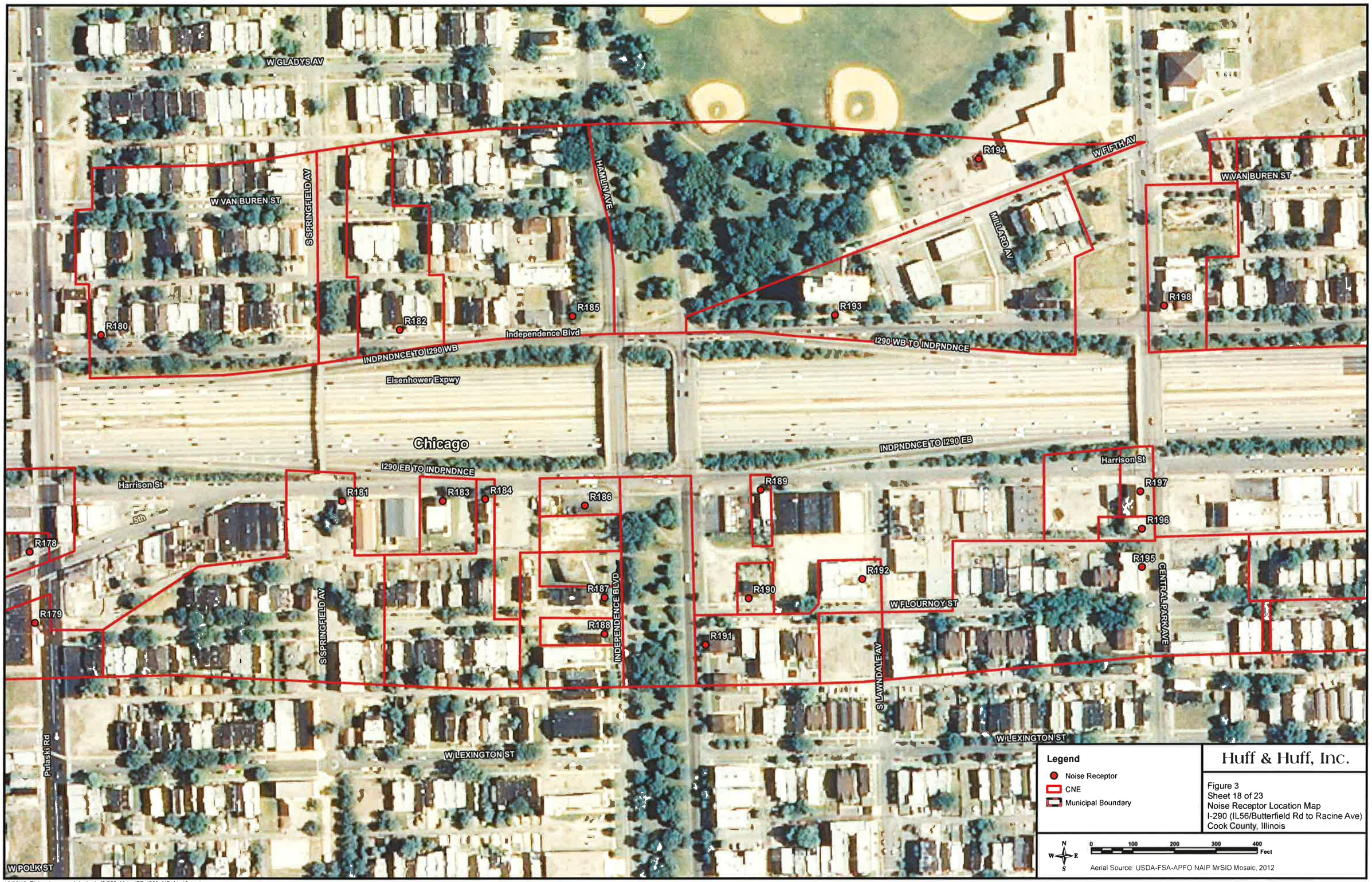
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Sheet 17 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

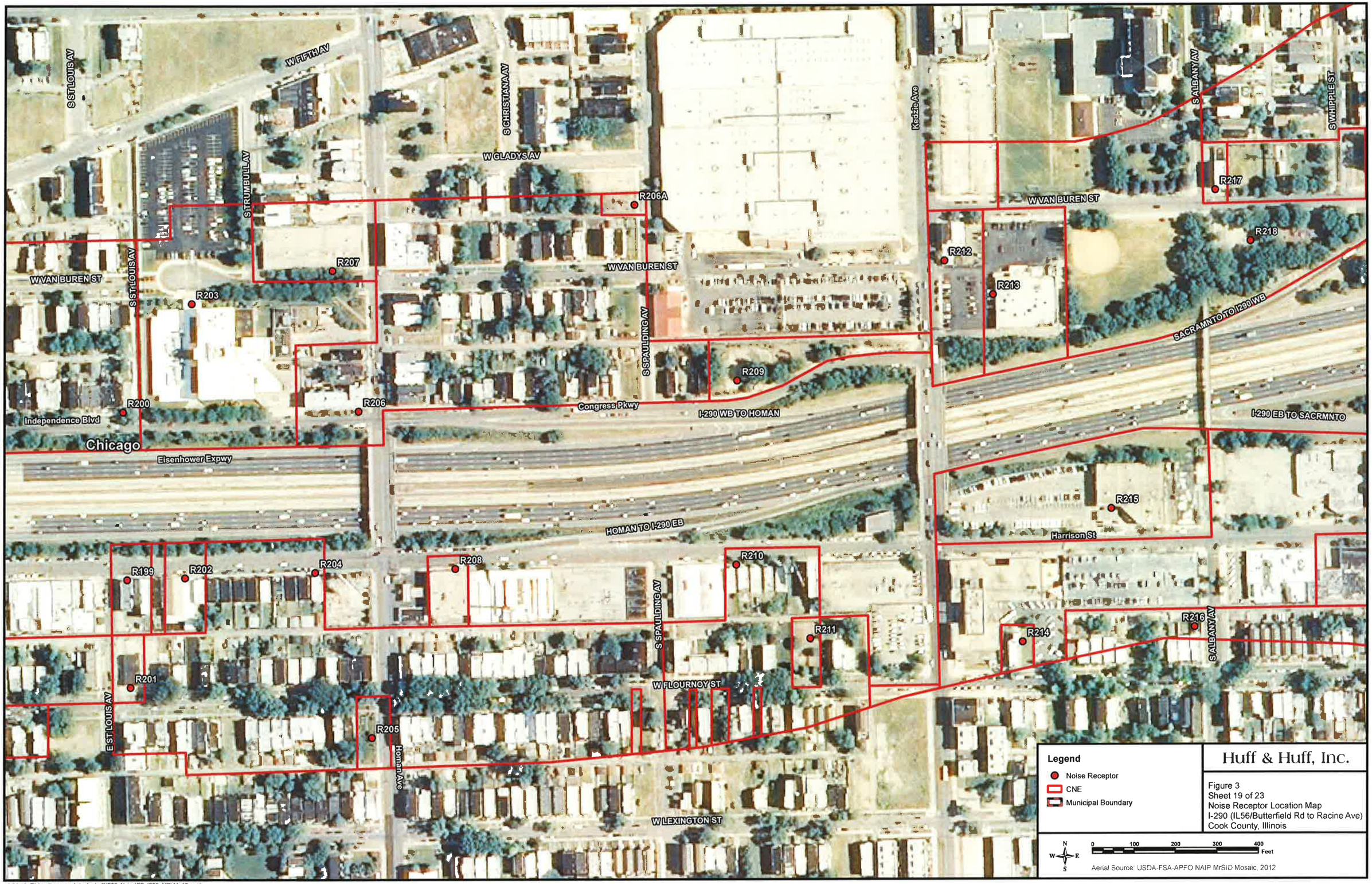
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Legend

- Noise Receptor
- CNE
- Municipal Boundary

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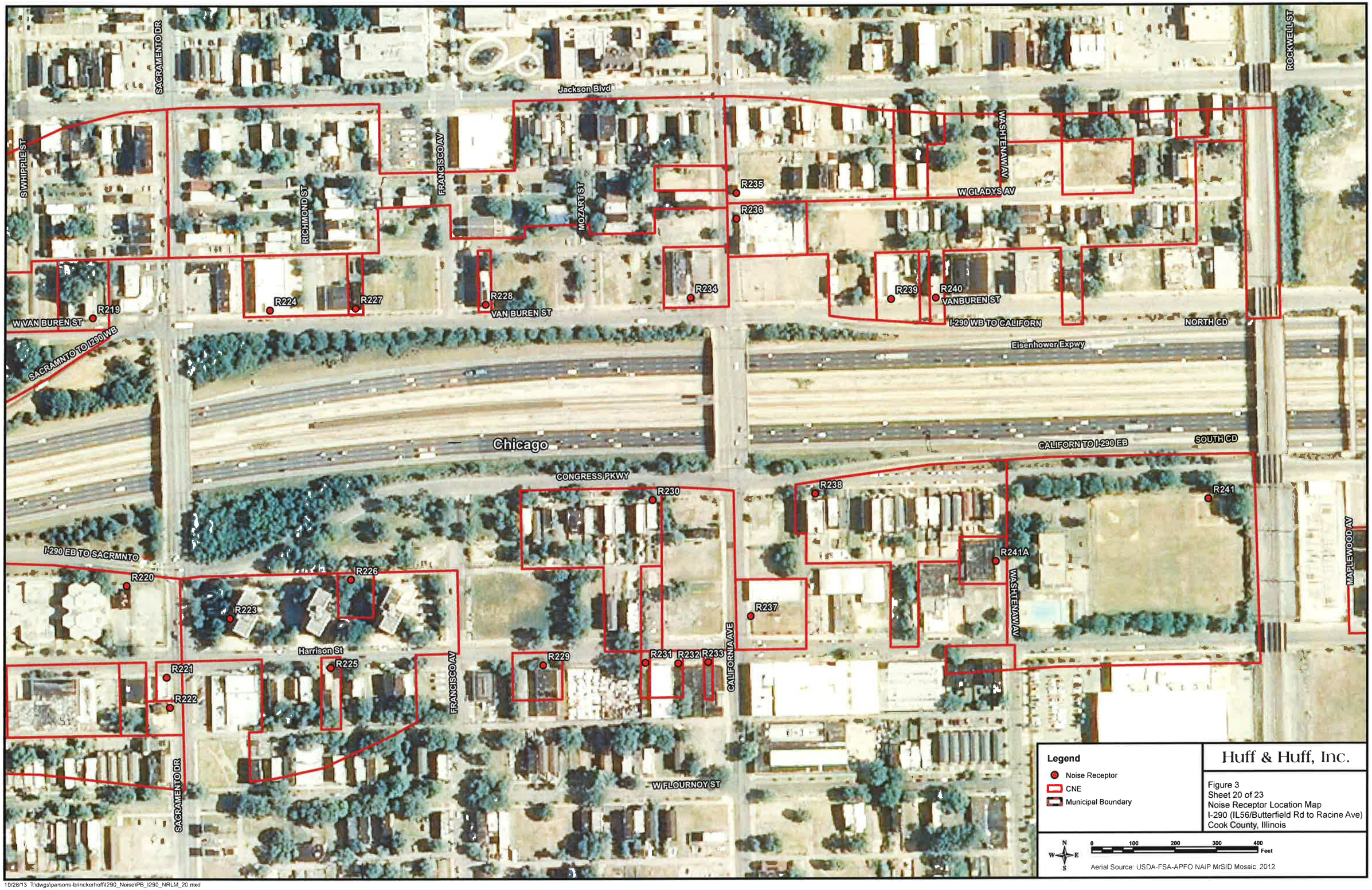
Figure 3
Sheet 19 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Legend

- Noise Receptor
- CNE
- Municipal Boundary

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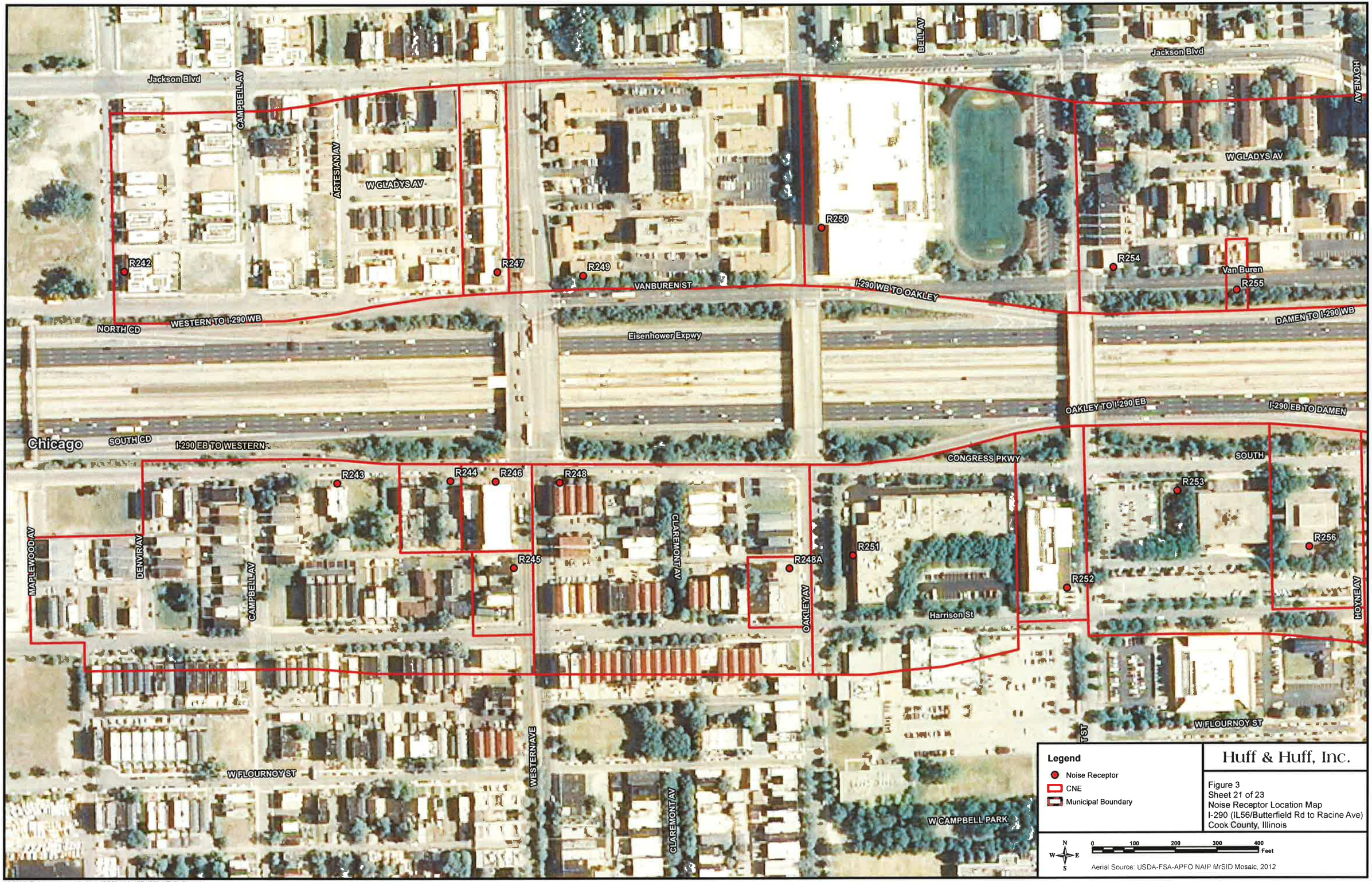
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Sheet 20 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

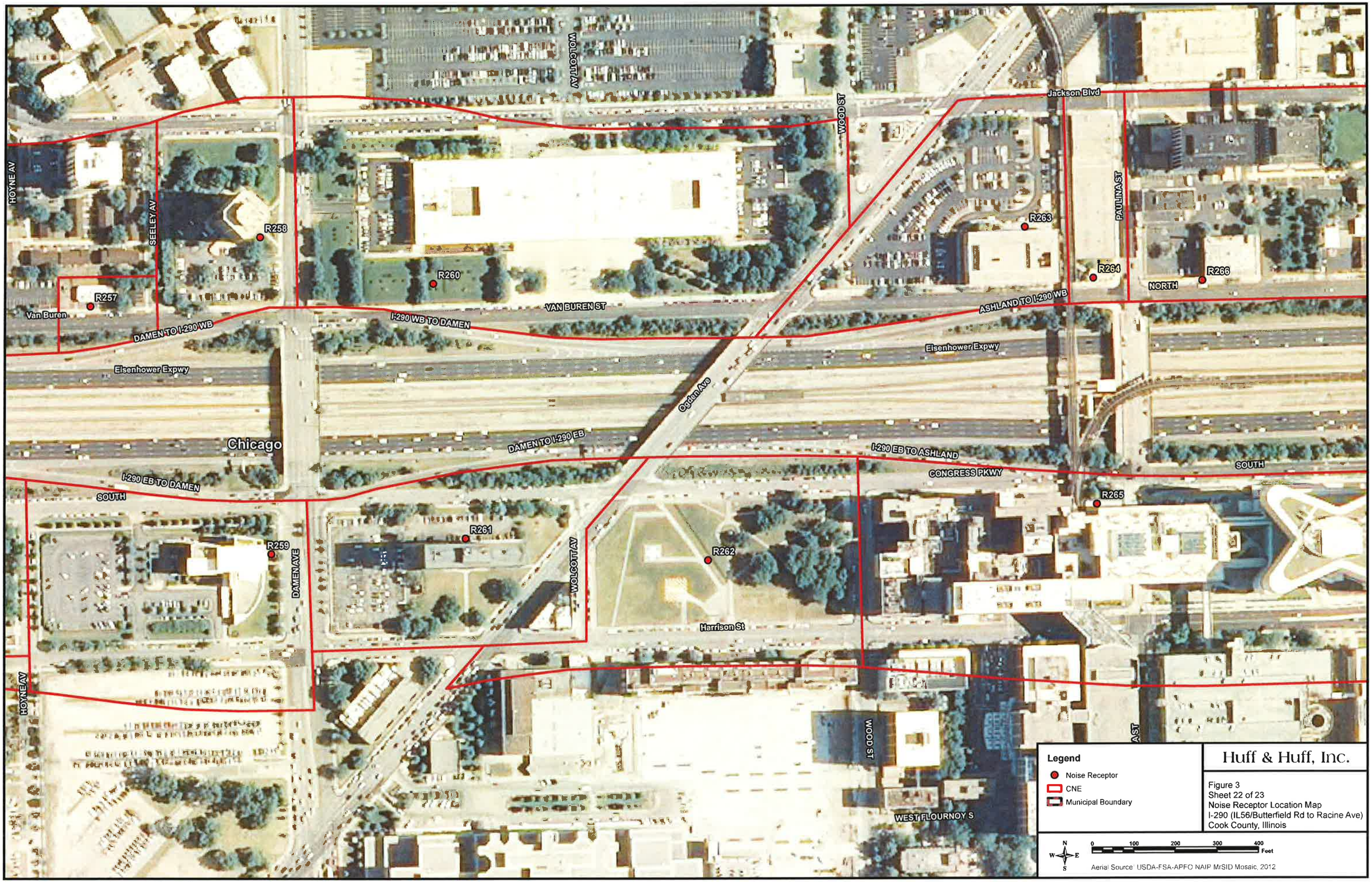
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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Legend

- Noise Receptor
- CNE
- Municipal Boundary

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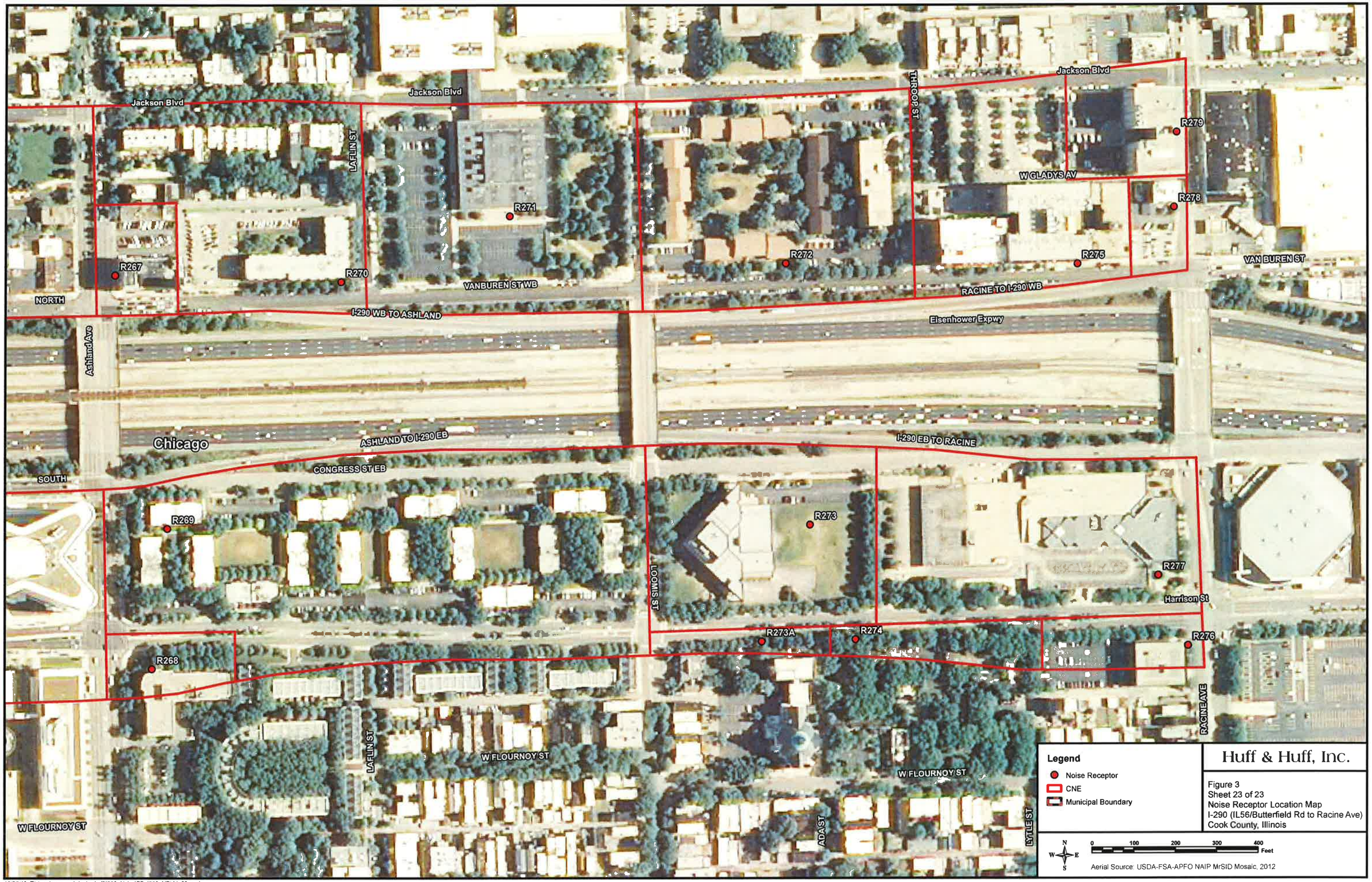
Figure 3
Sheet 22 of 23
Noise Receptor Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

N W E S

0 100 200 300 400 Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

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I-290

Phase I Study

West of US 45 (Mannheim Road) to Racine Avenue

Traffic Noise Analysis
Volume 2

November 2016

Technical Memorandum

Prepared By:
Huff & Huff, Inc.

Illinois Department of Transportation

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TABLE OF CONTENTS

Page

1. INTRODUCTION 1

2. BUILD ALTERNATIVES CARRIED FORWARD SENSITIVITY ANALYSIS 1
   Build Alternatives Carried Forward Identification 1
   Noise Shielding from Potential Design Elements 2
   Build Alternatives Carried Forward Sensitivity Analysis Findings 2
   Observations and Conclusions 12

3. TRAFFIC NOISE IMPACTS OF THE PRELIMINARY PREFERRED ALTERNATIVE 14
   Preliminary Preferred Alternative Identification 14
   Preliminary Preferred Alternative Traffic Noise Impacts 14
   Observations and Conclusions 22

4. ABATEMENT ANALYSIS 24
   Abatement Alternatives 24
   Feasibility and Reasonableness 24
   Noise Wall Analysis 27
   Viewpoints Solicitation 41
   Likelihood Statement 44

5. COORDINATION WITH LOCAL OFFICIALS FOR UNDEVELOPED LANDS 45

6. CONSTRUCTION NOISE 47

7. CONCLUSION 48

LIST OF TABLES

1 EXISTING, NO BUILD, AND BUILD ALTERNATIVES CARRIED FORWARD TRAFFIC NOISE SUMMARY .. 4
2 TRAFFIC NOISE IMPACTS SUMMARY BY BUILD ALTERNATIVE 13
3 RECEPTORS WITH PERCEPTABLE NOISE CHANGE, NO BUILD TO BUILD CONDTIONS 13
4 PRELIMINARY PREFERRED ALTERNATIVE TRAFFIC NOISE IMPACT SUMMARY 15
5 EXISTING I-290 NOISE BARRIERS, HEIGHT INCREASE ABATEMENT ANAYLSIS 28
6 ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR, I-290 ANALYZED NEW BARRIERS: WEST OF MANNHEIM ROAD TO CICERO AVENUE 29
7 NOISE ABATEMENT ANALYSIS SUMMARY, I-290 ANALYZED NEW BARRIERS: WEST OF MANNHEIM ROAD TO CICERO AVENUE 31
8 ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR, I-290 ANALYZED NEW BARRIERS: CICERO AVENUE TO RACINE AVENUE 34
9 NOISE ABATEMENT ANALYSIS SUMMARY, I-290 ANALYZED NEW BARRIERS: CICERO AVENUE TO RACINE AVENUE 36
10 COST AVERAGING ANALYSIS SUMMARY 38
11 VIEWPOINTS SOLICITATION SUMMARY 42

APPENDIX A: FIGURES

Figure 1 PROJECT LOCATION MAP
Figure 2 ANALYZED NOISE WALL LOCATION MAP
Figure 3 NOISE BARRIERS RECOMMENDED FOR CONSTRUCTION

APPENDIX B: COORDINATION WITH LOCAL OFFICIALS

APPENDIX C: VIEWPOINTS - VOTING RESULTS

Section One: Introduction

This traffic noise analysis has been prepared to evaluate traffic noise for the Eisenhower Expressway (I-290) Reconstruction Project. The recommended improvement includes widening the I-290 mainline to four lanes in each direction; all of the mainline improvements will fit within the existing right-of-way (ROW) with some minor ROW needs occurring at several interchanges. The noise study area, shown in Figure 1, is in within the Villages of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and the City of Chicago in Cook County, Illinois.

IDOT and FHWA require a noise abatement analysis for the Preferred Alternative. However, given the level of stakeholder interest in traffic noise, the project team also developed a traffic noise sensitivity analysis that compares the year 2040 traffic noise levels of the four build alternatives advanced for further evaluation.

Volume 1 of the traffic noise analysis for this project presented the Federal and state noise regulations, a discussion of noise sensitive receptors, field noise monitoring, a description of the noise analysis methodology, and the analysis of the existing and future No Build noise levels. This document, Volume 2 of the traffic noise analysis, will present a sensitivity noise analysis of the four Build alternatives carried forward for the project (Section 2), the traffic noise impacts of the Preliminary Preferred Alternative (Section 3), an analysis of traffic noise abatement for the impacted receptors identified for the Preliminary Preferred Alternative and a summary of barriers recommended for construction (Section 4), and an analysis of currently undeveloped lands within the Preliminary Preferred Alternative noise study area (Section 5). A discussion of construction noise considerations for the Preliminary Preferred Alternative (Section 6) will be completed in the final version of this report, and Conclusions are noted in Section 7.

Section 2: Build Alternatives Carried Forward Sensitivity Analysis

Build Alternatives Carried Forward Identification

The four I-290 Build alternatives carried forward share the same design; each alternative would add a mainline travel lane in each direction between 25th Avenue and Austin Boulevard resulting in four travel lanes in each direction, and would modify interchange designs between 25th Avenue and IL 50/Cicero Avenue. No additional through lanes are proposed from Central Avenue to Racine Avenue. The variation in alternatives is related to how each alternative manages roadway lanes; the alternatives each propose a different use for the inside lane in each travel direction, as described below:

- General Purpose Add-Lane (GP Add Lane) (The additional lane in each direction would be a typical highway lane with no use restrictions)
- High Occupancy Vehicle Lane (HOV 2+)

- High Occupancy Toll Lane (HOT 3+)
- High Occupancy Toll Lane, plus Toll all remaining lanes (HOT 3+ Toll)

For the 2040 conditions, mainline traffic composition data were obtained from the lead Phase 1 consultant. In the 2040 conditions, the average percentage of automobiles on the I-290 mainline is estimated to be between 93 percent and 96 percent, with medium and heavy trucks combined accounting for between 4 and 7 percent.

Posted speed limits were used for speed data inputs for the noise analysis to assume that traffic will travel at free flow speeds. Using posted speed limits for the analysis is a conservative approach, as current I-290 traffic has been observed to travel at lower speeds than posted speed limits due to traffic delay. Using the posted speed would yield higher noise level results than using travel speeds of delayed traffic. The existing speed and proposed speed limit for I-290 is 55 mph. All existing speed limits on other roads were projected to remain the same in the future condition.

Noise Shielding from Potential Design Elements

The Eisenhower Expressway Preliminary Preferred Alternative may include design elements that may provide a degree of noise shielding. Public and agency project comments requested the inclusion of expanded width bridge decks for community connectivity across the expressway. These design elements may shield a portion of expressway noise from adjacent areas.

FHWA Traffic Noise Model 2.5 (TNM), the model used for the traffic noise analysis, does not have the capability to analyze noise shielding that may be provided by horizontal structures (such as expanded width bridge decks). The future build condition noise levels discussed are considered worst-case, and do not include any benefits from horizontal shielding from potential design elements.

Build Alternatives Carried Forward Sensitivity Analysis Findings

A traffic noise receptor is a discrete or representative location of a Common Noise Environment (CNE), which is an area of similar land use and noise characteristics. A representative receptor is location within a CNE that represents the worst-case noise level for all other individual represented receptors within that CNE. Traffic noise impacts are defined only for the Build condition, per IDOT policy, and include all representative receptors that would have noise levels that approach (- 1 dB(A)), meet, or exceed the NAC presented in Table 1.

Table 1 presents noise levels for the Existing, No Build, and four Build alternatives carried forward. Representative receptors indicating a noise impact in the Build condition are identified in Table 1 with boldface text. Figure 2 shows the analyzed representative receptors in the study area.

The Existing noise levels range from 57 dB(A) at R256 to 78 dB(A) at R100, R119, R172, R198, and R206. The projected No Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R119 and R172. Noise levels either remain the same or increase up to 3 dB(A) from the

Existing condition to the 2040 No Build condition; the majority of representative receptors have no change or a 1 dB(A) increase in noise from Existing to 2040 No Build.

The projected Build 2040 traffic noise levels for the four Build alternatives are typically within the same range at each representative receptor. The four Build alternatives share the same design, but have different traffic volumes due to of the effects of managed lanes and tolling. The traffic volume differences influenced the slight differences in noise levels among the Build alternatives. The collective Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R44, R100, R101, and R119. Typically, the four Build alternatives carried forward have similar noise levels to the 2040 No Build condition, with several representative receptors experiencing noise increases as much as 2 dB(A) from the 2040 No Build condition.

TABLE 1
EXISTING, NO BUILD, AND BUILD ALTERNATIVES CARRIED FORWARD TRAFFIC NOISE SUMMARY

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R1	E / 72	68	68	69	69	69	69	Hillside
R2	C / 67	66	66	**66**	**66**	**66**	**66**	
R3	B / 67	64	64	64	64	64	64	
R4	B / 67	72	72	**72**	**72**	**72**	**72**	
R5	B / 67	65	65	65	65	65	65	
R6	B / 67	65	65	**66**	**66**	**66**	**66**	
R7	B / 67	66	66	**67**	**67**	**67**	**66**	
R8	B / 67	69	70	**70**	**70**	**70**	**70**	
R9	C / 67	65	65	65	65	65	65	
R10	E / 72	74	74	**76**	**75**	**75**	**75**	
R11	C / 67	73	73	**74**	**73**	**73**	**73**	
R12	E / 72	64	64	65	65	65	65	
R13	B / 67	65	66	**67**	**66**	**66**	**66**	
R14	E / 72	66	66	67	67	67	67	
R15	B / 67	70	70	**72**	**71**	**71**	**71**	Bellwood
R16	B / 67	64	64	64	65	65	65	Westchester
R17	B / 67	62	63	64	63	64	63	
R18	C / 67	59	60	61	61	61	60	
R19	B / 67	68	68	**68**	**68**	**68**	**68**	Bellwood
R20	B / 67	69	69	**70**	**69**	**70**	**69**	
R21	B / 67	60	60	60	60	60	60	
R22	C / 67	67	67	**67**	**67**	**67**	**67**	
R23	E / 72	66	66	67	67	67	67	
R24	B / 67	66	66	**67**	**67**	**67**	**66**	
R25	B / 67	64	65	**67**	**66**	**66**	**66**	Westchester
R26	B / 67	63	64	65	64	64	64	Bellwood
R27	B / 67	63	64	65	64	64	64	Westchester
R28	B / 67	62	63	64	63	64	63	Bellwood
R29	B / 67	64	65	**66**	**66**	**66**	65	Westchester
R30	B / 67	73	75	**74**	**74**	**74**	**73**	Bellwood
R31	C / 67	61	62	64	63	63	63	Broadview

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R32	C / 67	68	69	**69**	**69**	**69**	**68**	Bellwood
R33	C / 67	70	70	**70**	**69**	**70**	**69**	Broadview
R34	E / 72	71	74	66	66	67	66	Bellwood
R35	B / 67	69	69	**68**	**66**	**68**	**67**	Maywood
R36	B / 67	64	65	64	64	65	64	Bellwood
R37	B / 67	75	76	**78**	**77**	**78**	**77**	
R38	B / 67	73	74	**75**	**75**	**75**	**74**	Maywood
R38A	C / 67	61	61	63	62	62	62	
R39	B / 67	73	74	**76**	**75**	**75**	**74**	
R40	B / 67	71	72	**74**	**74**	**74**	**74**	
R41	B / 67	74	75	**76**	**75**	**75**	**75**	
R42	C / 67	72	73	**75**	**74**	**74**	**74**	
R43	B / 67	77	77	**78**	**78**	**78**	**77**	Broadview
R44	B / 67	77	77	**79**	**78**	**78**	**78**	Maywood
R45	C / 67	73	73	**74**	**74**	**74**	**74**	
R46	E / 72	75	75	**76**	**76**	**76**	**75**	
R47	B / 67	74	75	**76**	**75**	**75**	**75**	
R48	C / 67	65	66	**66**	**66**	**66**	65	
R49	B / 67	75	75	**76**	**76**	**76**	**76**	
R50	C / 67	63	63	64	64	64	63	
R51	B / 67	69	69	**70**	**69**	**70**	**69**	
R52	C / 67	67	67	**67**	**67**	**67**	**67**	
R52A	C / 67	64	65	65	65	65	64	
R53	C / 67	67	68	**68**	**68**	**68**	**67**	
R54	B / 67	76	76	**78**	**77**	**78**	**77**	
R55	B / 67	76	76	**76**	**76**	**76**	**76**	
R56	C / 67	73	74	**75**	**74**	**74**	**74**	
R57	C / 67	64	64	65	64	65	64	
R58	B / 67	75	77	**77**	**77**	**77**	**76**	
R59	B / 67	75	76	**77**	**76**	**76**	**76**	
R60	E / 72	74	74	**75**	**74**	**74**	**74**	Maywood
R61	E / 72	74	75	**72**	**72**	**72**	**72**	
R62	C / 67	73	73	**74**	**73**	**73**	**73**	Forest Park

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R63	C / 67	75	75	**76**	**76**	**76**	**76**	
R64	C / 67	75	75	**77**	**77**	**77**	**76**	
R65	C / 67	73	73	**74**	**73**	**73**	**73**	
R66	C / 67	70	71	**71**	**71**	**71**	**70**	
R67	C / 67	73	74	**75**	**73**	**74**	**73**	
R68	B / 67	69	69	**70**	**69**	**70**	**69**	
R69	C / 67	76	76	**77**	**76**	**76**	**76**	
R70	B / 67	75	75	**76**	**76**	**76**	**75**	Forest Park
R71	E / 72	69	69	69	69	69	69	
R72	C / 67	71	71	**71**	**71**	**71**	**71**	
R73	C / 67	76	77	**77**	**77**	**77**	**76**	
R74	B / 67	69	70	**70**	**70**	**70**	**70**	
R75	C / 67	69	70	**71**	**70**	**70**	**70**	
R76	B / 67	73	75	**72**	**72**	**72**	**71**	
R76A	C / 67	72	74	**74**	**73**	**73**	**73**	
R77	C / 67	69	70	**72**	**72**	**72**	**71**	
R78	C / 67	72	73	**74**	**73**	**73**	**73**	
R79	C / 67	75	76	**76**	**75**	**75**	**74**	
R79A	B / 67	75	76	**77**	**77**	**77**	**76**	
R80	C / 67	72	73	**74**	**73**	**73**	**73**	
R81	C / 67	72	73	**74**	**73**	**73**	**73**	
R82	B / 67	75	75	**77**	**76**	**76**	**76**	
R83	B / 67	76	76	**77**	**76**	**77**	**76**	
R84	B / 67	76	76	**77**	**77**	**77**	**76**	
R85	B / 67	76	76	**77**	**77**	**77**	**76**	Oak Park
R86	B / 67	77	77	**78**	**78**	**78**	**77**	
R87	E / 72	70	71	**71**	70	**71**	70	
R88	B / 67	67	68	**67**	**67**	**67**	**67**	
R89	E / 72	77	78	**78**	**77**	**78**	**77**	
R90	E / 72	69	70	69	69	69	70	
R91	B / 67	67	68	**67**	**67**	**67**	**68**	
R92	B / 67	75	75	**76**	**76**	**76**	**75**	
R93	C / 67	75	76	**77**	**76**	**76**	**76**	
R94	B / 67	77	77	**78**	**77**	**77**	**77**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R95	C / 67	63	63	65	65	64	64	
R96	C / 67	69	69	**70**	**69**	**70**	**69**	
R96A	C / 67	74	74	**75**	**74**	**75**	**74**	
R97	B / 67	63	64	65	64	64	63	
R98	C / 67	75	75	**76**	**76**	**76**	**75**	
R99	B / 67	75	75	**76**	**76**	**76**	**75**	
R100	B / 67	78	78	**79**	**78**	**78**	**78**	
R101	C / 67	77	78	**79**	**78**	**78**	**78**	
R102	B / 67	72	73	**73**	**73**	**73**	**73**	
R103	C / 67	69	69	**70**	**69**	**70**	**70**	
R104	B / 67	73	73	**77**	**76**	**76**	**76**	
R105	B / 67	67	67	**68**	**67**	**67**	**68**	
R107	C / 67	66	66	**67**	**67**	**67**	**67**	
R108	C / 67	62	62	64	63	63	63	
R109	E / 72	60	61	62	61	61	61	Oak Park
R110	E / 72	59	60	61	60	60	60	
R111	B / 67	75	75	**76**	**75**	**76**	**75**	
R112	E / 72	62	62	63	63	63	62	
R113	B / 67	66	66	**66**	**66**	**66**	**66**	
R114	C / 67	61	62	62	62	62	62	
R115	B / 67	66	67	**67**	**67**	**67**	**67**	
R116	E / 72	65	65	65	65	65	65	
R117	C / 67	75	75	**76**	**76**	**76**	**76**	
R118	C / 67	62	62	63	63	63	62	
R119	B / 67	78	79	**79**	**78**	**79**	**78**	
R120	C / 67	68	68	**69**	**69**	**69**	**68**	
R121	C / 67	61	62	62	62	62	61	
R122	B / 67	73	73	**73**	**72**	**73**	**72**	
R123	C / 67	59	60	59	58	58	58	
R124	C / 67	71	72	**72**	**72**	**72**	**72**	
R125	B / 67	74	74	**75**	**74**	**74**	**74**	
R126	C / 67	72	73	**72**	**71**	**71**	**71**	Chicago
R127	C / 67	73	74	**75**	**74**	**75**	**74**	
R127A	C / 67	70	71	**71**	**71**	**71**	**71**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R127B	C / 67	63	64	64	64	64	64	Chicago
R128	B / 67	65	66	**66**	**66**	**66**	**66**	
R129	B / 67	77	78	**78**	**77**	**78**	**78**	
R129A	C / 67	66	67	**68**	**67**	**67**	**67**	
R130	C / 67	66	67	**68**	**67**	**67**	**67**	
R131	B / 67	67	67	**68**	**68**	**68**	**67**	
R132	C / 67	68	68	**69**	**69**	**69**	**68**	
R133	B / 67	68	69	**70**	**69**	**69**	**69**	
R134	C / 67	76	76	**77**	**76**	**76**	**76**	
R136	B / 67	68	68	**70**	**69**	**69**	**69**	
R137	C / 67	68	68	**70**	**69**	**70**	**69**	
R138	B / 67	71	71	**73**	**72**	**72**	**72**	
R139	C / 67	62	63	63	63	63	62	
R140	B / 67	72	73	**74**	**73**	**73**	**73**	
R141	B / 67	66	66	**66**	**66**	**66**	**66**	
R142	E / 72	64	64	65	64	64	64	
R143	C / 67	74	75	**76**	**75**	**75**	**75**	
R143A	C / 67	62	63	64	63	64	63	
R144	C / 67	62	62	63	62	62	62	
R145	C / 67	60	61	62	61	61	60	
R146	B / 67	72	73	**74**	**74**	**74**	**73**	
R147	B / 67	64	64	65	64	64	64	
R148	C / 67	71	71	**71**	**71**	**71**	**70**	
R149	B / 67	76	76	**77**	**77**	**77**	**76**	
R150	B / 67	70	70	**71**	**71**	**71**	**70**	
R151	B / 67	74	75	**77**	**76**	**76**	**76**	
R152	B / 67	68	69	**68**	**68**	**68**	**67**	
R153	C / 67	66	67	**67**	**66**	**66**	65	
R154	B / 67	71	71	**73**	**72**	**72**	**72**	
R155	B / 67	69	70	**70**	**70**	**70**	**69**	
R156	B / 67	77	77	**77**	**77**	**77**	**76**	
R157	C / 67	65	66	**66**	**66**	**66**	65	
R158	B / 67	66	66	**66**	**66**	**66**	65	
R159	B / 67	73	74	**74**	**74**	**74**	**74**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R160	C / 67	71	72	**72**	**71**	**72**	**71**	Chicago
R161	C / 67	75	75	**76**	**75**	**75**	**75**	
R162	B / 67	72	73	**73**	**73**	**73**	**72**	
R163	B / 67	77	77	**77**	**77**	**77**	**76**	
R164	B / 67	75	76	**76**	**75**	**76**	**75**	
R165	B / 67	77	77	**78**	**77**	**77**	**77**	
R166	B / 67	77	78	**79**	**78**	**78**	**78**	
R167	C / 67	68	68	**68**	**68**	**68**	**67**	
R168	C / 67	73	74	**74**	**74**	**74**	**73**	
R169	C / 67	72	72	**73**	**72**	**73**	**72**	
R170	B / 67	76	76	**76**	**76**	**76**	**75**	
R171	C / 67	77	77	**77**	**77**	**77**	**77**	
R172	B / 67	78	79	**79**	**79**	**79**	**79**	
R173	B / 67	76	76	**76**	**76**	**76**	**75**	
R174	C / 67	73	73	**74**	**73**	**74**	**73**	
R175	C / 67	77	77	**78**	**77**	**77**	**77**	
R176	B / 67	76	77	**77**	**77**	**77**	**77**	
R177	B / 67	75	76	**76**	**76**	**76**	**75**	
R178	E / 72	73	73	**74**	**73**	**74**	**72**	
R179	C / 67	69	71	**71**	**71**	**71**	**70**	
R180	B / 67	76	77	**77**	**77**	**77**	**76**	
R181	B / 67	75	76	**76**	**76**	**76**	**75**	
R182	B / 67	76	77	**77**	**77**	**77**	**76**	
R183	C / 67	76	77	**78**	**77**	**77**	**77**	
R184	B / 67	75	76	**76**	**76**	**76**	**75**	
R185	B / 67	76	77	**77**	**77**	**77**	**77**	
R186	E / 72	75	76	**76**	**75**	**76**	**75**	
R187	B / 67	71	72	**72**	**72**	**72**	**71**	
R188	C / 67	66	66	**66**	**66**	**66**	65	
R189	B / 67	76	76	**76**	**76**	**76**	**75**	
R190	E / 72	66	66	67	66	66	66	
R191	B / 67	67	68	**69**	**68**	**68**	**68**	
R192	B / 67	69	69	**70**	**69**	**69**	**69**	
R193	B / 67	76	77	**78**	**77**	**77**	**77**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R194	C / 67	65	65	**66**	65	65	64	Chicago
R195	B / 67	73	73	**74**	**73**	**73**	**73**	
R196	E / 72	73	74	**74**	**74**	**74**	**74**	
R197	B / 67	75	75	**76**	**75**	**75**	**75**	
R198	C / 67	78	78	**79**	**78**	**78**	**78**	
R199	B / 67	74	75	**75**	**74**	**75**	**74**	
R200	B / 67	76	77	**77**	**77**	**77**	**76**	
R201	C / 67	61	61	62	61	62	61	
R202	C / 67	75	76	**76**	**75**	**76**	**75**	
R203	C / 67	58	58	59	58	58	58	
R204	B / 67	77	77	**77**	**77**	**77**	**76**	
R205	C / 67	67	67	**67**	**67**	**67**	**67**	
R206	B / 67	78	78	**79**	**78**	**78**	**78**	
R207	C / 67	59	59	60	59	59	59	
R208	E / 72	74	75	**75**	**75**	**75**	**74**	
R209	C / 67	74	74	**75**	**74**	**74**	**74**	
R210	B / 67	75	76	**76**	**75**	**76**	**75**	
R211	C / 67	66	66	**67**	**66**	**67**	**66**	
R212	B / 67	72	72	**73**	**72**	**73**	**72**	
R213	E / 72	72	72	**72**	**72**	**72**	**72**	
R214	B / 67	58	58	58	58	58	58	
R216	B / 67	64	64	65	64	64	64	
R217	B / 67	72	73	**73**	**73**	**73**	**73**	
R218	C / 67	75	76	**76**	**76**	**76**	**75**	
R219	B / 67	73	74	**74**	**74**	**74**	**73**	
R220	C / 67	71	72	**72**	**72**	**72**	**71**	
R221	B / 67	68	69	**69**	**69**	**69**	**68**	
R222	E / 72	67	67	67	67	67	67	
R223	B / 67	71	72	**72**	**72**	**72**	**71**	
R224	E / 72	75	76	**76**	**76**	**76**	**75**	
R225	C / 67	65	66	**66**	**66**	**66**	65	
R226	C / 67	70	71	**71**	**71**	**71**	**70**	
R227	B / 67	73	74	**75**	**74**	**74**	**74**	
R228	B / 67	75	77	**77**	**76**	**77**	**76**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R229	C / 67	63	64	65	64	64	64	Chicago
R230	B / 67	76	76	**76**	**76**	**76**	**75**	
R231	E / 72	64	65	65	65	65	64	
R232	B / 67	65	66	**66**	**66**	**66**	65	
R233	C / 67	66	67	**68**	**68**	**67**	**67**	
R234	E / 72	75	76	**76**	**76**	**76**	**75**	
R235	B / 67	73	74	**74**	**74**	**74**	**74**	
R236	C / 67	74	75	**76**	**76**	**75**	**76**	
R237	C / 67	69	70	**71**	**71**	**70**	**71**	
R238	B / 67	77	77	**77**	**77**	**77**	**76**	
R239	C / 67	76	77	**78**	**77**	**77**	**77**	
R240	B / 67	76	78	**78**	**77**	**78**	**77**	
R241	C / 67	76	76	**76**	**76**	**76**	**76**	
R241A	C / 67	68	69	**69**	**68**	**69**	**68**	
R242	B / 67	76	77	**77**	**77**	**77**	**77**	
R243	B / 67	76	76	**76**	**76**	**76**	**75**	
R244	B / 67	75	75	**76**	**75**	**75**	**75**	
R245	B / 67	71	71	**71**	**71**	**71**	**71**	
R246	C / 67	75	76	**76**	**75**	**76**	**75**	
R247	B / 67	76	77	**77**	**77**	**77**	**76**	
R248	B / 67	76	76	**76**	**76**	**76**	**76**	
R248A	C / 67	66	66	**67**	**66**	**67**	**66**	
R249	B / 67	75	76	**76**	**76**	**76**	**75**	
R250	C / 67	70	71	**71**	**71**	**71**	**70**	
R251	C / 67	66	67	**67**	**66**	**67**	**66**	
R252	E / 72	62	62	63	62	63	62	
R253	C / 67	74	74	**74**	**74**	**74**	**74**	
R254	B / 67	75	77	**77**	**77**	**77**	**76**	
R255	C / 67	76	77	**77**	**77**	**77**	**76**	
R256	E / 72	57	57	58	57	57	57	
R257	C / 67	74	75	**75**	**75**	**75**	**74**	
R258	B / 67	72	73	**73**	**73**	**73**	**72**	
R259	C / 67	70	70	**71**	**70**	**71**	**70**	
R260	C / 67	75	76	**76**	**76**	**76**	**75**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	GP Add Lane 2040 Noise Level, dB(A)	HOV 2+ 2040 Noise Level, dB(A)	HOT 3+ 2040 Noise Level, dB(A)	HOT 3+ Toll 2040 Noise Level, dB(A)	Community
R261	B / 67	73	74	**75**	**74**	**74**	**74**	Chicago
R262	C / 67	73	74	**74**	**74**	**74**	**73**	
R263	C / 67	62	62	62	62	62	62	
R264	C / 67	75	76	**77**	**76**	**76**	**76**	
R265	C / 67	71	71	**72**	**71**	**72**	**71**	
R266	E / 72	75	76	**77**	**76**	**76**	**76**	
R267	E / 72	72	72	**73**	**72**	**73**	**72**	
R268	E / 72	62	62	62	62	62	62	
R269	B / 67	66	67	**67**	**67**	**67**	**67**	
R270	B / 67	74	76	**76**	**76**	**76**	**76**	
R271	C / 67	70	71	**71**	**71**	**71**	**70**	
R272	B / 67	74	76	**76**	**76**	**76**	**76**	
R273	C / 67	72	73	**73**	**73**	**73**	**73**	
R273A	C / 67	62	63	63	63	63	63	
R274	B / 67	63	64	64	64	64	64	
R275	B / 67	75	77	**77**	**76**	**76**	**76**	
R276	E / 72	63	64	64	64	64	64	
R277	C / 67	64	65	65	65	65	65	
R278	B / 67	69	71	**71**	**71**	**71**	**71**	
R279	B / 67	67	68	**68**	**68**	**68**	**68**	

Boldface indicates the noise levels approach (- 1 dB(A)), meet, or exceed the NAC[1] in the ***future build condition***, constituting a ***noise impact.***

Observations and Conclusions

As noted in Table 1, there are no significant differences in noise levels for the four Build alternatives carried forward. Table 2 summarizes the number of representative receptors that would exceed the NAC for each alternative. Although the HOT 3+ Toll alternative has the fewest representative receptors exceeding the NAC, its noise levels are within 1 dB(A) of the other Build alternatives, which is not a perceptible change in noise.

[1] Please reference Volume 1 of the Traffic Noise Analysis for the FHWA NAC table.

TABLE 2
TRAFFIC NOISE IMPACTS SUMMARY BY BUILD ALTERNATIVE

	GP Add Lane (2040) Alternative	HOV 2+ (2040) Alternative	HOT 3+ (2040) Alternative	HOT 3+ Toll (2040) Alternative
Representative Receptors with Traffic Noise Impacts	230	228	229	220

Table 3 further illustrates there are no significant differences among traffic noise levels for the 2040 No Build and the four Build alternatives. The relative noise level changes from the 2040 No Build Condition to the 2040 Build Condition are reported in Table 3 both by the change in decibels and a description of how the human ear would perceive that level of noise change. Commonly accepted principles regarding perception of noise level changes, as cited in the IDOT Highway Traffic Noise Assessment Manual, include:

± 10 dB(A) a doubling or halving of perceived noise level

± 5 dB(A) readily perceptible change

± 3 dB(A) barely perceptible change

± 1 dB(A) less than barely perceptible change

TABLE 3
RECEPTORS WITH PERCEPTABLE NOISE CHANGE
NO BUILD TO BUILD CONDITIONS

Noise Level Perception	dB(A)	GP Add Lane	HOV 2+	HOT 3+	HOT 3+ Toll
Readily Perceptible	**>= +5**	0	0	0	0
Barely Perceptible	**>= +3**	1	1	1	1
Less than Barely Perceptible	**2 to -2**	284	283	284	284
Barely Perceptible	**<= -3**	2	3	2	2
Readily Perceptible	**<= -5**	1	1	1	1
	Total	288	288	288	288

The table indicates that noise levels of the year 2040 Build alternatives would generally be perceived by the human ear similarly to those of the year 2040 No Build alternative. The Build alternatives would minimally influence noise levels compared to the No Build condition, with between 98% and 99% of the representative receptors experiencing either no change or a change that is considered imperceptible (less than barely perceptible) to the human ear. Furthermore, none of the four Build alternatives would result in a readily perceptible increase in noise, and one representative receptor would experience a readily perceptible decrease in noise levels from the No Build condition.

The analysis indicates that a majority of the corridor, regardless of the Build alternative, would experience noise levels greater than the NAC, and would require a noise abatement analysis.

Section 3: Traffic Noise Impacts of the Preliminary Preferred Alternative

Preliminary Preferred Alternative Identification

The Preliminary Preferred Alternative for the I-290 Reconstruction Project is the HOT 3+ alternative, one of the Alternatives Carried Forward. The Preliminary Preferred Alternative has been refined to reflect continuous access to the proposed managed lane, updated traffic forecasts, and corresponding updated traffic volumes.

Preliminary Preferred Alternative Traffic Noise Impacts

Existing, 2040 No Build, and 2040 Build traffic noise levels for the 288 representative receptors associated with the Preliminary Preferred Alternative are shown in Table 4 below.

TABLE 4
PRELIMINARY PREFERRED ALTERNATIVE TRAFFIC NOISE IMPACT SUMMARY

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R1	E / 72	68	68	69	Hillside
R2	C / 67	66	66	**66**	
R3	B / 67	64	64	64	
R4	B / 67	72	72	**73**	
R5	B / 67	65	65	**66**	
R6	B / 67	65	65	**66**	
R7	B / 67	66	66	**67**	
R8	B / 67	69	70	**70**	
R9	C / 67	65	65	65	
R10	E / 72	74	74	**75**	
R11	C / 67	73	73	**74**	
R12	E / 72	64	64	65	
R13	B / 67	65	66	**67**	
R14	E / 72	66	66	67	
R15	B / 67	70	70	**71**	Bellwood
R16	B / 67	64	64	65	Westchester
R17	B / 67	62	63	63	
R18	C / 67	59	60	61	
R19	B / 67	68	68	**68**	Bellwood
R20	B / 67	69	69	**69**	
R21	B / 67	60	60	60	
R22	C / 67	67	67	**67**	
R23	E / 72	66	66	67	
R24	B / 67	66	66	**67**	
R25	B / 67	64	65	**66**	Westchester
R26	B / 67	63	64	64	Bellwood
R27	B / 67	63	64	64	Westchester
R28	B / 67	62	63	64	Bellwood
R29	B / 67	64	65	**66**	Westchester
R30	B / 67	73	75	**75**	Bellwood
R31	C / 67	61	62	63	Broadview
R32	C / 67	68	69	**68**	Bellwood
R33	C / 67	70	70	**70**	Broadview
R34	E / 72	71	74	66	Bellwood
R35	B / 67	69	69	**68**	Maywood
R36	B / 67	64	65	64	Bellwood

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R37	B / 67	75	76	**77**	Bellwood
R38	B / 67	73	74	**76**	Maywood
R38A	C / 67	61	61	62	
R39	B / 67	73	74	**76**	
R40	B / 67	71	72	**74**	
R41	B / 67	74	75	**76**	
R42	C / 67	72	73	**75**	
R43	B / 67	77	77	**76**	Broadview
R44	B / 67	77	77	**78**	Maywood
R45	C / 67	73	73	**74**	
R46	E / 72	75	75	**76**	
R47	B / 67	74	75	**75**	
R48	C / 67	65	66	**66**	
R49	B / 67	75	75	**76**	
R50	C / 67	63	63	64	
R51	B / 67	69	69	**70**	
R52	C / 67	67	67	**68**	
R52A	C / 67	64	65	65	
R53	C / 67	67	68	**67**	
R54	B / 67	76	76	**76**	
R55	B / 67	76	76	**76**	
R56	C / 67	73	74	**74**	
R57	C / 67	64	64	64	
R58	B / 67	75	77	**76**	
R59	B / 67	75	76	**75**	
R60	E / 72	74	74	**73**	
R61	E / 72	74	75	**71**	
R62	C / 67	73	73	**73**	Forest Park
R63	C / 67	75	75	**71**	
R64	C / 67	75	75	**77**	
R65	C / 67	73	73	**73**	
R66	C / 67	70	71	**71**	
R67	C / 67	73	74	**74**	
R68	B / 67	69	69	**69**	
R69	C / 67	76	76	**76**	
R70	B / 67	75	75	**76**	
R71	E / 72	69	69	69	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R72	C / 67	71	71	**71**	Forest Park
R73	C / 67	76	77	**77**	
R74	B / 67	69	70	**70**	
R75	C / 67	69	70	**70**	
R76	B / 67	73	75	**71**	
R76A	C / 67	72	74	**73**	
R77	C / 67	69	70	**72**	Oak Park
R78	C / 67	72	73	**73**	
R79	C / 67	75	76	**75**	
R79A	B / 67	75	76	**77**	
R80	C / 67	72	73	**74**	
R81	C / 67	72	73	**73**	
R82	B / 67	75	75	**76**	
R83	B / 67	76	76	**77**	
R84	B / 67	76	76	**77**	
R85	B / 67	76	76	**77**	
R86	B / 67	77	77	**78**	
R87	E / 72	70	71	69	
R88	B / 67	67	68	**67**	
R89	E / 72	77	78	**78**	
R90	E / 72	69	70	70	
R91	B / 67	67	68	**68**	
R92	B / 67	75	75	**76**	
R93	C / 67	75	76	**77**	
R94	B / 67	77	77	**77**	
R95	C / 67	63	63	63	
R96	C / 67	69	69	**70**	
R96A	C / 67	74	74	**75**	
R97	B / 67	63	64	64	
R98	C / 67	75	75	**76**	
R99	B / 67	75	75	**76**	
R100	B / 67	78	78	**78**	
R101	C / 67	77	78	**78**	
R102	B / 67	72	73	**73**	
R103	C / 67	69	69	**70**	
R104	B / 67	73	73	**76**	
R105	B / 67	67	67	**68**	
R107	C / 67	66	66	**67**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R108	C / 67	62	62	63	Oak Park
R109	E / 72	60	61	62	
R110	E / 72	59	60	61	
R111	B / 67	75	75	**76**	
R112	E / 72	62	62	63	
R113	B / 67	66	66	**66**	
R114	C / 67	61	62	62	
R115	B / 67	66	67	**67**	
R116	E / 72	65	65	65	
R117	C / 67	75	75	**76**	
R118	C / 67	62	62	64	
R119	B / 67	78	79	**79**	
R120	C / 67	68	68	**67**	
R121	C / 67	61	62	62	
R122	B / 67	73	73	**73**	
R123	C / 67	59	60	59	
R124	C / 67	71	72	**72**	Chicago
R125	B / 67	74	74	**75**	
R126	C / 67	72	73	**70**	
R127	C / 67	73	74	**75**	
R127A	C / 67	70	71	**71**	
R127B	C / 67	63	64	64	
R128	B / 67	65	66	**66**	
R129	B / 67	77	78	**78**	
R129A	C / 67	66	67	**67**	
R130	C / 67	66	67	**67**	
R131	B / 67	67	67	**67**	
R132	C / 67	68	68	**68**	
R133	B / 67	68	69	**69**	
R134	C / 67	76	76	**75**	
R136	B / 67	68	68	**69**	
R137	C / 67	68	68	**69**	
R138	B / 67	71	71	**71**	
R139	C / 67	62	63	63	
R140	B / 67	72	73	**73**	
R141	B / 67	66	66	**66**	
R142	E / 72	64	64	64	
R143	C / 67	74	75	**74**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R143A	C / 67	62	63	63	Chicago
R144	C / 67	62	62	62	
R145	C / 67	60	61	61	
R146	B / 67	72	73	**73**	
R147	B / 67	64	64	64	
R148	C / 67	71	71	**70**	
R149	B / 67	76	76	**76**	
R150	B / 67	70	70	**69**	
R151	B / 67	74	75	**75**	
R152	B / 67	68	69	**68**	
R153	C / 67	66	67	**66**	
R154	B / 67	71	71	**72**	
R155	B / 67	69	70	**70**	
R156	B / 67	77	77	**77**	
R157	C / 67	65	66	**66**	
R158	B / 67	66	66	**66**	
R159	B / 67	73	74	**74**	
R160	C / 67	71	72	**72**	
R161	C / 67	75	75	**75**	
R162	B / 67	72	73	**73**	
R163	B / 67	77	77	**77**	
R164	B / 67	75	76	**75**	
R165	B / 67	77	77	**77**	
R166	B / 67	77	78	**78**	
R167	C / 67	68	68	**68**	
R168	C / 67	73	74	**74**	
R169	C / 67	72	72	**73**	
R170	B / 67	76	76	**76**	
R171	C / 67	77	77	**77**	
R172	B / 67	78	79	**79**	
R173	B / 67	76	76	**76**	
R174	C / 67	73	73	**74**	
R175	C / 67	77	77	**76**	
R176	B / 67	76	77	**77**	
R177	B / 67	75	76	**76**	
R178	E / 72	73	73	**74**	
R179	C / 67	69	71	**71**	
R180	B / 67	76	77	**77**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R181	B / 67	75	76	**76**	Chicago
R182	B / 67	76	77	**77**	
R183	C / 67	76	77	**77**	
R184	B / 67	75	76	**76**	
R185	B / 67	76	77	**77**	
R186	E / 72	75	76	**76**	
R187	B / 67	71	72	**72**	
R188	C / 67	66	66	**66**	
R189	B / 67	76	76	**76**	
R190	E / 72	66	66	66	
R191	B / 67	67	68	**68**	
R192	B / 67	69	69	**69**	
R193	B / 67	76	77	**77**	
R194	C / 67	65	65	65	
R195	B / 67	73	73	**72**	
R196	E / 72	73	74	**74**	
R197	B / 67	75	75	**75**	
R198	C / 67	78	78	**79**	
R199	B / 67	74	75	**74**	
R200	B / 67	76	77	**77**	
R201	C / 67	61	61	61	
R202	C / 67	75	76	**75**	
R203	C / 67	58	58	59	
R204	B / 67	77	77	**76**	
R205	C / 67	67	67	**68**	
R206	B / 67	78	78	**77**	
R207	C / 67	59	59	59	
R208	E / 72	74	75	**75**	
R209	C / 67	74	74	**74**	
R210	B / 67	75	76	**76**	
R211	C / 67	66	66	**66**	
R212	B / 67	72	72	**72**	
R213	E / 72	72	72	**71**	
R214	B / 67	58	58	59	
R216	B / 67	64	64	63	
R217	B / 67	72	73	**73**	
R218	C / 67	75	76	**76**	
R219	B / 67	73	74	**74**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R220	C / 67	71	72	**72**	Chicago
R221	B / 67	68	69	**69**	
R222	E / 72	67	67	67	
R223	B / 67	71	72	**72**	
R224	E / 72	75	76	**76**	
R225	C / 67	65	66	**66**	
R226	C / 67	70	71	**71**	
R227	B / 67	73	74	**72**	
R228	B / 67	75	77	**76**	
R229	C / 67	63	64	64	
R230	B / 67	76	76	**74**	
R231	E / 72	64	65	65	
R232	B / 67	65	66	65	
R233	C / 67	66	67	**67**	
R234	E / 72	75	76	**76**	
R235	B / 67	73	74	**74**	
R236	C / 67	74	75	**75**	
R237	C / 67	69	70	**70**	
R238	B / 67	77	77	**77**	
R239	C / 67	76	77	**77**	
R240	B / 67	76	78	**77**	
R241	C / 67	76	76	**76**	
R241A	C / 67	68	69	**68**	
R242	B / 67	76	77	**77**	
R243	B / 67	76	76	**75**	
R244	B / 67	75	75	**75**	
R245	B / 67	71	71	**71**	
R246	C / 67	75	76	**75**	
R247	B / 67	76	77	**76**	
R248	B / 67	76	76	**76**	
R248A	C / 67	66	66	**66**	
R249	B / 67	75	76	**76**	
R250	C / 67	70	71	**69**	
R251	C / 67	66	67	**67**	
R252	E / 72	62	62	62	
R253	C / 67	74	74	**74**	
R254	B / 67	75	77	**76**	
R255	C / 67	76	77	**76**	

Representative Receptor Number	Activity Category/ NAC (dB(A))	Existing Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Preliminary Preferred Alternative 2040 Noise Level, dB(A)	Community
R256	E / 72	57	57	58	Chicago
R257	C / 67	74	75	**75**	
R258	B / 67	72	73	**73**	
R259	C / 67	70	70	**70**	
R260	C / 67	75	76	**75**	
R261	B / 67	73	74	**74**	
R262	C / 67	73	74	**73**	
R263	C / 67	62	62	62	
R264	C / 67	75	76	**76**	
R265	C / 67	71	71	**72**	
R266	E / 72	75	76	**77**	
R267	E / 72	72	72	**74**	
R268	E / 72	62	62	62	
R269	B / 67	66	67	**67**	
R270	B / 67	74	76	**76**	
R271	C / 67	70	71	**71**	
R272	B / 67	74	76	**76**	
R273	C / 67	72	73	**73**	
R273A	C / 67	62	63	62	
R274	B / 67	63	64	63	
R275	B / 67	75	77	**76**	
R276	E / 72	63	64	64	
R277	C / 67	64	65	65	
R278	B / 67	69	71	**71**	
R279	B / 67	67	68	**68**	

Boldface indicates the noise levels approach (- 1 dB(A)), meet, or exceed the NAC in the ***future build condition***, constituting a ***noise impact.***

Observations and Conclusions

The 2040 traffic noise levels for the Preliminary Preferred Alternative as predicted by TNM range from 58 dB(A) at R256 to 79 dB(A) at R172 and R198. Noise level change from the No Build condition to the Preliminary Preferred Alternative condition ranges from -8 to 3 dB(A). Build traffic noise levels were found to decrease from the No Build condition for several representative receptors. This occurs due to roadway geometry changes in the western half of the corridor from 25th Avenue to Cicero Avenue (primarily due to interchange reconfigurations, I-290 lane shifts, and elevation modifications), as well as predicted slight traffic volume reductions in select areas of the eastern half of the corridor.

The lower elevation of I-290 relative to the representative receptors influenced noise levels; areas in a "trench" (such as in Forest Park and Oak Park) or other areas where I-290 is at a lower elevation than the surrounding land uses typically had lower noise levels than areas at nearly the same elevation as I-290. The "trench" provides some noise shielding to the surrounding representative receptors. In the Build condition, much of I-290 through Forest Park and Oak Park will be at a lower elevation than in existing conditions, which contributes to lower noise levels in some areas.

For the 2040 Preliminary Preferred Alternative, 228 of the 288 (79 percent) representative receptor locations approach, meet, or exceed the FHWA NAC, and therefore warrant a noise abatement analysis. None of the representative receptors are considered impacted due to a substantial increase (greater than 14 dB(A) increase) in traffic noise levels.

Individual traffic noise findings that deviate slightly from other trends in the corridor include:

- At R34, the proposed interchange geometry change at 25th Avenue (from a partial cloverleaf interchange to a single point urban interchange (SPUI)) is reflected in the noise results. In the existing and 2040 No Build conditions, Harrison Street west of 25th Avenue (north of I-290) carries local traffic and traffic for the 25th Avenue interchange westbound on ramp. In the Build condition, the westbound on ramp traffic is rerouted from Harrison Street to the new SPUI interchange ramp. As a result, there is less traffic on the frontage road west of 25th Avenue, resulting in 2040 Build traffic noise levels that are as much as 8 decibels lower that of the 2040 No Build (R34). R35, R32, and R33 also are influenced by the proposed Build 25th Avenue interchange design.
- At R76 and R76A (representative receptors in the northwest quadrant of the IL 43/Harlem Avenue interchange), the existing and 2040 No Build traffic noise levels will be the same or greater than those of the 2040 Build alternatives. The 2040 Build noise levels decrease due to the addition of vertical retaining walls needed to support the proposed Harlem interchange ramps. These walls reduce the noise level of the mainline noise (the greatest noise source) that reaches the representative receptors.
- Due to the proposed lower I-290 mainline elevation through Oak Park in combination with the proposed Harlem Avenue and Austin Boulevard interchange designs, additional shielding will be provided to representative receptors along the north side of I-290 through Oak Park, such as R79 (Wenonah Tot Lot, Oak Park, north side of I-290).

Section 4: Abatement Analysis

Abatement Alternatives

Traffic noise abatement measures were considered for the impacted representative receptors that approach, meet, or exceed the appropriate FHWA NAC. The most feasible approach to abating noise impacts in these areas would be to construct a noise barrier, which may include a noise wall, an earth berm, or a combination of both. Noise barriers placed adjacent to the roadway would attenuate traffic-related noise and are the most practical measure for this project. Noise abatement analysis is completed for all represented receptors within each CNE with an impacted representative (worst-case noise condition) receptor.[2] An effective noise barrier must be tall enough to break the line-of-sight between the receptor and source and typically extends beyond the last receptor four times the distance between the receptor and noise barrier. Noise barriers have a zone of effectiveness, or shadow zone, which is generally within 200 feet of the noise barrier; therefore, less noise reduction is achieved as the distance between the receptor and the noise barrier increases.

TNM was used to perform the noise barrier feasibility and reasonability evaluation for the impacted representative receptors. When determining if an abatement measure is feasible and reasonable, the noise reductions achieved, number of represented receptors benefited, total cost, and total cost per represented receptor benefited are considered.

Feasibility and Reasonableness

An analysis of noise abatement measures (noise barriers) was conducted in conformance with FHWA requirements contained in Title 23 Code of Federal Regulations Part 772 for each of the impacted representative receptors. In order for a noise abatement measure to be constructed, it must meet both the feasibility and reasonableness criteria, described below.

Feasibility

The feasibility evaluation is a combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The acoustical portion of the IDOT policy, as required by FHWA regulations, considers noise abatement to be feasible if it achieves at least a 5 dB(A) traffic noise reduction at an impacted receptor. Factors including but not limited to safety, barrier height, topography, drainage, utilities, maintenance, and access issues also are considered.

Reasonableness

As per the FHWA regulations, a noise abatement measure is determined to be reasonable when all three of the following reasonableness evaluation factors are met:

- cost effectiveness of the highway traffic noise abatement measure;
- achievement of IDOT's noise reduction design goal; and,

[2] In the abatement analysis section of the report, all instances of "receptor," unless otherwise noted, are represented receptors.

- consideration of the viewpoints of the benefited receptors (property owners and residents) results in a majority desiring the abatement.

A noise abatement measure is considered cost-effective to construct if the noise wall construction cost per benefited receptor is less than the allowable cost per benefited receptor. A benefited receptor is any receptor that is afforded at least a 5 dB(A) traffic noise reduction from the proposed noise abatement measure. FHWA regulations allow each State Highway Authority to establish cost criteria for determining cost effectiveness.

IDOT policy establishes that the actual cost per benefited receptor shall be based on a noise wall cost of $25 per square foot, which includes engineering, materials, and construction. The base value allowable cost is $24,000 per benefited receptor, which can be increased based on three factors as summarized below:

- the absolute noise level of the benefited receptors in the design year build scenario before noise abatement;
- the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement; and
- the date of development compared to the construction date of the highway. These factors are considered for all benefited receptors.

Absolute Noise Level Consideration

Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 70 dB(A)	$0
70 to 74 dB(A)	$1,000
75 to 79 dB(A)	$2,000
80 dB(A) or greater	$4,000

Source: IDOT Highway Traffic Noise Assessment Manual

Increase in Noise Level Consideration

Incremental Increase in Noise Level Between the Existing Noise Level and the Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 5 dB(A)	$0
5 to 9 dB(A)	$1,000
10 to 14 dB(A)	$2,000
15 dB(A) or greater	$4,000

Source: IDOT Highway Traffic Noise Assessment Manual

New Alignment / Construction Date Consideration

Project is on new alignment OR the receptor existed prior to the original construction of the highway	Dollars Added to Base Value Cost per Benefited Receptor
No for both	$0
Yes for either	$5,000

Note: No single optional reasonableness factor shall be used to determine that a noise abatement measure is unreasonable.
Source: IDOT Highway Traffic Noise Assessment Manual

The IDOT noise reduction design goal is to achieve an 8 dB(A) traffic noise reduction at a minimum of one benefited receptor. If a noise abatement measure is feasible, achieves the cost-effective criterion, and achieves the IDOT noise reduction design goal, then the viewpoints of benefited receptors are solicited, so they may vote regarding construction of the noise wall.

Noise Wall Analysis

TNM was used to perform the noise wall feasibility and reasonability check for the represented receptors in CNEs with a representative receptor impacted by the Preliminary Preferred Alternative. When determining if an abatement measure is feasible and reasonable, the noise reductions achieved, number of residences benefited, total barrier cost, total cost per residence benefited, and viewpoints of the benefited receptors are considered.

The noise wall analysis is reported in three sections.

- First, existing noise barriers (nine existing barriers are located between Butterfield Road and 25th Avenue and one barrier associated with the Jane Byrne Interchange that will soon be built between Loomis Street and Racine Avenue) and any recommended changes to those barriers are reported.
- Second, proposed new barriers are reported for the area from Butterfield Road to Cicero Avenue; this is an area proposed for complete I-290 reconstruction.
- Third, proposed new barriers are reported for the area from Cicero Avenue to Racine Avenue; this area is not proposed for reconstruction, but is proposed for I-290 restriping.

The noise barriers studied in the abatement analysis are shown in the Analyzed Noise Wall Location Map, Figure 2, found at the conclusion of the report.

Existing Noise Barriers

The project corridor contains nine existing noise walls from Butterfield Road to west of 25th Avenue (within the villages of Hillside, Westchester, and Bellwood), as well as one barrier that will soon be constructed as part of the Jane Byrne Interchange project between Loomis Street and Racine Avenue (within the City of Chicago). The goal of a noise wall is to perceptibly lower roadway noise levels, and not to reduce the noise levels below the NAC. There are often cases where a noise wall is performing as designed, meeting applicable criteria, and the noise levels behind the wall are still above the NAC. If noise impacts were determined for the Preliminary Preferred Alternative behind existing barriers in these areas, the existing barriers were studied to determine if it would be feasible and reasonable to increase the barriers in length and/or height.

IDOT's 2015 interim policy regarding analysis of existing noise barriers states:

> When an existing noise barrier is not physically impacted or relocated as part of a new Type I project and impacts are identified, the noise analyst shall determine if modification of the existing noise barrier is feasible and reasonable for the mitigation of additional impacts related to the new Build condition. The noise analyst will determine the design year noise levels with and without modification of the existing noise barrier. Should modification of the existing noise barrier be determined not feasible or not reasonable as defined in current policy; the existing noise barrier will be left in place without modification.[3]

[3] Noise Assessment Policy Interpretation Memorandum, Illinois Department of Transportation Bureau of Design and Environment. June 25, 2015

There are ten existing noise walls within the project corridor (B1, B2, B3, B4, B6, B7, B8, B9, B10, and B88). At least one representative receptor behind all of the existing barriers was predicted to have traffic noise impacts, except for B8. An analysis was performed to determine if increasing the height of these existing noise barriers would be feasible and reasonable under IDOT's 2015 interim policy for existing noise barriers. A summary of this analysis is in Table 5. It was found that noise barrier height increases at eight of the ten noise barriers would not be considered feasible, as they do not achieve the IDOT feasibility criterion of at least a 5 dB(A) traffic noise reduction at one or more impacted receptor locations. Height increases to the remaining two existing noise barriers did meet the IDOT feasibility criterion, but would not meet the criteria of reasonableness, as they do not achieve the IDOT noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptors. Since none of the height increases to the ten existing noise walls would be feasible and reasonable, height increases to the existing barriers are not planned as part of this project.

The results of the analysis for length extensions to existing barriers are reported in the following two sections, as their construction is similar to those of proposed new barriers.

TABLE 5
EXISTING I-290 NOISE BARRIERS
HEIGHT INCREASE ABATEMENT ANALYSIS

Barrier	Location of Existing Barrier	Height Increase Abatement Analysis Result	Ratio	Finding
B1	North of I-290, Butterfield Rd. to Wolf Rd.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B2	South of I-290, West of Darmstadt Rd.	Does not meet IDOT Noise Reduction Design Goal	n/a	Not Reasonable
B3	South of I-290, Darmstadt Rd. to Wolf Rd.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B4	North of I-290, Wolf Rd. to Hillside Dr.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B6	South of I-290, adjacent to Oak Ridge Ave.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B7	North of I-290, Mannheim Rd. to Bellwood Ave.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B8	South of I-290, Mannheim Rd. to Westchester Blvd.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B9	North of I-290, Bellwood Ave. to 30th Ave.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B10	South of I-290, Westchester Blvd. to Bristol Ave.	Does not meet IDOT Feasibility Criterion	n/a	Not Feasible
B88	North of I-290, Loomis St. to Entrance Ramp	Does not meet IDOT Noise Reduction Design Goal	n/a	Not Reasonable

West of Mannheim Road to Cicero Avenue (Proposed New Noise Barriers, Proposed I-290 Reconstruction)

The project corridor from west of Mannheim Road to Cicero Avenue (within the villages of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and the city of Chicago) could receive new noise barriers as a result of this noise abatement analysis. This section of the project corridor is proposed for complete I-290 reconstruction.

Forty-one noise walls were evaluated for the impacted representative receptors within this section, including two extensions of existing noise barriers at B9 and B10. All but three of the noise walls (B12, B29, and B47) were found to be feasible, meaning they could achieve at least a 5 dB(A) reduction at an impacted receptor.

Thirty-six of the thirty-eight feasible noise barriers would meet the first criterion of reasonableness, as they achieve the IDOT noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptors. The noise walls B11 and B21 would not achieve the noise reduction design goal, and do not meet this reasonableness criterion. Generally, walls are not acoustically feasible or do not achieve the IDOT noise reduction design goal because the nearest receptors to the analyzed barrier are further away than in other locations, limiting the effectiveness of the barrier shadow zone. I-290 crossroad traffic noise contributions also are a factor for barriers B12 and B21. Additionally, the frontage road noise presented a challenge in several cases as it is not abated by the analyzed noise walls. High frontage road noise levels resulted in taller noise walls in order to achieve similar reductions to those found in areas with less frontage road traffic, or result in walls that were not feasible or do not achieve the NRDG.

The thirty-six feasible noise walls that also achieve the noise reduction design goal were then evaluated for cost-effectiveness. Table 6 summarizes the results of the adjusted allowable cost per benefited receptor determination. Each benefited receptor received a base allowable barrier cost of $24,000, which could be increased based upon absolute noise level considerations, increase in noise level considerations, and new alignment/construction data considerations. The range of these cost adjustment considerations per barrier is summarized as "Adjustment Factor Range" in Table 6. Table 7 summarizes the results of the noise abatement evaluation.

TABLE 6
ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR
I-290 ANAYLZED NEW BARRIERS: WEST OF MANNHEIM ROAD TO CICERO AVENUE

Barrier	Benefited Receptors	Adjustment Factor Range	Adjusted Allowable Cost per Benefited Receptors
B5	360	$0 to $2,000	$25,322
B9 Ext	17	$5,000 to $7,000	$29,294
B10 Ext	20	$0 to $7,000	$29,250
B11	Does not meet IDOT Noise Reduction Design Goal		
B12	Does not meet IDOT Feasibility Criterion		
B13	104	$5,000 to $7,000	$29,462

Barrier	Benefited Receptors	Adjustment Factor Range	Adjusted Allowable Cost per Benefited Receptors
B14	126	$5,000 to $7,000	$29,468
B15	85	$0 to $7,000	$27,600
B16	203	$0 to $7,000	$26,389
B17	49	$5,000 to $7,000	$29,571
B18	22	$6,000 to $7,000	$30,409
B19	52	$5,000 to $7,000	$29,712
B20	29	$5,000 to $7,000	$30,000
B21	Does not meet IDOT Noise Reduction Design Goal		
B22	2	$1,000	$25,000
B23	1	$2,000	$26,000
B24	6	$1,000 to $2,000	$25,500
B25	2	$1,000	$25,000
B26	9	$0 to $2,000	$24,889
B27	16	$2,000 to $7,000	$29,625
B28	29	$5,000 to $7,000	$30,069
B29	Does not meet IDOT Feasibility Criterion		
B30	23	$2,000 to $7,000	$29,696
B31	24	$1,000 to $7,000	$29,125
B32	78	$5,000 to $7,000	$29,692
B33	79	$5,000 to $7,000	$30,443
B34	114	$5,000 to $7,000	$29,404
B35	90	$5,000 to $7,000	$30,567
B36	36	$5,000 to $7,000	$29,750
B37	40	$0 to $7,000	$29,750
B38	31	$6,000 to $7,000	$30,032
B39	42	$1,000 to $7,000	$29,310
B40	156	$5,000 to $6,000	$29,083
B41	82	$0 to $7,000	$29,634
B42	118	$5,000 to $7,000	$29,763
B43	6	$1,000 to $2,000	$25,167
B44	310	$0 to $7,000	$30,558
B45	47	$2,000 to $7,000	$25,128
B46	78	$1,000	$25,000
B47	Does not meet IDOT Feasibility Criterion		
B48	30	$6,000 to $7,000	$30,833

TABLE 7
NOISE ABATEMENT ANALYSIS SUMMARY
I-290 ANALYZED NEW BARRIERS: WEST OF MANNHEIM ROAD TO CICERO AVENUE

Barrier	Location of Barrier	Barrier Length (ft) [1]	Average Barrier Height (ft) [1]	Barrier Construction Cost ($) [2]	Total Allowable Barrier Cost ($)[3]	Benefitted Receptors [4]	Adjusted Allowable Cost per Benefitted Receptor ($)	Actual Cost per Benefitted Receptor ($)	Ratio [5]	Finding
B5	North of I-290, East of Hillside Dr. Underpass	1,226	11	$337,150	$9,116,000	360	$25,322	$937	0.04	Cost-Effective
B9 Ext.	Extension of Existing B9 to the East	594	15	$222,750	$498,000	17	$29,294	$13,103	0.45	Cost-Effective
B10 Ext.	Extension of Existing B10 to the East	699	15	$262,125	$585,000	20	$29,250	$13,106	0.45	Cost-Effective
B11	North of I-290, NW quadrant of 25th Ave. interchange	Does not meet IDOT Noise Reduction Design Goal							n/a	Not reasonable
B12	South of I-290, SW quadrant of 25th Ave. interchange	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible
B13	South of I-290, 25th Ave. to 17th Ave.	2,695	13	$875,875	$3,064,000	104	$29,462	$8,422	0.29	Cost-Effective
B14	North of I-290, 25th Ave. to 17th Ave.	2,696	13	$876,200	$3,713,000	126	$29,468	$6,954	0.24	Cost-Effective
B15	North of I-290, 17th Avenue to 9th Avenue	2,795	13	$908,375	$2,346,000	85	$27,600	$10,687	0.39	Cost-Effective
B16	South of I-290, 17th Ave. to 9th Ave.	2,600	15	$975,000	$5,357,000	203	$26,389	$4,803	0.18	Cost-Effective
B17	South of I-290, 9th Ave. to 5th Ave.	1,446	15	$542,250	$1,449,000	49	$29,571	$11,066	0.37	Cost-Effective
B18	North of I-290, 9th Ave. to 5th Ave.	1,273	15	$477,375	$669,000	22	$30,409	$21,699	0.71	Cost-Effective
B19	South of I-290, 5th Ave. to 1st Ave.	1,300	15	$487,500	$1,545,000	52	$29,712	$9,375	0.32	Cost-Effective
B20	North of I-290, 5th Ave. to 1st Ave.	1,268	15	$475,500	$870,000	29	$30,000	$16,397	0.55	Cost-Effective
B21	North of I-290, NE quadrant of 1st Ave. interchange	Does not meet IDOT Noise Reduction Design Goal							n/a	Not reasonable
B22	South of I-290, 1st Ave. to Des Plaines River	1473	19	$699,675	$50,000	2	$25,000	$349,838	13.99	Not cost-effective (not reasonable)
B23	North of I-290, Cook County Court	1,001	19	$475,475	$26,000	1	$26,000	$475,475	18.29	Not cost-effective (not reasonable)
B24	North of I-290, Concordia Cemetery	1,405	21	$737,625	$153,000	6	$25,500	$122,938	4.82	Not cost-effective (not reasonable)
B25	South of I-290, Forest Home Cemetery	1,507	13	$489,775	$50,000	2	$25,000	$244,888	9.80	Not cost-effective (not reasonable)
B26	South of I-290, Des Plaines Ave. to Circle Avenue	1,985	13	$645,125	$224,000	9	$24,889	$71,681	2.88	Not cost-effective (not reasonable)
B27	North of I-290, Des Plaines Ave. to Circle Ave.	1,181	13	$383,825	$474,000	16	$29,625	$23,989	0.81	Cost-Effective
B28	North of I-290, Circle Ave. to Harlem Ave.	947	17	$402,475	$872,000	29	$30,069	$13,878	0.46	Cost-Effective
B29	South of I-290, Circle Ave. to Harlem Ave.	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible

Barrier	Location of Barrier	Barrier Length (ft) [1]	Average Barrier Height (ft) [1]	Barrier Construction Cost ($) [2]	Total Allowable Barrier Cost ($)[3]	Benefitted Receptors [4]	Adjusted Allowable Cost per Benefitted Receptor ($)	Actual Cost per Benefitted Receptor ($)	Ratio [5]	Finding
B30	South of I-290, Harlem Ave. to Home Ave.	1,008	15	$378,000	$683,000	23	$29,696	$16,435	0.55	Cost-Effective
B31	North of I-290, Harlem Ave. to Home Ave.	1,456	15	$546,000	$699,000	24	$29,125	$22,750	0.78	Cost-Effective
B32	North of I-290, Home Ave. to Oak Park Ave.	1,237	15	$463,875	$2,316,000	78	$29,692	$5,947	0.20	Cost-Effective
B33	South of I-290, Home Ave. to Oak Park Ave.	1,224	15	$459,000	$2,405,000	79	$30,443	$5,810	0.19	Cost-Effective
B34	North of I-290, Oak Park Ave. to East Ave.	1,303	17	$553,775	$3,352,000	114	$29,404	$4,858	0.17	Cost-Effective
B35	South of I-290, Oak Park Ave. to East Ave.	1,305	13	$424,125	$2,751,000	90	$30,567	$4,713	0.15	Cost-Effective
B36	North of I-290, East Ave. to Ridgeland Ave.	1,404	15	$526,500	$1,071,000	36	$29,750	$14,625	0.49	Cost-Effective
B37	South of I-290, East Ave. to Ridgeland Ave.	1,312	15	$492,000	$1,190,000	40	$29,750	$12,300	0.41	Cost-Effective
B38	North of I-290, Ridgeland Ave. to Lombard Ave.	1,302	13	$423,150	$931,000	31	$30,032	$13,650	0.45	Cost-Effective
B39	South of I-290, Ridgeland Ave. to Lombard Ave.	1,602	18	$720,900	$1,231,000	42	$29,310	$17,164	0.59	Cost-Effective
B40	North of I-290, Lombard Ave. to Austin Blvd.	1,303	17	$553,775	$4,537,000	156	$29,083	$3,550	0.12	Cost-Effective
B41	South of I-290, Lombard Ave. to Austin Blvd.	1,278	17	$543,150	$2,430,000	82	$29,634	$6,624	0.22	Cost-Effective
B42	South of I-290, East of Austin Blvd.	1,650	15	$618,750	$3,512,000	118	$29,763	$5,244	0.18	Cost-Effective
B43	North of I-290, Columbus Park	2,631	11	$723,525	$151,000	6	$25,167	$120,588	4.79	Not cost-effective (not reasonable)
B44	North of I-290, Central Ave. to Laramie Ave.	3,254	15	$1,220,250	$9,473,000	310	$30,558	$3,936	0.13	Cost-Effective
B45	South of I-290, West of Laramie Ave.	1,765	13	$573,625	$1,181,000	47	$25,128	$12,205	0.49	Cost-Effective
B46	North of I-290, Laramie Ave. to Lavergne Ave.	1,470	15	$551,250	$1,950,000	78	$25,000	$7,067	0.28	Cost-Effective
B47	North of I-290, Lavergne Ave. to Cicero Ave.	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible
B48	South of I-290, Lavergne Ave. to Cicero Ave.	1,067	15	$400,125	$925,000	30	$30,833	$13,338	0.43	Cost-Effective

[1] Barrier length and height are not listed for barriers that are not reasonable and feasible.

[2] Based on the IDOT policy value of $25 per square foot

[3] Per IDOT traffic noise policy and the reasonableness analysis

[4] Any receptor receiving at least a 5 dB(A) reduction due to the proposed barrier

[5] Ratio of actual build cost of a barrier per benefitted receptor to the adjusted allowable cost per benefitted receptor. This is used to determine if a barrier can be found cost effective through cost averaging. For a single noise abatement measure to be considered as part of a cost averaging solution, this ratio must not exceed 2.0 (the cost of noise abatement per benefitted receptor may not exceed two times the adjusted allowable noise abatement cost per benefitted receptor).

Forty-one noise barrier locations were studied within this section. Of the forty-one barriers, three were found to not be feasible (B12, B29, B47), and eight were found to be not reasonable. Of the eight barriers found to be not reasonable, two were found to not meet the IDOT noise reduction criterion (B11 and B21), and six were found to be not cost effective (B22, B23, B24, B25, B26, and B43). The thirty remaining noise barriers, which include extensions of existing noise barriers, were found to be feasible and reasonable as stand-alone noise barriers.

Cicero Avenue to Racine Avenue (Proposed New Noise Barriers, Proposed I-290 Restriping)

A noise abatement analysis was completed for potential new noise barriers in the project corridor from Cicero Avenue to Racine Avenue (within the city of Chicago). This section of the project corridor is proposed for I-290 restriping, but no roadway reconstruction is currently proposed for this section of the corridor.

Forty-one noise walls were evaluated for the impacted representative receptors within this section. All but three of the noise walls (B50, B78, and B84) were found to be feasible, meaning they could achieve at least a 5 dB(A) reduction at an impacted receptor.

Thirty-four of the thirty-eight noise barriers considered feasible meet the first criterion of reasonableness, as they achieve the IDOT noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptor locations. The noise walls B82, B85, B86, and B87 would not achieve the noise reduction design goal, and do not meet this reasonableness criterion. Generally, walls are not acoustically feasible or do not achieve the IDOT noise reduction design goal because the nearest represented receptors to the analyzed barrier are further away than in other locations, limiting the effectiveness of the barrier shadow zone. I-290 crossroad traffic noise contributions also are a factor for barriers B78 and B84. Additionally, the frontage road noise presented a challenge in several cases as it is not abated by the analyzed noise walls. High frontage road noise levels resulted in taller noise walls in order to achieve similar reductions to those found in areas with less frontage road traffic, or result in walls that were not feasible or do not achieve the NRDG.

The thirty-four feasible noise walls that also achieve the noise reduction design goal were then evaluated for cost-effectiveness. Table 8 summarizes the results of the adjusted allowable cost per benefited receptor determination. Each benefited receptor received a base allowable barrier cost of $24,000, which could be increased based upon absolute noise level considerations, increase in noise level considerations, and new alignment/construction data considerations. The range of these cost adjustment considerations per barrier is summarized as "Adjustment Factor Range" in Table 8. Table 9 summarizes the results of the noise abatement evaluation.

TABLE 8
ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR
I-290 ANALYZED NEW BARRIERS: CICERO AVENUE TO RACINE AVENUE

Barrier	Benefited Receptors	Adjustment Factor Range	Adjusted Allowable Cost per Benefited Receptors
B49	26	$6,000 to $7,000	$30,500
B50	Does not meet IDOT Feasibility Criterion		
B51	36	$0 to $7,000	$29,194
B52	166	$5,000 to $7,000	$29,476
B53	20	$6,000 to $7,000	$30,300
B54	18	$6,000 to $7,000	$30,389
B55	28	$5,000 to $7,000	$30,571
B56	6	$1,000 to $2,000	$25,833
B57	67	$5,000 to $7,000	$30,433
B58	94	$1,000 to $7,000	$30,340
B59	196	$5,000 to $7,000	$30,378
B60	43	$2,000 to $7,000	$29,628
B61	43	$5,000 to $7,000	$29,047
B62	116	$6,000 to $7,000	$30,897
B63	38	$7,000	$31,000
B64	35	$2,000 to $7,000	$30,829
B65	44	$1,000 to $2,000	$25,591
B66	22	$6,000 to $7,000	$30,818
B67	96	$1,000 to $6,000	$27,635
B68	88	$1,000 to $5,000	$27,250
B69	26	$1,000 to $6,000	$29,615
B70	7	$2,000 to $7,000	$28,714
B71	79	$5,000 to $7,000	$29,557
B72	78	$0 to $7,000	$29,167
B73	86	$5,000 to $7,000	$30,163
B74	132	$6,000 to $7,000	$30,280
B75	5	$6,000 to $7,000	$30,800
B76	12	$2,000	$26,000
B77	30	$7,000	$31,000
B78	Does not meet IDOT Feasibility Criterion		
B79	10	$2,000	$26,000
B80	77	$2,000 to $7,000	$29,325
B81	75	$2,000	$26,000
B82	Does not meet IDOT Noise Reduction Design Goal		
B83	700	$1,000 to $6,000	$27,143
B84	Does not meet IDOT Feasibility Criterion		

Barrier	Benefited Receptors	Adjustment Factor Range	Adjusted Allowable Cost per Benefited Receptors
B85	Does not meet IDOT Noise Reduction Design Goal		
B86	Does not meet IDOT Noise Reduction Design Goal		
B87	Does not meet IDOT Noise Reduction Design Goal		
B88 Ext	178	$0	$7,000
B89	30	$1,000	$25,000

TABLE 9
NOISE ABATEMENT ANALYSIS SUMMARY
I-290 ANALYZED NEW BARRIERS: CICERO AVENUE TO RACINE AVENUE

Barrier	Location of Barrier	Barrier Length (ft) [1]	Average Barrier Height (ft) [1]	Barrier Construction Cost ($) [2]	Total Allowable Barrier Cost ($)[3]	Benefitted Receptors [4]	Adjusted Allowable Cost per Benefitted Receptor ($)	Actual Cost per Benefitted Receptor ($)	Ratio [5]	Finding
B49	North of I-290, Cicero Av. to RR	1,429	17	$607,325	$793,000	26	$30,500	$23,359	0.77	Cost-Effective
B50	South of I-290, East of Cicero Ave.	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible
B51	North of I-290, RR to Kostner Ave.	1,464	15	$549,000	$1,051,000	36	$29,194	$15,250	0.52	Cost-Effective
B52	South of I-290, RR to Kostner Ave.	1,455	13	$472,875	$4,893,000	166	$29,476	$2,849	0.10	Cost-Effective
B53	North of I-290, Kostner Ave. to Kildare Ave.	667	15	$250,125	$606,000	20	$30,300	$12,506	0.41	Cost-Effective
B54	South of I-290, Kostner Ave. to Kildare Ave.	710	15	$266,250	$547,000	18	$30,389	$14,792	0.49	Cost-Effective
B55	North of I-290, Kildare Ave. to Keeler Ave.	629	17	$267,325	$856,000	28	$30,571	$9,547	0.31	Cost-Effective
B56	South of I-290, Kildare Ave. to Keeler Ave.	635	9	$142,875	$155,000	6	$25,833	$23,813	0.92	Cost-Effective
B57	South of I-290, Keeler Ave. to Pulaski Rd.	1,296	17	$550,800	$2,039,000	67	$30,433	$8,221	0.27	Cost-Effective
B58	North of I-290, Keeler Ave. to Pulaski Rd.	1,302	17	$553,350	$2,852,000	94	$30,340	$5,887	0.19	Cost-Effective
B59	North of I-290, Pulaski Rd. to Independence Blvd.	1,509	17	$641,325	$5,954,000	196	$30,378	$3,272	0.11	Cost-Effective
B60	South of I-290, Pulaski Rd. to Independence Blvd.	1,353	17	$575,025	$1,274,000	43	$29,628	$13,373	0.45	Cost-Effective
B61	South of I-290, Independence Blvd. to Central Park Ave.	1,150	17	$488,750	$1,249,000	43	$29,047	$11,366	0.39	Cost-Effective
B62	North of I-290, Independence Blvd. to Central Park Ave.	1,248	15	$468,000	$3,584,000	116	$30,897	$4,034	0.13	Cost-Effective
B63	North of I-290, Central Park Ave. to Homan Ave.	1,271	9	$285,975	$1,178,000	38	$31,000	$7,526	0.24	Cost-Effective
B64	South of I-290, Central Park Ave. to Homan Ave.	1,261	11	$346,775	$1,079,000	35	$30,829	$9,908	0.32	Cost-Effective
B65	North of I-290, Homan Ave. to Kedzie Ave.	1,211	15	$454,125	$1,126,000	44	$25,591	$10,321	0.40	Cost-Effective
B66	South of I-290, Homan Ave. to Kedzie Ave.	1,202	13	$390,650	$678,000	22	$30,818	$17,757	0.58	Cost-Effective
B67	North of I-290, Kedzie Ave. to Sacramento Blvd.	1,182	17	$502,350	$2,653,000	96	$27,635	$5,233	0.19	Cost-Effective
B68	South of I-290, Kedzie Ave. to Sacramento Blvd.	1,265	13	$411,125	$2,398,000	88	$27,250	$4,672	0.17	Cost-Effective
B69	South of I-290, Sacramento Blvd. to California Ave.	1,312	15	$492,000	$770,000	26	$29,615	$18,923	0.64	Cost-Effective
B70	North of I-290, Sacramento Blvd. to California Ave.	1,279	17	$543,575	$201,000	7	$28,714	$77,654	2.70	Not cost-effective (not reasonable)

Barrier	Location of Barrier	Barrier Length (ft) [1]	Average Barrier Height (ft) [1]	Barrier Construction Cost ($) [2]	Total Allowable Barrier Cost ($)[3]	Benefitted Receptors [4]	Adjusted Allowable Cost per Benefitted Receptor ($)	Actual Cost per Benefitted Receptor ($)	Ratio [5]	Finding
B71	North of I-290, California Ave. to RR	1,350	17	$573,750	$2,335,000	79	$29,557	$7,263	0.25	Cost-Effective
B72	South of I-290, California Ave. to RR	1,357	9	$305,325	$2,275,000	78	$29,167	$3,914	0.13	Cost-Effective
B73	North of I-290, Maplewood Ave. to Western Ave.	1,283	17	$545,275	$2,594,000	86	$30,163	$6,340	0.21	Cost-Effective
B74	South of I-290, Maplewood Ave. to Western Ave.	1,369	13	$444,925	$3,997,000	132	$30,280	$3,371	0.11	Cost-Effective
B75	South of I-290, Western Ave. to Oakley Blvd.	591	19	$280,725	$154,000	5	$30,800	$56,145	1.82	Not cost-effective (not reasonable)
B76	North of I-290, Western Ave. to Oakley Blvd.	589	9	$132,525	$312,000	12	$26,000	$11,044	0.42	Cost-Effective
B77	North of I-290, Oakley Blvd. to Leavitt St.	706	9	$158,850	$930,000	30	$31,000	$5,295	0.17	Cost-Effective
B78	South of I-290, Oakley Blvd to Leavitt St.	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible
B79	South of I-290, Leavitt St. to Damen Ave.	1,382	15	$518,250	$260,000	10	$26,000	$51,825	1.99	Not cost-effective (not reasonable)
B80	North of I-290, Leavitt St. to Damen Ave.	1,453	11	$399,575	$2,258,000	77	$29,325	$5,189	0.18	Cost-Effective
B81	North of I-290, Damen Ave. to Ogden Ave.	1,249	9	$281,025	$1,950,000	75	$26,000	$3,747	0.14	Cost-Effective
B82	South of I-290, Damen Ave. to Ogden Ave.	Does not meet IDOT Noise Reduction Design Goal							n/a	Not Reasonable
B83	South of I-290, Ogden Avenue to Ashland Avenue	1,916	13	$622,700	$19,000,000	700	$27,143	$890	0.03	Cost-Effective
B84	North of I-290, Ogden Ave. to Paulina St.	Does not meet IDOT Feasibility Criterion							n/a	Not Feasible
B85	North of I-290, Paulina St. to Ashland Ave.	Does not meet IDOT Noise Reduction Design Goal							n/a	Not Reasonable
B86	North of I-290, Ashland Ave. to Loomis St.	Does not meet IDOT Noise Reduction Design Goal							n/a	Not Reasonable
B87	South of I-290, Ashland Ave. to Loomis St.	Does not meet IDOT Noise Reduction Design Goal							n/a	Not Reasonable
B88 Ext.	North of I-290, Entrance Ramp to Racine Ave.	883	21	$463,575	$4,374,000	178	$24,573	$2,604	0.11	Cost-Effective
B89	North of I-290, Loomis St. to Racine Ave.	1,457	13	$473,525	$750,000	30	$25,000	$15,784	0.63	Cost-Effective

[1] Barrier length and height are not listed for barriers that are not reasonable and feasible.
[2] Based on the IDOT policy value of $25 per square foot
[3] per IDOT traffic noise policy and the reasonableness analysis
[4] Any receptor receiving at least a 5 dB(A) reduction due to the proposed barrier
[5] Ratio of actual build cost of a barrier per benefitted receptor to the adjusted allowable cost per benefitted receptor. This is used to determine if a barrier can be found cost effective through cost averaging. For a single noise abatement measure to be considered as part of a cost averaging solution, this ratio must not exceed 2.0 (the cost of noise abatement per benefitted receptor may not exceed two times the adjusted allowable noise abatement cost per benefitted receptor).

Forty-one noise barrier locations were studied within this section. Of the forty-one barriers, three were found to not be feasible (B50, B78, and B84), and seven were found to be not reasonable. Of the seven barriers found to be not reasonable, four were found not to meet the IDOT noise reduction criterion (B82, B85, B86, and B87), and three were found to be not cost effective (B70, B75, and B79). The thirty-one remaining noise barriers were found to be feasible and reasonable as stand-alone noise barriers.

Cost Averaging

After the noise barrier locations were considered reasonable or feasible as stand-alone barriers, the noise wall costs were then considered cumulatively, across Common Noise Environments, to determine if any barrier found to be not cost effective standing alone could be cost effective cumulatively. As shown in Table 10, the cost averaging analysis places analyzed barriers in order of increasing cost effective ratio (ratio between the actual cost per benefited receptor and the adjusted allowable cost per benefited receptor). Noise abatement measures achieve the cost reasonableness criterion cumulatively if the cumulative estimated noise wall cost per benefited receptor is less than cumulative adjusted allowable cost per benefited receptor, when considering all barriers that are feasible and meet the noise reduction design goal. Table 10 summarizes the cost averaging analysis.

Considering the noise walls on a cumulative basis, two additional noise walls would be considered cost-effective (B75 and B79), resulting in 63 cost-effective noise walls.

TABLE 10
COST AVERAGING ANALYSIS SUMMARY

Barrier Number	No. Benefited Receptors	Noise Wall Cost	Actual Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Ratio of Est. Build/ Adjust. Allowable	Cumulative Estimated Build Cost/Benefited	Cumulative Adjusted Allowable Cost/Benefited	Result of Determination
B83	700	$622,700	$890	$27,143	0.03	$890	$27,143	Cost-Effective Stand Alone
B5	360	$337,150	$937	$25,322	0.04	$906	$26,525	Cost-Effective Stand Alone
B52	166	$472,875	$2,849	$29,476	0.10	$1,169	$26,924	Cost-Effective Stand Alone
B88 Ext	178	$463,575	$2,604	$24,573	0.11	$1,351	$26,626	Cost-Effective Stand Alone
B59	196	$641,325	$3,272	$30,378	0.11	$1,586	$27,086	Cost-Effective Stand Alone
B74	132	$444,925	$3,371	$30,280	0.11	$1,722	$27,329	Cost-Effective Stand Alone
B40	156	$553,775	$3,550	$29,083	0.12	$1,873	$27,474	Cost-Effective Stand Alone
B44	310	$1,220,250	$3,936	$30,558	0.13	$2,164	$27,909	Cost-Effective Stand Alone
B62	116	$468,000	$4,034	$30,897	0.13	$2,258	$28,059	Cost-Effective Stand Alone
B72	78	$305,325	$3,914	$29,167	0.13	$2,312	$28,095	Cost-Effective Stand Alone
B81	75	$281,025	$3,747	$26,000	0.14	$2,355	$28,031	Cost-Effective Stand Alone
B35	90	$424,125	$4,713	$30,567	0.15	$2,438	$28,120	Cost-Effective Stand Alone

Barrier Number	No. Benefited Receptors	Noise Wall Cost	Actual Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Ratio of Est. Build/ Adjust. Allowable	Cumulative Estimated Build Cost/Benefited	Cumulative Adjusted Allowable Cost/Benefited	Result of Determination
B34	114	$553,775	$4,858	$29,404	0.17	$2,542	$28,175	Cost-Effective Stand Alone
B77	30	$158,850	$5,295	$31,000	0.17	$2,572	$28,207	Cost-Effective Stand Alone
B68	88	$411,125	$4,672	$27,250	0.17	$2,639	$28,176	Cost-Effective Stand Alone
B42	118	$618,750	$5,244	$29,763	0.18	$2,744	$28,241	Cost-Effective Stand Alone
B80	77	$399,575	$5,189	$29,325	0.18	$2,807	$28,269	Cost-Effective Stand Alone
B16	203	$975,000	$4,803	$26,389	0.18	$2,934	$28,149	Cost-Effective Stand Alone
B67	96	$502,350	$5,233	$27,635	0.19	$3,002	$28,134	Cost-Effective Stand Alone
B33	79	$459,000	$5,810	$30,443	0.19	$3,068	$28,188	Cost-Effective Stand Alone
B58	94	$553,350	$5,887	$30,340	0.19	$3,144	$28,247	Cost-Effective Stand Alone
B32	78	$463,875	$5,947	$29,692	0.20	$3,206	$28,279	Cost-Effective Stand Alone
B73	86	$545,275	$6,340	$30,163	0.21	$3,281	$28,323	Cost-Effective Stand Alone
B41	82	$543,150	$6,624	$29,634	0.22	$3,355	$28,353	Cost-Effective Stand Alone
B14	126	$876,200	$6,954	$29,468	0.24	$3,473	$28,389	Cost-Effective Stand Alone
B63	38	$285,975	$7,526	$31,000	0.24	$3,513	$28,415	Cost-Effective Stand Alone
B71	79	$573,750	$7,263	$29,557	0.25	$3,588	$28,438	Cost-Effective Stand Alone
B57	67	$550,800	$8,221	$30,433	0.27	$3,665	$28,471	Cost-Effective Stand Alone
B46	78	$551,250	$7,067	$25,000	0.28	$3,730	$28,405	Cost-Effective Stand Alone
B13	104	$875,875	$8,422	$29,462	0.29	$3,847	$28,431	Cost-Effective Stand Alone
B55	28	$267,325	$9,547	$30,571	0.31	$3,884	$28,445	Cost-Effective Stand Alone
B19	52	$487,500	$9,375	$29,712	0.32	$3,951	$28,461	Cost-Effective Stand Alone
B64	35	$346,775	$9,908	$30,829	0.32	$4,000	$28,480	Cost-Effective Stand Alone
B17	49	$542,250	$11,066	$29,571	0.37	$4,079	$28,492	Cost-Effective Stand Alone
B15	85	$908,375	$10,687	$27,600	0.39	$4,206	$28,475	Cost-Effective Stand Alone
B61	43	$488,750	$11,366	$29,047	0.39	$4,274	$28,481	Cost-Effective Stand Alone
B65	44	$454,125	$10,321	$25,591	0.40	$4,333	$28,453	Cost-Effective Stand Alone
B53	20	$250,125	$12,506	$30,300	0.41	$4,369	$28,461	Cost-Effective Stand Alone
B37	40	$492,000	$12,300	$29,750	0.41	$4,438	$28,472	Cost-Effective Stand Alone
B76	12	$132,525	$11,044	$26,000	0.42	$4,455	$28,465	Cost-Effective Stand Alone
B48	30	$400,125	$13,338	$30,833	0.43	$4,513	$28,481	Cost-Effective Stand Alone

Barrier Number	No. Benefited Receptors	Noise Wall Cost	Actual Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Ratio of Est. Build/ Adjust. Allowable	Cumulative Estimated Build Cost/Benefited	Cumulative Adjusted Allowable Cost/Benefited	Result of Determination
B9 Ext	17	$222,750	$13,103	$29,294	0.45	$4,544	$28,484	Cost-Effective Stand Alone
B10 Ext	20	$262,125	$13,106	$29,250	0.45	$4,581	$28,487	Cost-Effective Stand Alone
B60	43	$575,025	$13,373	$29,628	0.45	$4,661	$28,497	Cost-Effective Stand Alone
B38	31	$423,150	$13,650	$30,032	0.45	$4,720	$28,507	Cost-Effective Stand Alone
B28	29	$402,475	$13,878	$30,069	0.46	$4,775	$28,517	Cost-Effective Stand Alone
B45	47	$573,625	$12,205	$25,128	0.49	$4,848	$28,484	Cost-Effective Stand Alone
B54	18	$266,250	$14,792	$30,389	0.49	$4,885	$28,491	Cost-Effective Stand Alone
B36	36	$526,500	$14,625	$29,750	0.49	$4,957	$28,500	Cost-Effective Stand Alone
B51	36	$549,000	$15,250	$29,194	0.52	$5,032	$28,505	Cost-Effective Stand Alone
B20	29	$475,500	$16,397	$30,000	0.55	$5,099	$28,514	Cost-Effective Stand Alone
B30	23	$378,000	$16,435	$29,696	0.55	$5,152	$28,520	Cost-Effective Stand Alone
B66	22	$390,650	$17,757	$30,818	0.58	$5,207	$28,530	Cost-Effective Stand Alone
B39	42	$720,900	$17,164	$29,310	0.59	$5,307	$28,536	Cost-Effective Stand Alone
B89	30	$473,525	$15,784	$25,000	0.63	$5,369	$28,515	Cost-Effective Stand Alone
B69	26	$492,000	$18,923	$29,615	0.64	$5,439	$28,521	Cost-Effective Stand Alone
B49	26	$607,325	$23,359	$30,500	0.77	$5,530	$28,531	Cost-Effective Stand Alone
B31	24	$546,000	$22,750	$29,125	0.78	$5,611	$28,534	Cost-Effective Stand Alone
B27	16	$383,825	$23,989	$29,625	0.81	$5,668	$28,537	Cost-Effective Stand Alone
B18	19	$477,375	$25,125	$30,474	0.82	$5,739	$28,544	Cost-Effective Stand Alone
B56	6	$142,875	$23,813	$25,833	0.92	$5,760	$28,541	Cost-Effective Stand Alone
B75	5	$280,725	$56,145	$30,800	1.82	$5,809	$28,543	Cost-Effective Cumulative
B79	10	$518,250	$51,825	$26,000	1.99	$5,898	$28,538	Cost-Effective Cumulative
~~B70~~	~~7~~	~~$543,575~~	~~$77,654~~	~~$28,714~~	~~2.70~~	Not part of evaluation as estimated cost is more than 2 times the adjusted allowed cost		
~~B26~~	~~9~~	~~$645,125~~	~~$71,681~~	~~$24,889~~	~~2.88~~			
~~B43~~	~~6~~	~~$723,525~~	~~$120,588~~	~~$25,167~~	~~4.79~~			
~~B24~~	~~6~~	~~$737,625~~	~~$122,938~~	~~$25,500~~	~~4.82~~			
~~B25~~	~~2~~	~~$489,775~~	~~$244,888~~	~~$25,000~~	~~9.80~~			
~~B22~~	~~2~~	~~$699,675~~	~~$349,838~~	~~$25,000~~	~~13.99~~			
~~B23~~	~~1~~	~~$475,475~~	~~$475,475~~	~~$26,000~~	~~18.29~~			
B1	Does not meet IDOT Noise Reduction Design Goal							
B2	Does not meet IDOT Feasibility Criterion							
B3	Does not meet IDOT Feasibility Criterion							
B4	Does not meet IDOT Feasibility Criterion							
B6	Does not meet IDOT Feasibility Criterion							
B7	Does not meet IDOT Feasibility Criterion							

Barrier Number	No. Benefited Receptors	Noise Wall Cost	Actual Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Ratio of Est. Build/ Adjust. Allowable	Cumulative Estimated Build Cost/Benefited	Cumulative Adjusted Allowable Cost/Benefited	Result of Determination
B9	Does not meet IDOT Feasibility Criterion							
B10	Does not meet IDOT Noise Reduction Design Goal							
B11	Does not meet IDOT Feasibility Criterion							
B12	Does not meet IDOT Noise Reduction Design Goal							
B21	Does not meet IDOT Feasibility Criterion							
B29	Does not meet IDOT Noise Reduction Design Goal							
B47	Does not meet IDOT Feasibility Criterion							
B50	Does not meet IDOT Feasibility Criterion							
B78	Does not meet IDOT Feasibility Criterion							
B82	Does not meet IDOT Noise Reduction Design Goal							
B84	Does not meet IDOT Feasibility Criterion							
B85	Does not meet IDOT Noise Reduction Design Goal							
B86	Does not meet IDOT Noise Reduction Design Goal							
B87	Does not meet IDOT Noise Reduction Design Goal							
B88	Does not meet IDOT Feasibility Criterion							

Viewpoints Solicitation

The third component of reasonableness is obtaining the viewpoints of those who would be benefitted by a feasible and cost-effective noise barrier meeting the IDOT noise reduction design goal. Viewpoints solicitation packages, including an informational letter, voting form, a rendering of a typical noise barrier, and maps of the proposed wall, were sent to property owners and tenants at receptors that would benefit proposed walls. Table 11 is a summary of the viewpoints solicitation voting results. The received votes were tallied by noise wall per IDOT policy. 14 of the 63 total noise walls received at least a 33% response rate in the first round of voting, and the remaining noise walls that did not receive a 33% response rate with the initial voting round required a second round of voting. Votes were received until March 2, 2016[4]. If more than fifty percent of the received wall's votes were in support of wall construction, the wall was recommended for construction and will likely be included in final design plans for the project. Conversely, walls that did not have more than fifty percent of the received votes in favor of the wall are not recommended for construction as part of the project. Figure 3 is a map of noise walls recommended for construction following the results of the viewpoints solicitation. Details of voting results are in Appendix C.

Table 11 shows that of the 63 walls up for a vote, 46 walls were voted in favor, and will be recommended for construction. Eight walls will be recommended for construction in Bellwood, Westchester, Broadview, or Maywood (more than one of these villages were present behind a single barrier). Two walls will be recommended for construction in Forest Park. Five walls will be recommended for construction in Oak Park. Thirty-one walls will be recommended for construction in Chicago.

[4] Viewpoints solicitation was reevaluated for the noise study area between 25th Avenue and 1st Avenue due to revisions to the Preliminary Preferred Alternative. For this section of the corridor, final votes were received between August 19, 2016 and October 14, 2016.

TABLE 11
VIEWPOINTS SOLICITATION SUMMARY

Noise Wall	Community	Voting Response Rate[1]	Percent of Votes In Favor	Voting Results	Wall Recommended for Construction?[2]
B5	Hillside	0%	n/a	No Votes	No
B9 Ext	Bellwood	44%	88%	In Favor	Yes
B10 Ext	Westchester	33%	100%	In Favor	Yes
B13	Maywood	34%	76%	In Favor	Yes
B14	Bellwood/Maywood	34%	85%	In Favor	Yes
B15	Maywood	26%	70%	In Favor	Yes
B16	Broadview/Maywood	28%	91%	In Favor	Yes
B17	Maywood	53%	85%	In Favor	Yes
B18	Maywood	23%	50%	Against	No
B19	Maywood	18%	78%	In Favor	Yes
B20	Maywood	14%	50%	Against	No
B27	Forest Park	63%	100%	In Favor	Yes
B28	Forest Park	38%	100%	In Favor	Yes
B30	Oak Park	48%	48%	Against	No
B31	Oak Park	62%	69%	In Favor	Yes
B32	Oak Park	50%	46%	Against	No
B33	Oak Park	43%	59%	In Favor	Yes
B34	Oak Park	40%	24%	Against	No
B35	Oak Park	51%	35%	Against	No
B36	Oak Park	39%	77%	In Favor	Yes
B37	Oak Park	39%	26%	Against	No
B38	Oak Park	30%	60%	In Favor	Yes
B39	Oak Park	70%	15%	Against	No
B40	Oak Park	38%	64%	In Favor	Yes
B41	Oak Park	34%	50%	Against	No
B42	Chicago	38%	86%	In Favor	Yes
B44	Chicago	16%	79%	In Favor	Yes
B45	Chicago	18%	84%	In Favor	Yes
B46	Chicago	100%	100%	In Favor	Yes
B48	Chicago	30%	35%	Against	No
B49	Chicago	4%	100%	In Favor	Yes
B51	Chicago	11%	100%	In Favor	Yes
B52	Chicago	6%	63%	In Favor	Yes
B53	Chicago	24%	100%	In Favor	Yes
B54	Chicago	53%	100%	In Favor	Yes
B55	Chicago	26%	74%	In Favor	Yes

Noise Wall	Community	Voting Response Rate[1]	Percent of Votes In Favor	Voting Results	Wall Recommended for Construction?[2]
B56	Chicago	61%	74%	In Favor	Yes
B57	Chicago	25%	25%	Against	No
B58	Chicago	23%	49%	Against	No
B59	Chicago	19%	62%	In Favor	Yes
B60	Chicago	8%	86%	In Favor	Yes
B61	Chicago	26%	94%	In Favor	Yes
B62	Chicago	17%	90%	In Favor	Yes
B63	Chicago	36%	71%	In Favor	Yes
B64	Chicago	17%	100%	In Favor	Yes
B65	Chicago	32%	100%	In Favor	Yes
B66	Chicago	31%	31%	Against	No
B67	Chicago	37%	90%	In Favor	Yes
B68	Chicago	6%	83%	In Favor	Yes
B69	Chicago	9%	75%	In Favor	Yes
B71	Chicago	24%	83%	In Favor	Yes
B72	Chicago	40%	74%	In Favor	Yes
B73	Chicago	4%	100%	In Favor	Yes
B74	Chicago	32%	73%	In Favor	Yes
B75	Chicago	31%	100%	In Favor	Yes
B76	Chicago	8%	86%	In Favor	Yes
B77	Chicago	0%	n/a	No Votes	No
B79	Chicago	0%	n/a	No Votes	No
B80	Chicago	19%	77%	In Favor	Yes
B81	Chicago	100%	100%	In Favor	Yes
B83	Chicago	57%	100%	In Favor	Yes
B88 Ext	Chicago	10%	74%	In Favor	Yes
B89	Chicago	0%	n/a	No Votes	No

[1] Of all potential votes of receptors benefited by the noise wall

[2] In order to be recommended for construction, a noise wall must have greater than 50% of votes received in favor of the wall

Likelihood Statement

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasibility and reasonableness criteria are identified in Table 11 and Figure 3. If it subsequently develops during final design that constraints not foreseen in the preliminary design arise or if public input substantially changes, the abatement measures may be modified or removed from the project plans. A final decision of the installation of the abatement measures will be made upon completion of the project's final design and the public involvement process.

SECTION 5: Coordination with Local Officials for Undeveloped Lands

Figure 1 depicts the proposed alignment within the project limits. Undeveloped parcels of land (Activity Category G) adjacent to the project corridor exist in Bellwood, as well as scattered vacant properties in Chicago from Lockwood Avenue to Western Avenue. There is a parcel of undeveloped land in Forest Park (with a recently demolished building), but this parcel has been recently purchased by the Park District of Forest Park for parkland; for this reason, this parcel was included in the CNE for R69.

For local agency planning and development purposes, the Preliminary Preferred Alternative was analyzed to predict traffic noise levels in the undeveloped areas in Bellwood and Chicago. This analysis was a worst-case assessment of noise, assuming no noise barriers in front of the undeveloped areas.

The 66 dB(A) noise contours in the undeveloped areas along the Preliminary Preferred Alternative correspond to the NAC for Activity B and C uses, and were located between approximately:

- Bellwood: The NAC of 67 dB(A) is not expected to be approached, met, or exceeded in the Activity Category G uses in Bellwood.
- Chicago (Lockwood to Cicero): The NAC of 67 dB(A) is expected to be approached, met, or exceeded throughout Activity Category G uses in this area.
- Chicago (Cicero to Independence): The NAC of 67 dB(A) is expected to be approached, met, or exceeded within 500 feet of the nearest outside I-290 mainline travel lane to Activity Category G uses in this area.
- Chicago (Independence to Western): The NAC of 67 dB(A) is expected to be approached, met, or exceeded within 400 feet of the nearest outside I-290 mainline travel lane to Activity Category G uses in this area.

The 71 dB(A) noise contours in the undeveloped areas along the Preliminary Preferred Alternative correspond to the NAC for Activity E uses, and were located between approximately:

- Bellwood: The NAC of 72 dB(A) is not expected to be approached, met, or exceeded in the Activity Category G use in Bellwood.
- Chicago (Lockwood to Cicero): The NAC of 72 dB(A) is expected to be approached, met, or exceeded within 250 feet of the nearest outside I-290 mainline travel lane to Activity Category G uses in this area.
- Chicago (Cicero to Independence): The NAC of 72 dB(A) is expected to be approached, met, or exceeded within 200 feet of the nearest outside I-290 mainline travel lane to Activity Category G uses in this area.
- Chicago (Independence to Western): The NAC of 72 dB(A) is expected to be approached, met, or exceeded within 200 feet of the nearest outside I-290 mainline travel lane to Activity Category G uses in this area.

Appendix B includes letters to be sent to the local officials having jurisdiction over these adjacent undeveloped lands, and an exhibit (as an attachment to the letter), depicting the approximate distances where the NAC is approached.

SECTION 6: Construction Noise

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these areas, mitigation measures have been incorporated into the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction as Article 107.35.

Construction noise effects will be further investigated with stakeholders separately from this analysis, which is intended to address traffic noise.

SECTION 7: Conclusion

This traffic noise study has been coordinated to evaluate traffic noise impacts for the proposed improvements to the Eisenhower Expressway (I-290) from west of Mannheim Road to Racine Avenue. Traffic noise was evaluated at 288 representative receptor locations. The Existing noise levels range from 57 dB(A) at R256 to 78 dB(A) at R100, R119, R172, R198, and R206. The projected No Build 2040 traffic noise levels range from 57 dB(A) at R256 to 79 dB(A) at R119 and R172. Representative receptor noise levels either remain the same or increase up to 3 dB(A) from the Existing condition to the 2040 No Build condition; the majority of areas have no change or a 1 dB(A) increase in noise from Existing to 2040 No Build.

A sensitivity analysis for the four Build alternatives carried forward indicated there would be no significant or perceptible change in noise among these alternatives.

The projected Preliminary Preferred Alternative traffic noise levels range from 58 dB(A) to 79 dB(A). In the proposed 2040 Build scenario for the Preliminary Preferred Alternative, 228 representative receptor locations are impacted because noise levels approach, meet, or exceed the NAC, and therefore warrant a noise abatement analysis. None of the representative receptors are impacted due to a substantial increase in noise.

Ninety-two noise walls were evaluated for the impacted representative receptors, including the extension of three existing noise barriers and the potential height increase of ten existing barriers. Seventy-six of the ninety-two noise walls in new locations studied met IDOT's feasibility criterion. Seventy of these seventy-six feasible noise barriers achieved IDOT's noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptor locations.

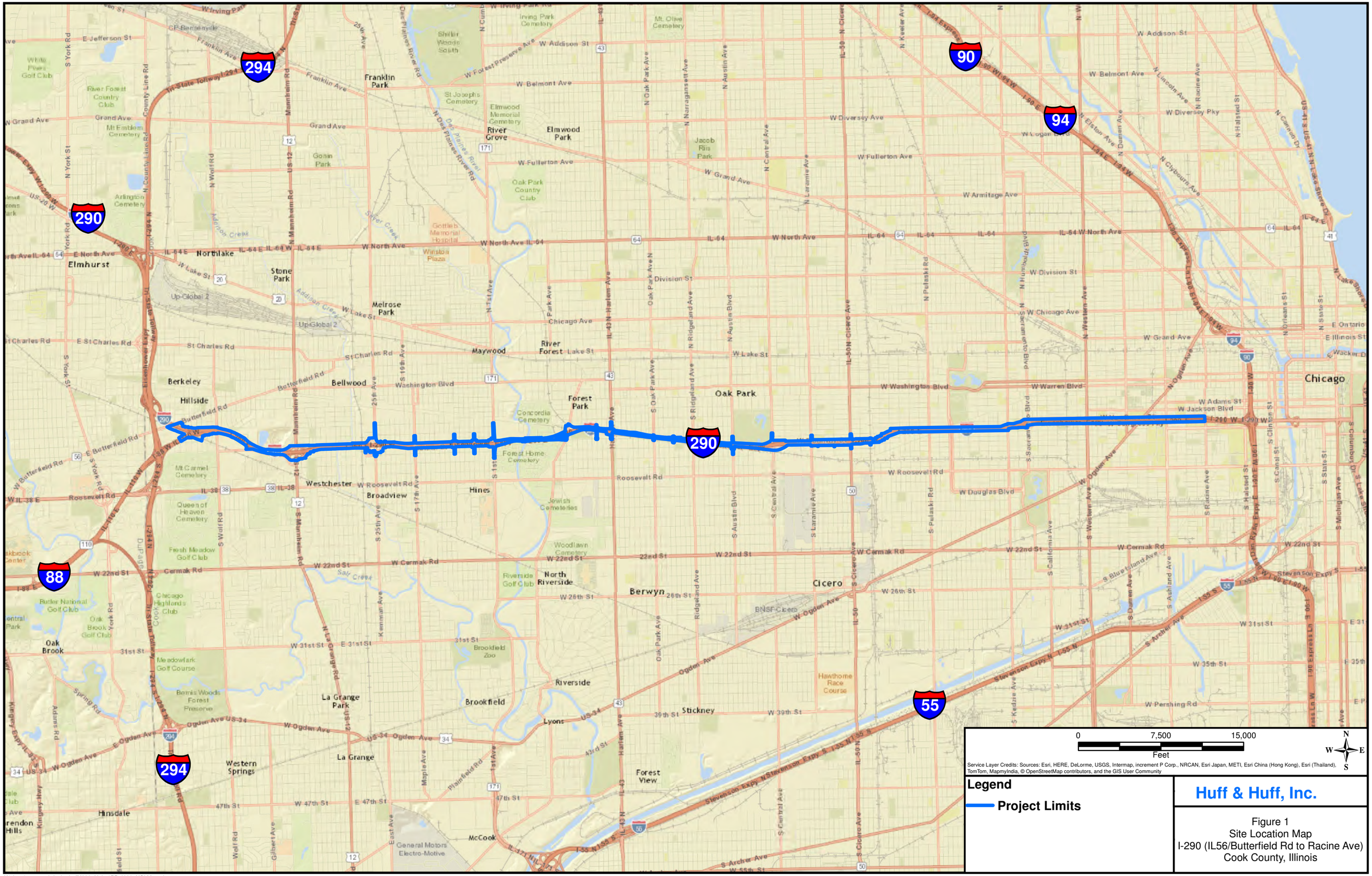
The seventy feasible noise walls that also achieve the noise reduction design goal were then evaluated for economic reasonability. Based on the evaluation, 61 of the remaining seventy noise walls would be economically reasonable on a stand-alone perspective, as the actual cost per benefited receptor does not exceed the adjusted allowable cost per benefited receptor.

The noise walls' cost-effectiveness was then considered cumulatively, which resulted in two additional noise walls being cost-effective, bringing the total number of cost-effective noise walls to 63. Highway traffic noise abatement measures at these 63 locations were brought to the public for viewpoints solicitation, based on preliminary design. The noise barriers determined to meet the feasibility and two of the three reasonableness criteria are identified in Tables 7 and 9, and are shown in Figure 2.

Results of the viewpoints solicitations process found that of the 63 walls up for a vote, 46 walls were voted in favor, and will be recommended for construction. Eight walls will be recommended for construction in Bellwood, Westchester, Broadview, or Maywood (more than one of these villages were present behind a single barrier). Two walls will be recommended for construction in Forest Park. Five walls will be recommended for construction in Oak Park. Thirty-one walls will be recommended for construction in Chicago. Figure 3 is a map of the noise walls recommended for construction.

If it subsequently develops during final design that constraints not foreseen in the preliminary design occur, or public input substantially changes reasonableness, the abatement measures may need to be modified or removed from the project plans. A final decision on the installation of abatement measures will be made during the project's final design phase, which includes additional public involvement and aesthetics coordination.

APPENDIX A



Huff & Huff, Inc.

Figure 1
Site Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois

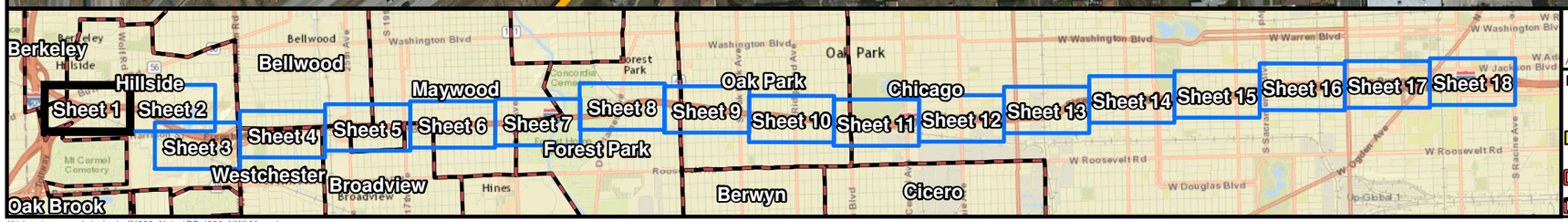
K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NSLM.mxd

Name: B1
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B2
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not acoustically reasonable,
as it does not meet the NRDG.

Name: B3
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

N Of Arthur
Herbert Ave
Taft Ave
East End Ave
Irving Ave
56
290
IL56/Butterfield Rd
Atwood Ave
Adams St
Jackson Blvd
Eisenhower Expwy
Darmstadt Rd
Elm St
Laverne Ave
Wolf Rd
Ronald Reagan Memorial Hwy
88
Van Buren
Ashbel Ave
Howard Ave
Hillside Ave
R1
R2
R3
R4
R5
R6
R7



0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 1 of 18
NRDG: Noise Reduction Design Plan

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Name: B4
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B5
Height: 11'
Length: 1,226'
Benefitted Receptors: 360
Cost Per Benefitted Receptor: $937
Cost Effective Stand Alone

Iroquois Rd
High Ridge Rd
Maple Ln
Home Ave
Craig Pl
Raymond Dr
Clayton Rd
Jackson Blvd
R8
R9
R10
290
South Frt Rd
Eisenhower Expwy

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 2 of 18
NRDG: Noise Reduction Design Plan

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South Frt Rd

Harrison St

R11

R12

R13

R14

290

Eisenhower Expwy

12
20
45

Oak Ridge Ave

Oak Ave

Railroad Ave

Mannheim Rd

Name: B6
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

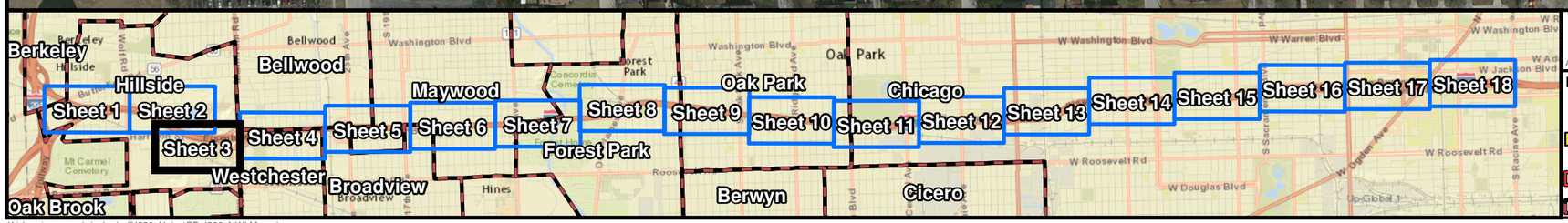
Fencl Ln

Maple Ave

Home Ave

Orchard Ave

Division St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 3 of 18
NRDG: Noise Reduction Design Plan

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Name: B7
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B9
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B9 Ext
Height: 15'
Length: 594'
Benefitted Receptors: 17
Cost Per Benefitted Receptor: $13,103
Cost Effective Stand Alone

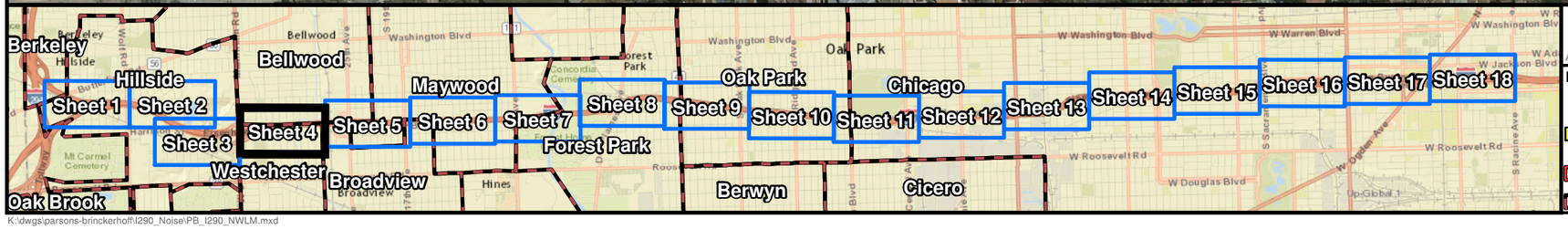
Name: B10
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B10 Ext
Height: 15'
Length: 699'
Benefitted Receptors: 20
Cost Per Benefitted Receptor: $13,106
Cost Effective Stand Alone

Name: B8
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Van Buren
Congress Pkwy
Harrison St
Eisenhower Expwy
290
Wedgwood Dr
York St
Suffolk Ave
Norfolk Ave
Balmoral Ave
Worchester Ave
Newcastle Ave
Portsmouth Ave
Manchester Ave
Bristol Ave
Gardner Rd
Gladstone St

R15 R16 R17 R18 R19 R20 R21 R22 R23 R24 R25 R26 R27 R28 R29 R30 R31



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 4 of 18
NRDG: Noise Reduction Design Plan

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Name: B11
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

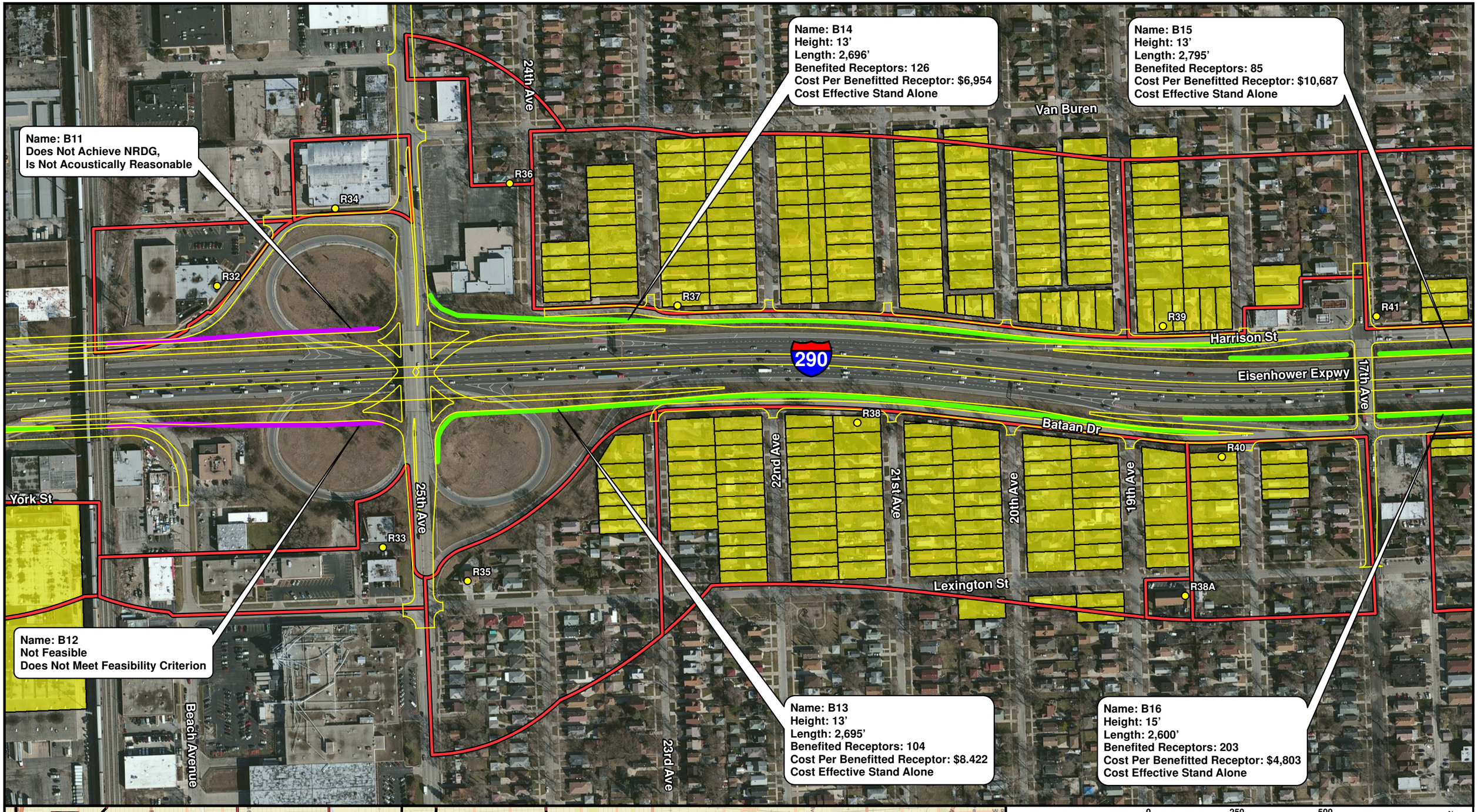
Name: B14
Height: 13'
Length: 2,696'
Benefited Receptors: 126
Cost Per Benefitted Receptor: $6,954
Cost Effective Stand Alone

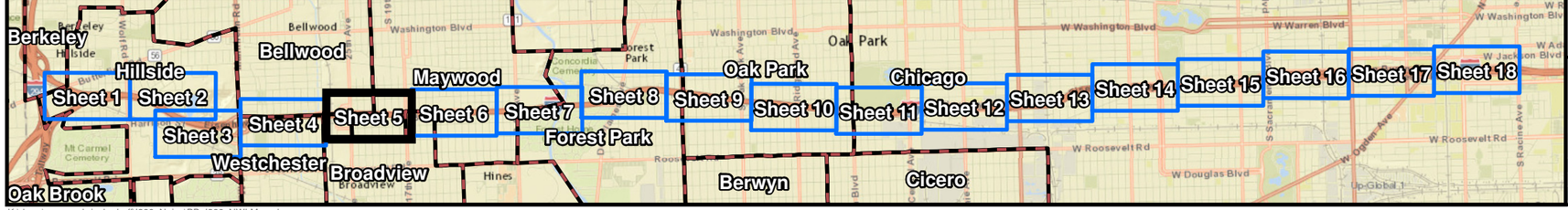
Name: B15
Height: 13'
Length: 2,795'
Benefited Receptors: 85
Cost Per Benefitted Receptor: $10,687
Cost Effective Stand Alone

Name: B12
Not Feasible
Does Not Meet Feasibility Criterion

Name: B13
Height: 13'
Length: 2,695'
Benefited Receptors: 104
Cost Per Benefitted Receptor: $8.422
Cost Effective Stand Alone

Name: B16
Height: 15'
Length: 2,600'
Benefited Receptors: 203
Cost Per Benefitted Receptor: $4,803
Cost Effective Stand Alone





0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 5 of 18
NRDG: Noise Reduction Design Plan

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Name: B15
Height: 13'
Length: 2,795'
Benefited Receptors: 85
Cost Per Benefitted Receptor: $10,687
Cost Effective Stand Alone

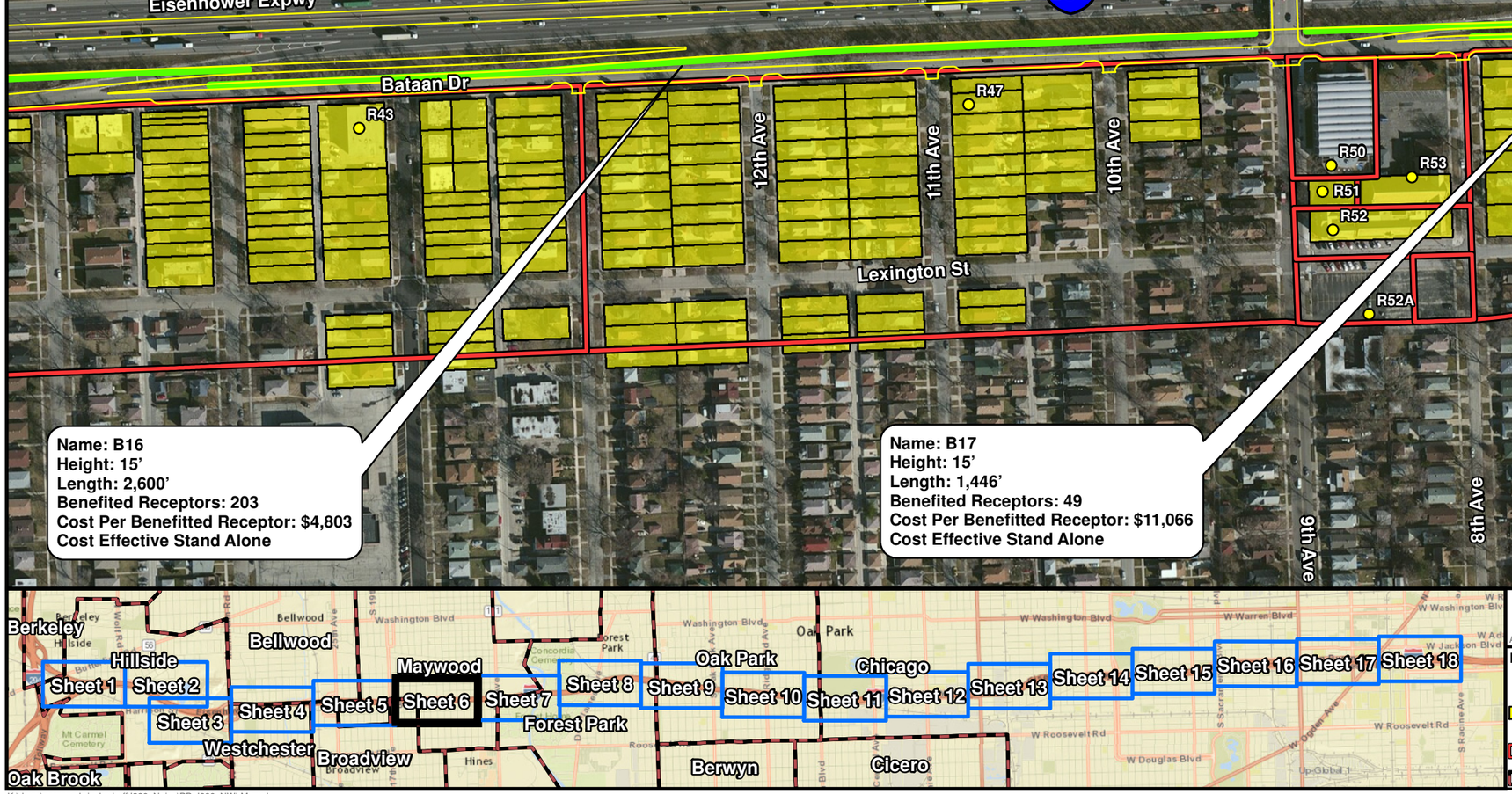
Name: B18
Height: 15'
Length: 1,273'
Benefited Receptors: 22
Cost Per Benefitted Receptor: $21,699
Cost Effective Stand Alone

Name: B20
Height: 15'
Length: 1,268'
Benefited Receptors: 29
Cost Per Benefitted Receptor: $16,397
Cost Effective Stand Alone

Name: B16
Height: 15'
Length: 2,600'
Benefited Receptors: 203
Cost Per Benefitted Receptor: $4,803
Cost Effective Stand Alone

Name: B17
Height: 15'
Length: 1,446'
Benefited Receptors: 49
Cost Per Benefitted Receptor: $11,066
Cost Effective Stand Alone

Name: B19
Height: 15'
Length: 1,300'
Benefited Receptors: 52
Cost Per Benefitted Receptor: $9,375
Cost Effective Stand Alone



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 6 of 18
NRDG: Noise Reduction Design Plan

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Name: B20
Height: 15'
Length: 1,268'
Benefited Receptors: 29
Cost Per Benefitted Receptor: $16,397
Cost Effective Stand Alone

Name: B21
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

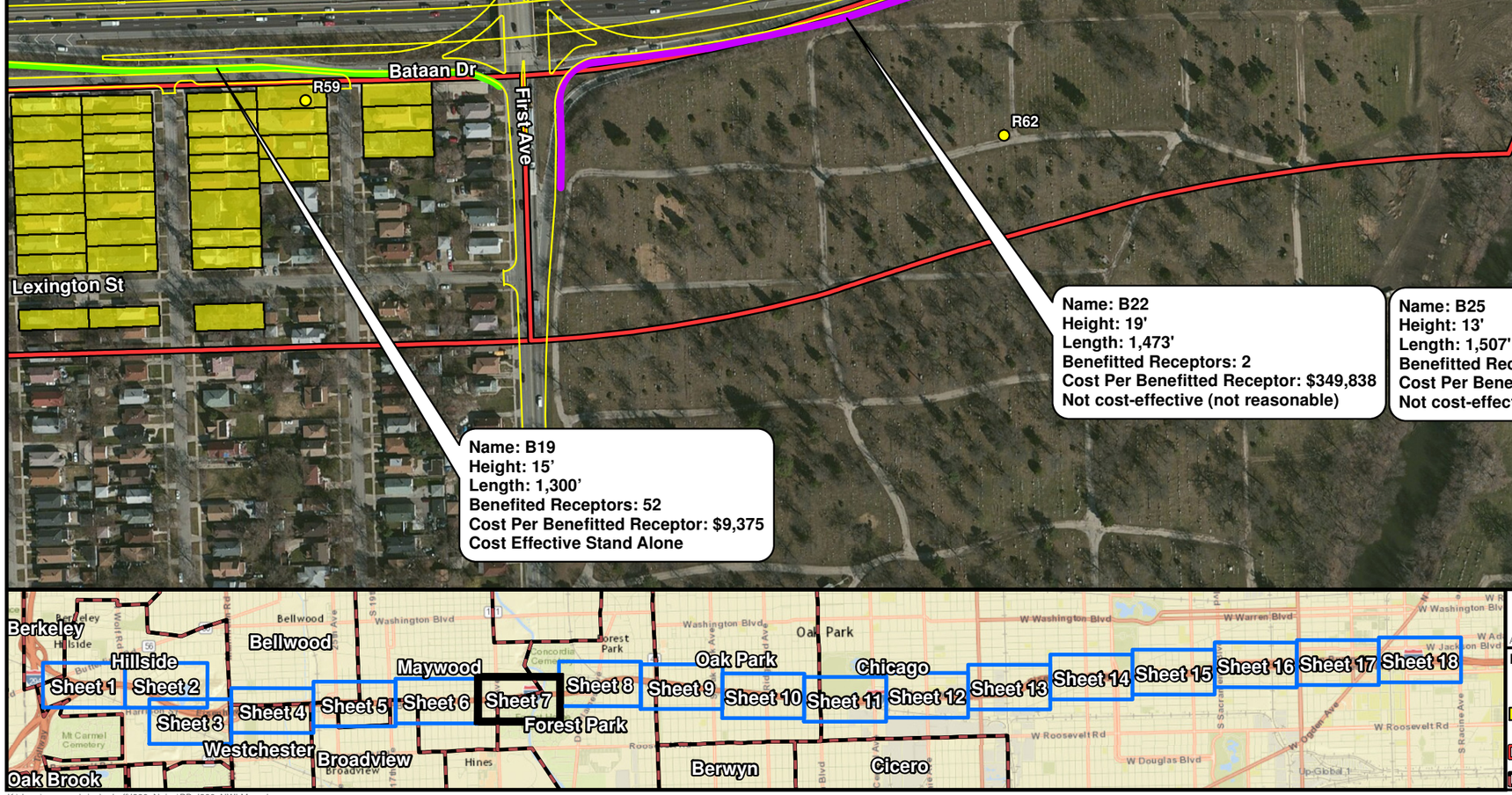
Name: B23
Height: 19'
Length: 1,001'
Benefitted Receptors: 1
Cost Per Benefitted Receptor: $475,475
Not cost-effective (not reasonable)

Name: B24
Height: 21'
Length: 1,405'
Benefitted Receptors: 6
Cost Per Benefitted Receptor: $122,938
Not cost-effective (not reasonable)

Name: B22
Height: 19'
Length: 1,473'
Benefitted Receptors: 2
Cost Per Benefitted Receptor: $349,838
Not cost-effective (not reasonable)

Name: B25
Height: 13'
Length: 1,507'
Benefitted Receptors: 2
Cost Per Benefitted Receptor: $244,888
Not cost-effective (not reasonable)

Name: B19
Height: 15'
Length: 1,300'
Benefited Receptors: 52
Cost Per Benefitted Receptor: $9,375
Cost Effective Stand Alone



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 7 of 18
NRDG: Noise Reduction Design Plan

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Name: B24
Height: 21'
Length: 1,405'
Benefitted Receptors: 6
Cost Per Benefitted Receptor: $122,938
Not cost-effective (not reasonable)

Name: B27
Height: 13'
Length: 1,181'
Benefitted Receptors: 16
Cost Per Benefitted Receptor: $23,989
Cost Effective Stand Alone

Name: B28
Height: 17'
Length: 947'
Benefitted Receptors: 29
Cost Per Benefitted Receptor: $13,878
Cost Effective Stand Alone

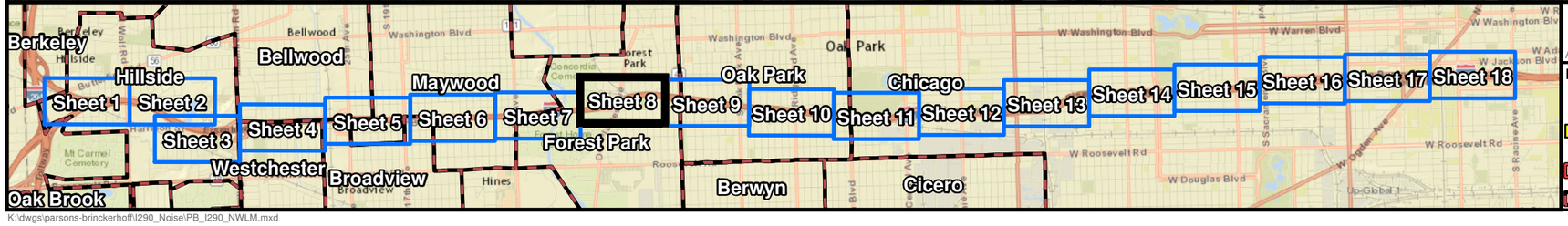
Name: B29
Not Feasible
Does Not Meet Feasibility Criterion

Name: B26
Height: 13'
Length: 1,985'
Benefitted Receptors: 9
Cost Per Benefitted Receptor: $71,681
Not cost-effective (not reasonable)

Name: B25
Height: 13'
Length: 1,507'
Benefitted Receptors: 2
Cost Per Benefitted Receptor: $244,888
Not cost-effective (not reasonable)

Jackson Blvd
Van Buren
Des Plaines Ave
Lehmer Ave
Eisenhower Expwy
290
Harrison St
York St
Lathrop Ave
Ferdinand Ave
Beloit Ave
Hannah Ave
Circle Ave
Lexington St

R65 R66 R67 R68 R69 R70 R71 R72 R73 R74



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 8 of 18
NRDG: Noise Reduction Design Plan

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Name: B28
Height: 17'
Length: 947'
Benefitted Receptors: 29
Cost Per Benefitted Receptor: $13,878
Cost Effective Stand Alone

Name: B31
Height: 15'
Length: 1,456'
Benefitted Receptors: 24
Cost Per Benefitted Receptor: $22,750
Cost Effective Stand Alone

Name: B32
Height: 15'
Length: 1,237'
Benefitted Receptors: 78
Cost Per Benefitted Receptor: $5,947
Cost Effective Stand Alone

Name: B34
Height: 17'
Length: 1,303'
Benefitted Receptors: 114
Cost Per Benefitted Receptor: $4,858
Cost Effective Stand Alone

Name: B29
Not Feasible
Does Not Meet Feasibility Criterion

Name: B30
Height: 15'
Length: 1,008'
Benefitted Receptors: 23
Cost Per Benefitted Receptor: $16,435
Cost Effective Stand Alone

Name: B33
Height: 15'
Length: 1,224'
Benefitted Receptors: 81
Cost Per Benefitted Receptor: $5,810
Cost Effective Stand Alone

Name: B35
Height: 13'
Length: 1,305'
Benefitted Receptors: 90
Cost Per Benefitted Receptor: $4,713
Cost Effective Stand Alone

Lehmer Ave
Harrison St
Eisenhower Expwy
290
43
Maple Ave
Harlem Ave
Home Ave
Clinton Ave
Jackson Blvd
Kenilworth
Euclid Ave
Oak Park Ave
Grove Ave
Garfield St
Lexington St
Marengo Ave
Elgin Ave
Wenonah
R75
R76
R76A
R77
R78
R79
R79A
R80
R81
R82
R83
R84
R85
R86
R87
R88
R89
R90
R91

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 9 of 18
NRDG: Noise Reduction Design Plan

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Name: B34
Height: 17'
Length: 1,303'
Benefitted Receptors: 114
Cost Per Benefitted Receptor: $4,858
Cost Effective Stand Alone

Name: B36
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

Name: B40
Height: 17'
Length: 1,303'
Benefitted Receptors: 156
Cost Per Benefitted Receptor: $3,550
Cost Effective Stand Alone

Name: B38
Height: 13'
Length: 1,302'
Benefitted Receptors: 31
Cost Per Benefitted Receptor: $13,650
Cost Effective Stand Alone

Name: B35
Height: 13'
Length: 1,305'
Benefitted Receptors: 90
Cost Per Benefitted Receptor: $4,713
Cost Effective Stand Alone

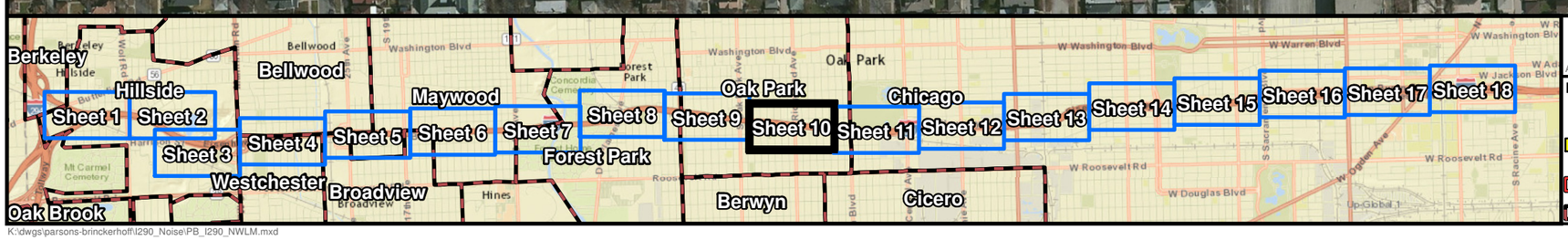
Name: B37
Height: 15'
Length: 1,312'
Benefitted Receptors: 40
Cost Per Benefitted Receptor: $12,300
Cost Effective Stand Alone

Name: B39
Height: 17'
Length: 1,302'
Benefitted Receptors: 42
Cost Per Benefitted Receptor: $25,152
Cost Effective Stand Alone

Name: B41
Height: 17'
Length: 1,278'
Benefitted Receptors: 82
Cost Per Benefitted Receptor: $6,624
Cost Effective Stand Alone

R95 R94 R98 R100 R101 R102 R103 R104 R105 R107 R108 R109 R110 R112 R113 R114 R115 R116 R118 R120 R121 R119 R92 R93 R96A R96 R99 R97 R111 R117

Elmwood Ave
Ridgeland Ave
Van Buren
Cuyler Ave
Highland Ave
Scoville Ave
Gunderson Ave
Harrison St
East Ave
290
Eisenhower Expwy
Flournoy St
Lombard Ave
Garfield St
Harvey Ave
Wesley Ave
Clarence Ave
Harvard St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
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Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 10 of 18
NRDG: Noise Reduction Design Plan

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Name: B40
Height: 17'
Length: 1,303'
Benefitted Receptors: 156
Cost Per Benefitted Receptor: $3,550
Cost Effective Stand Alone

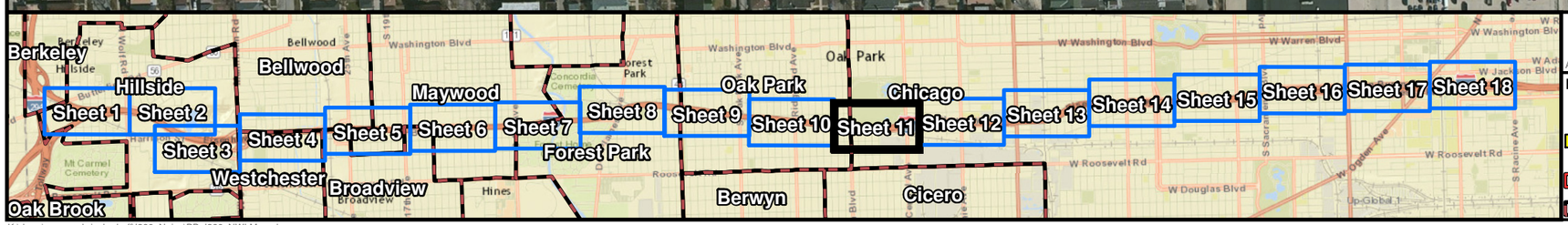
Name: B43
Height: 11'
Length: 2,631'
Benefitted Receptors: 6
Cost Per Benefitted Receptor: $120,588
Not cost-effective (not reasonable)

Name: B41
Height: 17'
Length: 1,278'
Benefitted Receptors: 82
Cost Per Benefitted Receptor: $6,624
Cost Effective Stand Alone

Name: B42
Height: 15'
Length: 1,650'
Benefitted Receptors: 118
Cost Per Benefitted Receptor: $5,244
Cost Effective Stand Alone

Name: B44
Height: 15'
Length: 3,254'
Benefitted Receptors: 310
Cost Per Benefitted Receptor: $3,936
Cost Effective Stand Alone

Lyman Ave
Humphrey Ave
Austin Blvd
Eisenhower Expwy
290
Garfield St
Railroad Ave
Harvard St
Monitor Ave
Congress Pkwy
Harrison St
Flournoy St
Taylor St
Central Ave
R122
R123
R124
R125
R126
R127
R127A
R127B
R128



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 11 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NWLM.mxd

Name: B44
Height: 15'
Length: 3,254'
Benefitted Receptors: 310
Cost Per Benefitted Receptor: $3,936
Cost Effective Stand Alone

Name: B46
Height: 15'
Length: 1,470'
Benefitted Receptors: 78
Cost Per Benefitted Receptor: $7,067
Cost Effective Stand Alone

Name: B47
Not Feasible
Does Not Meet Feasibility Criterion

Name: B45
Height: 13'
Length: 1,765'
Benefitted Receptors: 47
Cost Per Benefitted Receptor: $12,205
Cost Effective Stand Alone

Name: B48
Height: 15'
Length: 1,067'
Benefitted Receptors: 30
Cost Per Benefitted Receptor: $13,338
Cost Effective Stand Alone

Lockwood Ave
Congress Pkwy
Lotus Ave
R129A
R130
R131
R132
R133
R136
R137
R138
R139
R141
R142
R143A
R145
R144
Harrison St
R129
R143
Flournoy St
Eisenhower Expwy
290
Lexington St
R134
R140
R146
Laramie Ave

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Hines
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

N
W E
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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 12 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NWLM.mxd

Name: B47
Not Feasible
Does Not Meet Feasibility Criterion

Name: B48
Height: 15'
Length: 1,067'
Benefitted Receptors: 30
Cost Per Benefitted Receptor: $13,338
Cost Effective Stand Alone

Name: B49
Height: 17'
Length: 1,429'
Benefitted Receptors: 26
Cost Per Benefitted Receptor: $23,359
Cost Effective Stand Alone

Name: B50
Not Feasible
Does Not Meet Feasibility Criterion

Name: B51
Height: 15'
Length: 1,464'
Benefitted Receptors: 36
Cost Per Benefitted Receptor: $15,250
Cost Effective Stand Alone

Name: B52
Height: 13'
Length: 1,455'
Benefitted Receptors: 166
Cost Per Benefitted Receptor: $2,849
Cost Effective Stand Alone

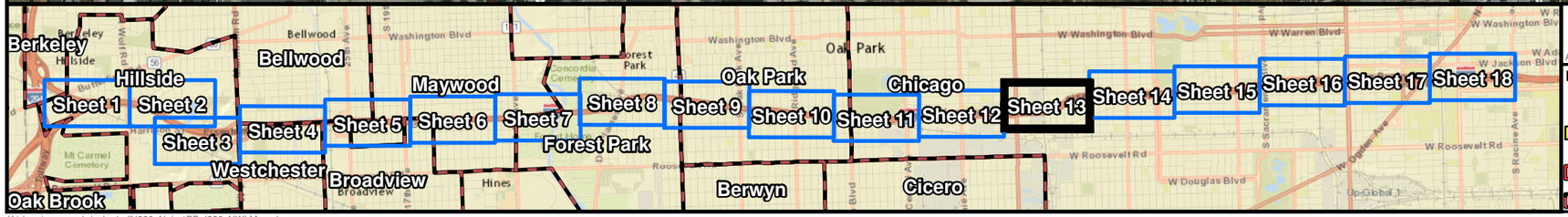
Name: B53
Height: 15'
Length: 667'
Benefitted Receptors: 20
Cost Per Benefitted Receptor: $12,506
Cost Effective Stand Alone

Name: B54
Height: 15'
Length: 710'
Benefitted Receptors: 18
Cost Per Benefitted Receptor: $14,792
Cost Effective Stand Alone

R147 R150 R154 R155 R151 R149 R148 R152 R153 R157 R158 R160 R161 R159 R162 R156 R163 R164 R166 R165 R167

50 290

Cicero Ave
Kilpatrick Ave
Van Buren
Kolmar Ave
Kostner Ave
Kildare Ave
Harrison St
Congress Pkwy
Flournoy St
Eisenhower Expwy
Lexington St
Polk St
5th Ave
Arthington St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 13 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NWLM.mxd

Name: B55
Height: 17'
Length: 629'
Benefitted Receptors: 28
Cost Per Benefitted Receptor: $9,547
Cost Effective Stand Alone

Name: B58
Height: 17'
Length: 1,302'
Benefitted Receptors: 94
Cost Per Benefitted Receptor: $5,887
Cost Effective Stand Alone

Name: B59
Height: 17'
Length: 1,509'
Benefitted Receptors: 196
Cost Per Benefitted Receptor: $3,272
Cost Effective Stand Alone

Name: B62
Height: 15'
Length: 1,248'
Benefitted Receptors: 116
Cost Per Benefitted Receptor: $4,034
Cost Effective Stand Alone

Name: B61
Height: 17'
Length: 1,150'
Benefitted Receptors: 43
Cost Per Benefitted Receptor: $11,366
Cost Effective Stand Alone

Name: B60
Height: 17'
Length: 1,353'
Benefitted Receptors: 43
Cost Per Benefitted Receptor: $13,373
Cost Effective Stand Alone

Name: B56
Height: 9'
Length: 635'
Benefitted Receptors: 6
Cost Per Benefitted Receptor: $23,813
Cost Effective Stand Alone

Name: B57
Height: 17'
Length: 1,296'
Benefitted Receptors: 67
Cost Per Benefitted Receptor: $8,221
Cost Effective Stand Alone

Gladys Ave
Springfield Ave
Eisenhower Expwy
Congress Pkwy
Keeler Ave
Pulaski Rd
Garfield St
Harrison St
Millard Ave
Lexington St
Lawndale Ave
5th Ave
Polk St
290

R168 R169 R170 R171 R172 R173 R174 R175 R176 R177 R178 R179 R180 R181 R182 R183 R184 R185 R186 R187 R188 R189 R190 R191 R192 R193 R194

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Forest Park
Chicago
Westchester
Broadview
Hines
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 14 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_NWLM.mxd

Name: B62
Height: 15'
Length: 1,248'
Benefitted Receptors: 116
Cost Per Benefitted Receptor: $4,034
Cost Effective Stand Alone

Name: B63
Height: 9'
Length: 1,271'
Benefitted Receptors: 38
Cost Per Benefitted Receptor: $7,526
Cost Effective Stand Alone

Name: B65
Height: 15'
Length: 1,211'
Benefitted Receptors: 44
Cost Per Benefitted Receptor: $10,321
Cost Effective Stand Alone

Name: B67
Height: 17'
Length: 1,182'
Benefitted Receptors: 96
Cost Per Benefitted Receptor: $5,233
Cost Effective Stand Alone

Name: B68
Height: 13'
Length: 1,265'
Benefitted Receptors: 88
Cost Per Benefitted Receptor: $4,672
Cost Effective Stand Alone

Name: B61
Height: 17'
Length: 1,150'
Benefitted Receptors: 43
Cost Per Benefitted Receptor: $11,366
Cost Effective Stand Alone

Name: B64
Height: 11'
Length: 1,261'
Benefitted Receptors: 35
Cost Per Benefitted Receptor: $9,908
Cost Effective Stand Alone

Name: B66
Height: 13'
Length: 1,202'
Benefitted Receptors: 22
Cost Per Benefitted Receptor: $17,757
Cost Effective Stand Alone

Jackson Blvd
Congress Pkwy
Eisenhower Expwy
290
Harrison St
Van Buren
Flournoy St
Lexington St
Central Park Ave
Spaulding Ave
Homan Ave
Kedzie Ave
Albany Ave
Whipple St

R195 R196 R197 R198 R199 R200 R201 R202 R203 R204 R205 R206 R207 R208 R209 R210 R211 R212 R213 R214 R216 R217 R218 R219

Berkeley
Hillside
Bellwood
Oak Park
Chicago
Maywood
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Hines
Mt Carmel Cemetery

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 15 of 18
NRDG: Noise Reduction Design Plan

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Name: B70
Height: 17'
Length: 1,279'
Benefitted Receptors: 7
Cost Per Benefitted Receptor: $77,654
Not cost-effective (not reasonable)

Name: B71
Height: 17'
Length: 1,350'
Benefitted Receptors: 79
Cost Per Benefitted Receptor: $7,263
Cost Effective Stand Alone

Name: B73
Height: 17'
Length: 1,283'
Benefitted Receptors: 86
Cost Per Benefitted Receptor: $6,340
Cost Effective Stand Alone

Name: B74
Height: 13'
Length: 1,369'
Benefitted Receptors: 132
Cost Per Benefitted Receptor: $3,371
Cost Effective Stand Alone

Name: B68
Height: 13'
Length: 1,265'
Benefitted Receptors: 88
Cost Per Benefitted Receptor: $4,672
Cost Effective Stand Alone

Name: B69
Height: 15'
Length: 1,312'
Benefitted Receptors: 26
Cost Per Benefitted Receptor: $18,923
Cost Effective Stand Alone

Name: B72
Height: 9'
Length: 1,357'
Benefitted Receptors: 78
Cost Per Benefitted Receptor: $3,914
Cost Effective Stand Alone

Adams St
Van Buren
Eisenhower Expwy
290
Congress Pkwy
Harrison St
Flournoy St
Sacramento Dr
California Ave
Campbell Ave

R220 R221 R222 R223 R224 R225 R226 R227 R228 R229 R230 R231 R232 R233 R234 R235 R236 R237 R238 R239 R240 R241 R241A R242 R243 R244

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Hines
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 16 of 18
NRDG: Noise Reduction Design Plan

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Name: B76
Height: 9'
Length: 589'
Benefitted Receptors: 12
Cost Per Benefitted Receptor: $11,044
Cost Effective Stand Alone

Name: B77
Height: 9'
Length: 706'
Benefitted Receptors: 30
Cost Per Benefitted Receptor: $5,295
Cost Effective Stand Alone

Name: B80
Height: 11'
Length: 1,453'
Benefitted Receptors: 77
Cost Per Benefitted Receptor: $5,189
Cost Effective Stand Alone

Name: B81
Height: 9'
Length: 1,249'
Benefitted Receptors: 75
Cost Per Benefitted Receptor: $3,747
Cost Effective Stand Alone

Name: B84
Not Feasible
Does Not Meet Feasibility Criterion

Name: B82
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

Name: B78
Not Feasible
Does Not Meet Feasibility Criterion

Name: B75
Height: 19'
Length: 591'
Benefitted Receptors: 5
Cost Per Benefitted Receptor: $56,145
Cost Effective Cumulatively

Name: B79
Height: 15'
Length: 1,382'
Benefitted Receptors: 10
Cost Per Benefitted Receptor: $51,825
Cost Effective Cumulatively

Name: B83
Height: 13'
Length: 1,916'
Benefitted Receptors: 700
Cost Per Benefitted Receptor: $890
Cost Effective Stand Alone

Adams St
Western Ave
Jackson Blvd
Van Buren
Eisenhower Expwy
290
Leavitt St
Damen Ave
Ogden Ave
Oakley Ave
Congress Pkwy
Harrison St
Flournoy St
Hoyne Ave

R246 R248 R245 R248A R251 R252 R253 R256 R259 R261 R262
R247 R249 R250 R254 R255 R257 R258 R260

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 17 of 18
NRDG: Noise Reduction Design Plan

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Name: B84
Not Feasible
Does Not Meet Feasibility Criterion

Name: B85
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

Name: B88
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible
as it does not meet the feasibility criteria.

Name: B88 Extension
Height: 21'
Length: 883'
Benefitted Receptors: 178
Cost Per Benefitted Receptor: $2,604
Cost Effective Stand Alone

Name: B86
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

Name: B83
Height: 13'
Length: 1,916'
Benefitted Receptors: 700
Cost Per Benefitted Receptor: $890
Cost Effective Stand Alone

Name: B87
Does Not Achieve NRDG,
Is Not Acoustically Reasonable

Name: B89
Height: 13'
Length: 1,457'
Benefitted Receptors: 30
Cost Per Benefitted Receptor: $15,784
Cost Effective Stand Alone

Paulina St
Adams St
Quincy St
Racine Ave
Cottage Pl
Jackson Blvd
Gladys Ave
Van Buren
Eisenhower Expwy
Ashland Ave
Congress Pkwy
Loomis St
Harrison St
Wood St
Flournoy St
Ada St

R263 R264 R265 R266 R267 R268 R269 R270 R271 R272 R273 R273A R274 R275 R276 R277 R278 R279

290

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Benefitted by Noise Wall
- Common Noise Environment
- Municipal Boundary
- Existing Noise Barrier
- Cost Effective Noise Barrier
- Barrier Studied, Not Reasonable and Feasible
- Proposed Edge of Pavement

Huff & Huff, Inc.

Figure 2
Analyzed Noise Wall Location Map
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 18 of 18
NRDG: Noise Reduction Design Plan

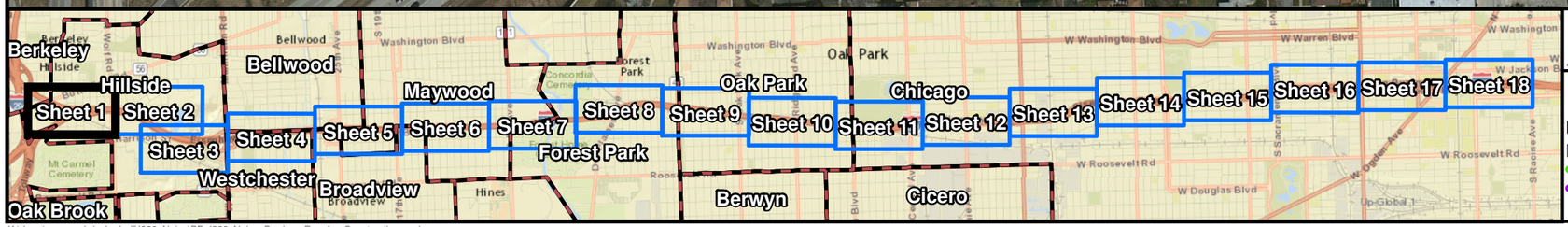
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Name: B1
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

Name: B2
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not acoustically reasonable,
as it does not meet the NRDG.

Name: B3
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

N Of Arthur
Herbert Ave
Taft Ave
East End Ave
Irving Ave
56
290
IL56/Butterfield Rd
Atwood Ave
Adams St
Jackson Blvd
Eisenhower Expwy
Darmstadt Rd
Elm St
Laverne Ave
Wolf Rd
Ronald Reagan Memorial Hwy
88
Van Buren
Ashbel Ave
Howard Ave
Hillside Ave
R1
R2
R3
R4
R5
R6
R7



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

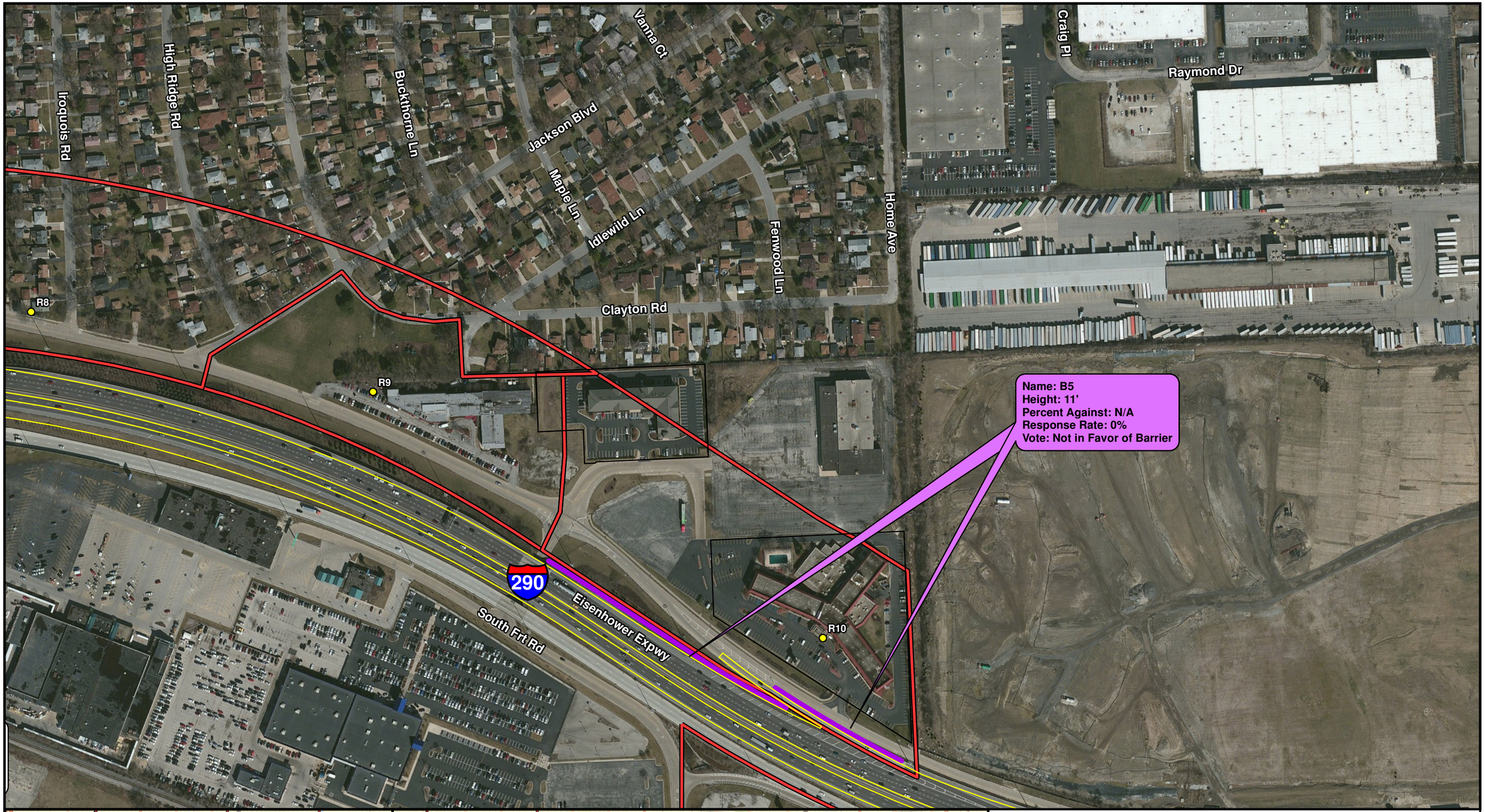
Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

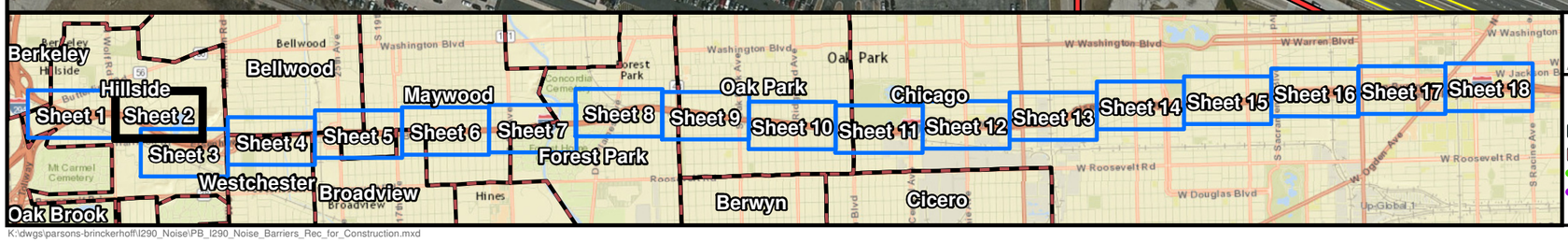
* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers
Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 1 of 18
NRDG: Noise Reduction Design Plan

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0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 2 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

South Frt Rd

R11

Harrison St

R13

R12

290

Eisenhower Expwy

12
20
45

Oak Ridge Ave

Oak Ave

Railroad Ave

R14

Mannheim Rd

Name: B6
Existing barrier to remain in place or
be replaced by barrier with the same noise attenuation line.
Additional height added to barrier is not feasible,
as it does not meet the feasibility criterion.

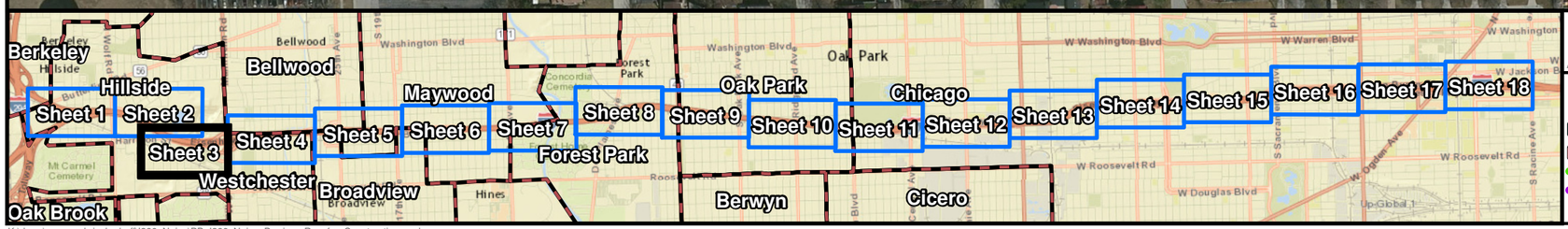
Fencl Ln

Maple Ave

Home Ave

Orchard Ave

Division St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers
Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 3 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Name: B9 Ext
Height: 15'
Percent in Favor: 88%
Response Rate: 44%
Vote: In Favor of Barrier

Name: B10 Ext
Height: 15'
Percent in Favor: 100%
Response Rate: 33%
Vote: In Favor of Barrier

Van Buren
Harrison St
Eisenhower Expwy
290
Wedgwood Dr
Kitchener St
Gladstone St
Congress Pkwy
Bellwood Ave
Marshall Ave
Bohland Ave
Linden Ave
Rice Ave
Eastern Ave
30th Ave
32nd Ave
31st St
Cernan Dr
Newcastle Ave
Suffolk Ave
Norfolk Ave
Balmoral Ave
Westchester Blvd
Hull Ave
Portsmouth Ave
Gardner Rd
Worchester Ave
Cromwell
Manchester Ave
Bristol Ave

R15 R16 R17 R18 R19 R20 R21 R22 R23 R24 R25 R26 R27 R28 R29 R30 R31

Berkeley
Bellwood
Hillside
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 4 of 18
NRDG: Noise Reduction Design Plan

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Name: B14
Height: 13'
Percent in Favor: 85%
Response Rate: 34%
Vote: In Favor of Barrier

Name: B15
Height: 13'
Percent in Favor: 70%
Response Rate: 26%
Vote: In Favor of Barrier

Name: B13
Height: 13'
Percent in Favor: 76%
Response Rate: 34%
Vote: In Favor of Barrier

Name: B16
Height: 15'
Percent in Favor: 91%
Response Rate: 28%
Vote: In Favor of Barrier

24th Ave
Van Buren
Congress Pkwy
R36
R34
R32
R37
R39
R41
18th Ave
Harrison St
290
Eisenhower Expwy
17th Ave
Bataan Dr
R38
R40
22nd Ave
21st Ave
20th Ave
19th Ave
18th St
Indian Joe Dr
25th Ave
York St
R33
R35
R38A
Lexington St
Beach Avenue
23rd Ave

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Hines
Mt Carmel Cemetery

Sheet 1 | Sheet 2 | Sheet 3 | Sheet 4 | Sheet 5 | Sheet 6 | Sheet 7 | Sheet 8 | Sheet 9 | Sheet 10 | Sheet 11 | Sheet 12 | Sheet 13 | Sheet 14 | Sheet 15 | Sheet 16 | Sheet 17 | Sheet 18

0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 5 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Name: B15
Height: 13'
Percent in Favor: 70%
Response Rate: 26%
Vote: In Favor of Barrier

Name: B18
Height: 15'
Percent in Favor: 50%
Response Rate: 23%
Vote: Not In Favor of Barrier

Name: B20
Height: 15'
Percent in Favor: 50%
Response Rate: 14%
Vote: Not In Favor of Barrier

Name: B16
Height: 15'
Percent in Favor: 91%
Response Rate: 28%
Vote: In Favor of Barrier

Name: B17
Height: 15'
Percent in Favor: 85%
Response Rate: 53%
Vote: In Favor of Barrier

Name: B19
Height: 15'
Percent in Favor: 78%
Response Rate: 18%
Vote: In Favor of Barrier

16th Ave
15th Ave
14th Ave
13th Ave
12th Ave
11th Ave
10th Ave
9th Ave
8th Ave
7th Ave
6th Ave
5th Ave
4th Ave
Van Buren
Harrison St
Eisenhower Expwy
Bataan Dr
Congress Pkwy
Lexington St
290

R42
R43
R44
R45
R46
R47
R48
R49
R50
R51
R52
R52A
R53
R54
R55
R56
R57

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Hines
Berwyn
Cicero
Oak Brook

Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
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Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

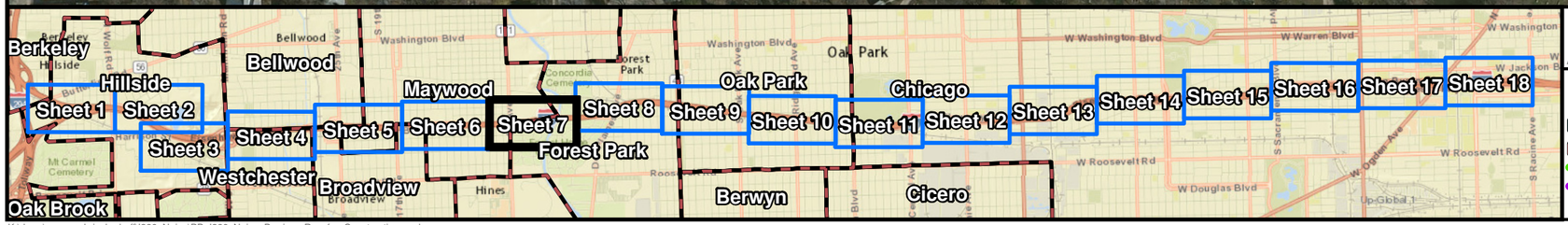
Figure 3 - Noise Barriers
Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 6 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Name: B20
Height: 15'
Percent in Favor: 50%
Response Rate: 14%
Vote: Not In Favor of Barrier

Name: B19
Height: 15'
Percent in Favor: 78%
Response Rate: 18%
Vote: In Favor of Barrier

Quincy St
2nd Ave
3rd Ave
Van Buren
171
Maybrook Square
R63
R64
R60
R61
R58
Harrison St
290
Eisenhower Expwy
Bataan Dr
R59
R62
First Ave



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

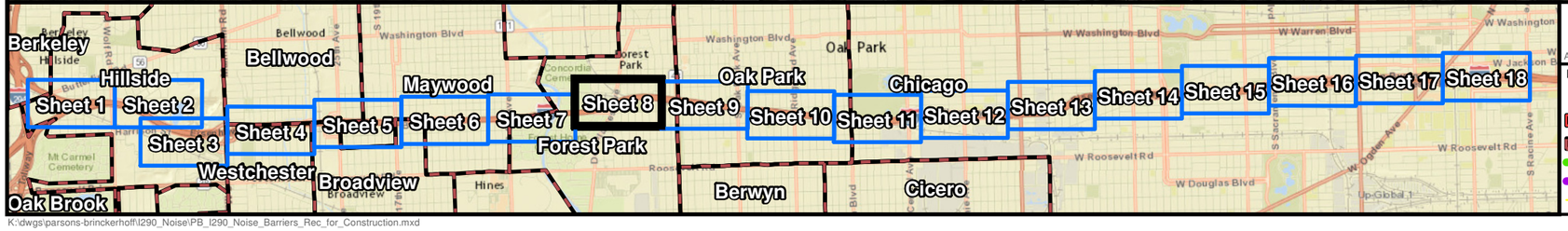
Figure 3 - Noise Barriers
Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 7 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Name: B27
Height: 13'
Percent in Favor: 100%
Response Rate: 63%
Vote: In Favor of Barrier

Name: B28
Height: 17'
Percent in Favor: 100%
Response Rate: 38%
Vote: In Favor of Barrier

Jackson Blvd
Ferdinand Ave
Lehmer Ave
Van Buren
Eisenhower Expwy
290
R65
R66
R67
R68
R69
R70
R71
R72
R73
R74
Harrison St
Des Plaines Ave
Dunlop Ave
York St
Lathrop Ave
Beloit Ave
Thomas Ave
Hannah Ave
Circle Ave
Lexington St



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

N W E S

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 8 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Name: B28
Height: 17'
Percent in Favor: 100%
Response Rate: 38%
Vote: In Favor of Barrier

Name: B31
Height: 15'
Percent in Favor: 69%
Response Rate: 62%
Vote: In Favor of Barrier

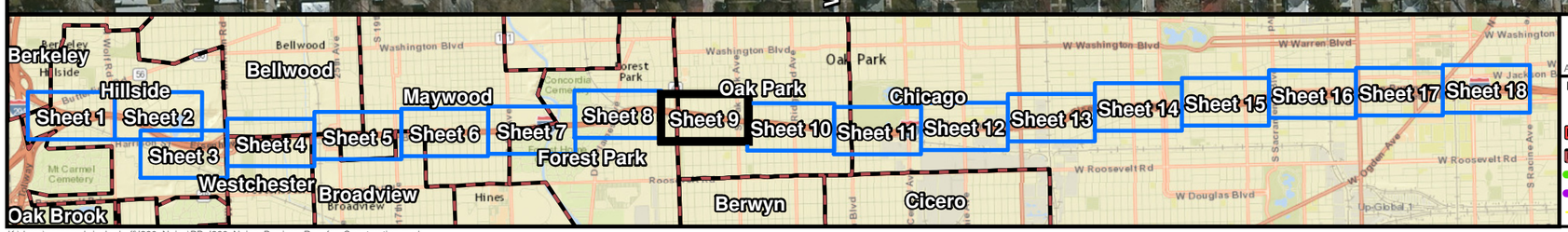
Name: B32
Height: 15'
Percent Against: 54%
Response Rate: 50%
Vote: Not in Favor of Barrier

Name: B34
Height: 17'
Percent Against: 76%
Response Rate: 40%
Vote: Not in Favor of Barrier

Name: B30
Height: 15'
Percent Against: 52%
Response Rate: 48%
Vote: Not in Favor of Barrier

Name: B33
Height: 15'
Percent in Favor: 59%
Response Rate: 43%
Vote: In Favor of Barrier

Name: B35
Height: 13'
Percent Against: 65%
Response Rate: 51%
Vote: Not in Favor of Barrier



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

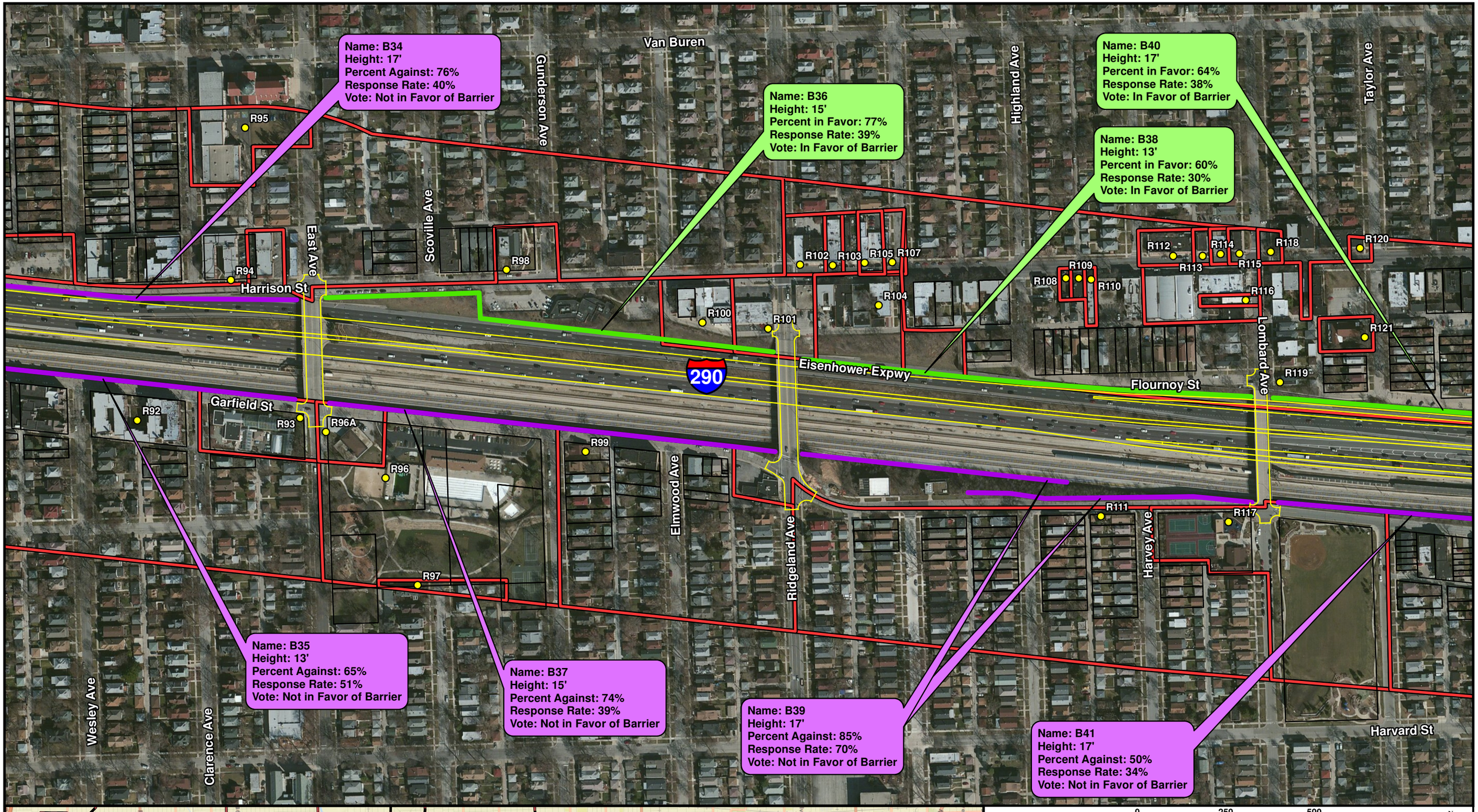
Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

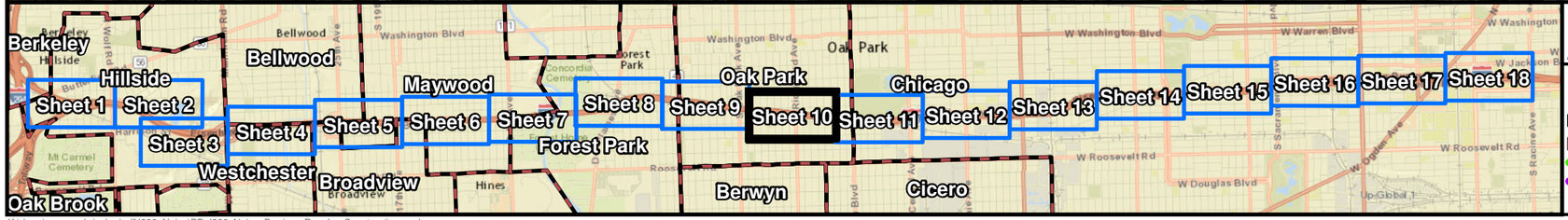
* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 9 of 18
NRDG: Noise Reduction Design Plan

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Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 10 of 18
NRDG: Noise Reduction Design Plan

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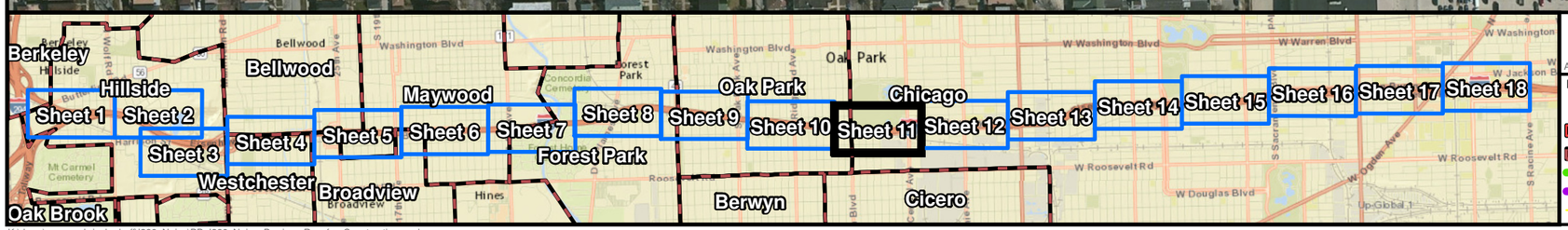
Name: B40
Height: 17'
Percent in Favor: 64%
Response Rate: 38%
Vote: In Favor of Barrier

Name: B44
Height: 15'
Percent in Favor: 79%
Response Rate: 16%
Vote: In Favor of Barrier

Name: B41
Height: 17'
Percent Against: 50%
Response Rate: 34%
Vote: Not in Favor of Barrier

Name: B42
Height: 15'
Percent in Favor: 86%
Response Rate: 38%
Vote: In Favor of Barrier

Lyman Ave
Humphrey Ave
Harrison St
R123
Austin Blvd
Eisenhower Expwy
290
R126
Congress Pkwy
R128
R127B
R127A
R127
Flournoy St
Garfield St
R122
R124
R125
Mason Ave
Railroad Ave
Mayfield Ave
Arthington St
Harvard St
Monitor Ave
Menard Ave
Taylor St
Central Ave



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 11 of 18
NRDG: Noise Reduction Design Plan

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Name: B44
Height: 15'
Percent in Favor: 79%
Response Rate: 16%
Vote: In Favor of Barrier

Name: B46
Height: 15'
Percent in Favor: 100%
Response Rate: 100%
Vote: In Favor of Barrier

Name: B44
Height: 15'
Percent in Favor: 79%
Response Rate: 16%
Vote: In Favor of Barrier

Name: B45
Height: 13'
Percent in Favor: 84%
Response Rate: 18%
Vote: In Favor of Barrier

Name: B48
Height: 15'
Percent Against: 65%
Response Rate: 30%
Vote: Not in Favor of Barrier

Congress Pkwy
Lotus Ave
Lockwood Ave
Leamington Ave
Lavergne Ave
Harrison St
Flournoy St
Eisenhower Expwy
290
Lexington St
Polk St
Laramie Ave
Arthington St

R129
R129A
R130
R131
R132
R133
R134
R136
R137
R138
R139
R140
R141
R142
R143
R143A
R144
R145
R146

Berkeley
Hillside
Bellwood
Oak Park
Chicago
Maywood
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

Sheet 1
Sheet 2
Sheet 3
Sheet 4
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Sheet 16
Sheet 17
Sheet 18

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Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

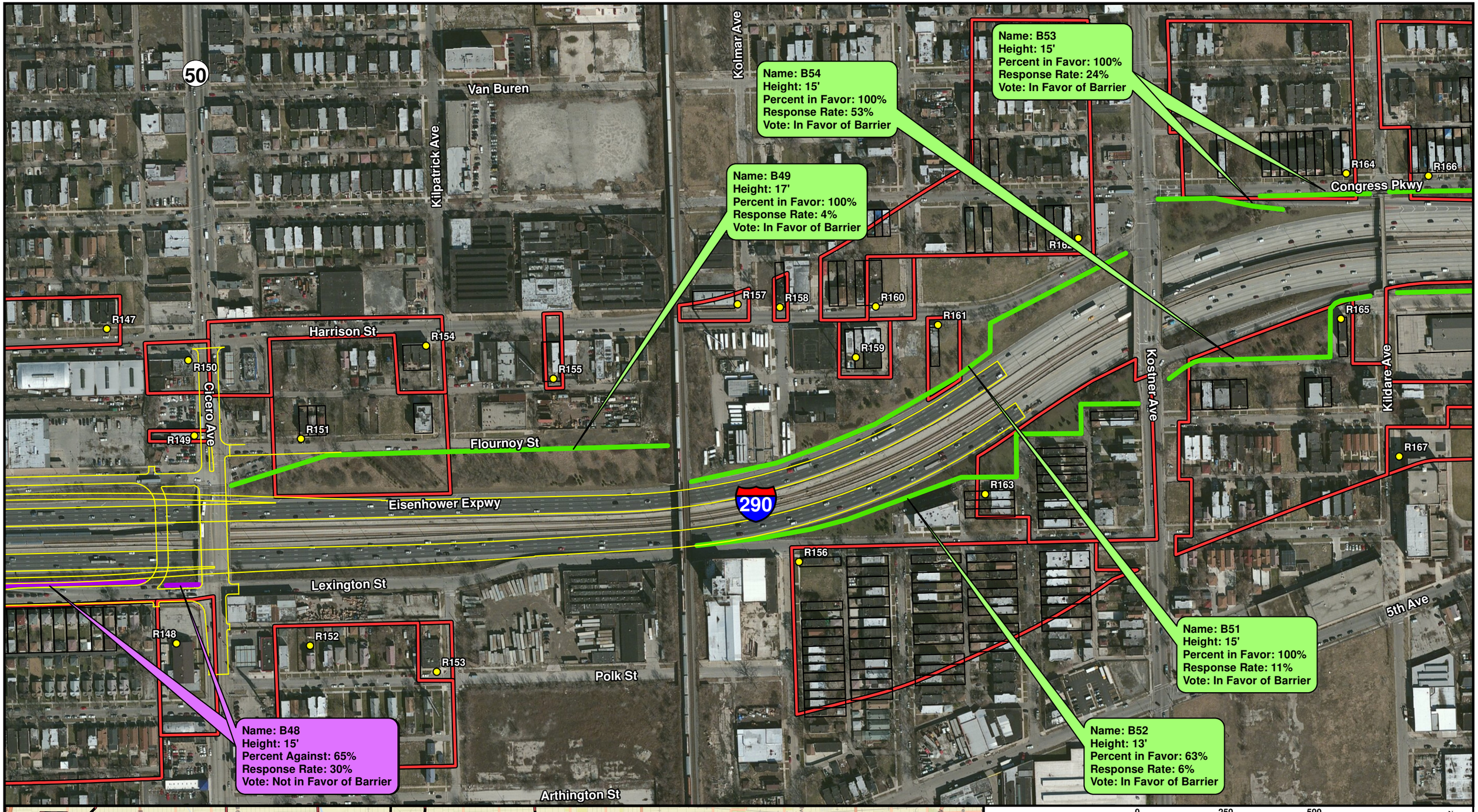
Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

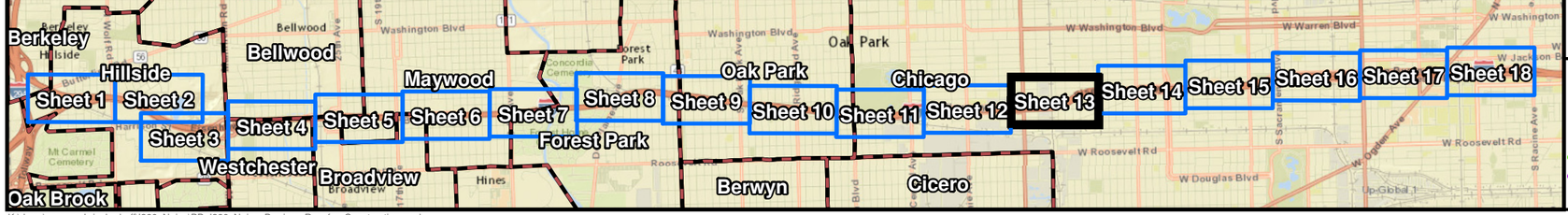
* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 12 of 18
NRDG: Noise Reduction Design Plan

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0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers
Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 13 of 18
NRDG: Noise Reduction Design Plan

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Name: B55
Height: 17'
Percent in Favor: 74%
Response Rate: 26%
Vote: In Favor of Barrier

Name: B58
Height: 17'
Percent Against: 51%
Response Rate: 23%
Vote: Not in Favor of Barrier

Name: B59
Height: 17'
Percent in Favor: 62%
Response Rate: 19%
Vote: In Favor of Barrier

Name: B62
Height: 15'
Percent in Favor: 90%
Response Rate: 17%
Vote: In Favor of Barrier

Name: B61
Height: 17'
Percent in Favor: 94%
Response Rate: 26%
Vote: In Favor of Barrier

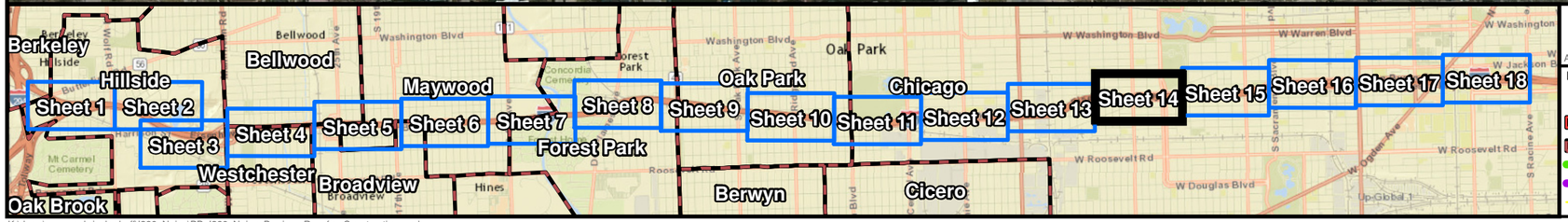
Name: B60
Height: 17'
Percent in Favor: 86%
Response Rate: 8%
Vote: In Favor of Barrier

Name: B56
Height: 9'
Percent in Favor: 74%
Response Rate: 61%
Vote: In Favor of Barrier

Name: B57
Height: 17'
Percent Against: 75%
Response Rate: 25%
Vote: Not in Favor of Barrier

Karlov Ave
Springfield Ave
Gladys Ave
Pulaski Rd
Van Buren
Congress Pkwy
Eisenhower Expwy
290
Keeler Ave
Hamlin Ave
Millard Ave
Harrison St
Garfield St
Kedvale Ave
Flournoy St
Lexington St
Tripp Ave
5th Ave
Lawndale Ave
Polk St

R168 R169 R170 R171 R172 R173 R174 R175 R176 R177 R178 R179 R180 R181 R182 R183 R184 R185 R186 R187 R188 R189 R190 R191 R192 R193 R194



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 14 of 18
NRDG: Noise Reduction Design Plan

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Name: B62
Height: 15'
Percent in Favor: 90%
Response Rate: 17%
Vote: In Favor of Barrier

Name: B63
Height: 9'
Percent in Favor: 71%
Response Rate: 36%
Vote: In Favor of Barrier

Name: B65
Height: 15'
Percent in Favor: 100%
Response Rate: 32%
Vote: In Favor of Barrier

Name: B67
Height: 17'
Percent in Favor: 90%
Response Rate: 37%
Vote: In Favor of Barrier

Name: B61
Height: 17'
Percent in Favor: 94%
Response Rate: 26%
Vote: In Favor of Barrier

Name: B64
Height: 11'
Percent in Favor: 100%
Response Rate: 17%
Vote: In Favor of Barrier

Name: B68
Height: 13'
Percent in Favor: 83%
Response Rate: 6%
Vote: In Favor of Barrier

Name: B66
Height: 13'
Percent Against: 69%
Response Rate: 31%
Vote: Not in Favor of Barrier

Jackson Blvd
Congress Pkwy
Eisenhower Expwy
290
Harrison St
Flournoy St
Lexington St
Van Buren
Central Park Ave
Homan Ave
Spaulding Ave
Kedzie Ave
Whipple St
St Louis Ave
Albany Ave

R195 R196 R197 R198 R199 R200 R201 R202 R203 R204 R205 R206 R207 R208 R209 R210 R211 R212 R213 R214 R216 R217 R218 R219

Berkeley
Bellwood
Hillside
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 15 of 18
NRDG: Noise Reduction Design Plan

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Name: B71
Height: 17'
Percent in Favor: 83%
Response Rate: 24%
Vote: In Favor of Barrier

Name: B73
Height: 17'
Percent in Favor: 100%
Response Rate: 4%
Vote: In Favor of Barrier

Name: B74
Height: 13'
Percent in Favor: 73%
Response Rate: 32%
Vote: In Favor of Barrier

Name: B68
Height: 13'
Percent in Favor: 83%
Response Rate: 6%
Vote: In Favor of Barrier

Name: B69
Height: 15'
Percent in Favor: 75%
Response Rate: 9%
Vote: In Favor of Barrier

Name: B72
Height: 9'
Percent in Favor: 74%
Response Rate: 40%
Vote: In Favor of Barrier

Adams St
Jackson Blvd
Richmond St
Francisco Ave
Mozart St
Van Buren
Gladys Ave
Eisenhower Expwy
290
Sacramento Dr
California Ave
Congress Pkwy
Harrison St
Washtenaw Ave
Campbell Ave
Flournoy St

R220 R221 R222 R223 R224 R225 R226 R227 R228 R229 R230 R231 R232 R233 R234 R235 R236 R237 R238 R239 R240 R241 R241A R242 R243 R244

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 16 of 18
NRDG: Noise Reduction Design Plan

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Name: B76
Height: 9'
Percent in Favor: 86%
Response Rate: 8%
Vote: In Favor of Barrier

Name: B77
Height: 9'
Percent Against: N/A
Response Rate: 0%
Vote: Not in Favor of Barrier

Name: B80
Height: 11'
Percent in Favor: 77%
Response Rate: 19%
Vote: In Favor of Barrier

Name: B81
Height: 9'
Percent in Favor: 100%
Response Rate: 100%
Vote: In Favor of Barrier

Name: B75
Height: 19'
Percent in Favor: 100%
Response Rate: 31%
Vote: In Favor of Barrier

Name: B79
Height: 15'
Percent Against: N/A
Response Rate: 0%
Vote: Not in Favor of Barrier

Name: B83
Height: 13'
Percent in Favor: 100%
Response Rate: 57%
Vote: In Favor of Barrier

Adams St
Western Ave
Wood St
Van Buren
Eisenhower Expwy
290
Oakley Ave
Leavitt St
Damen Ave
Ogden Ave
Congress Pkwy
Wolcott Ave
Harrison St
Hoyne Ave
Flournoy St
Campbell Park

R246 R248 R245 R248A R251 R252 R253 R256 R259 R261 R262 R247 R249 R250 R254 R255 R257 R258 R260

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook

Sheet 1 Sheet 2 Sheet 3 Sheet 4 Sheet 5 Sheet 6 Sheet 7 Sheet 8 Sheet 9 Sheet 10 Sheet 11 Sheet 12 Sheet 13 Sheet 14 Sheet 15 Sheet 16 Sheet 17 Sheet 18

0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

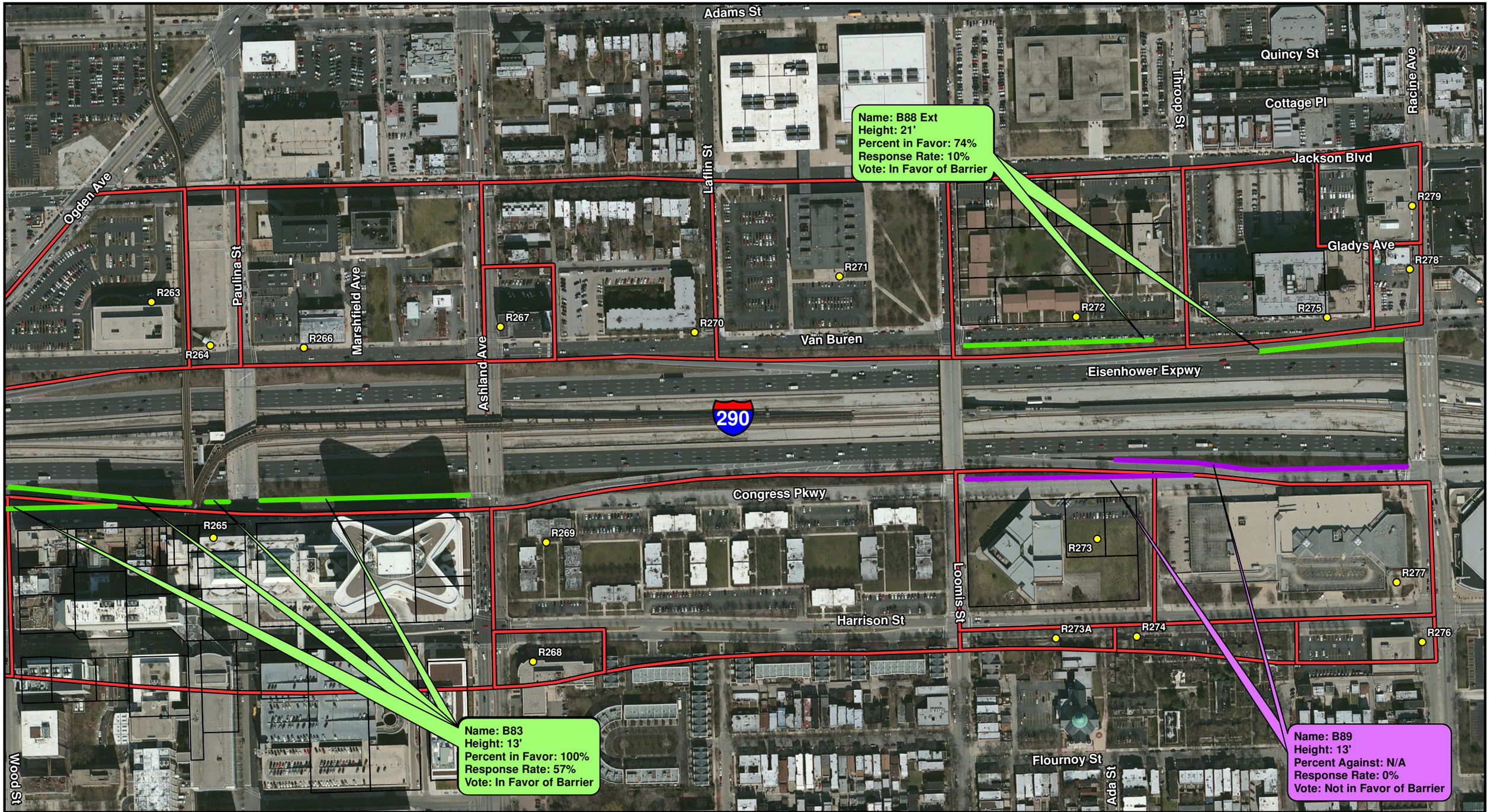
Legend
- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

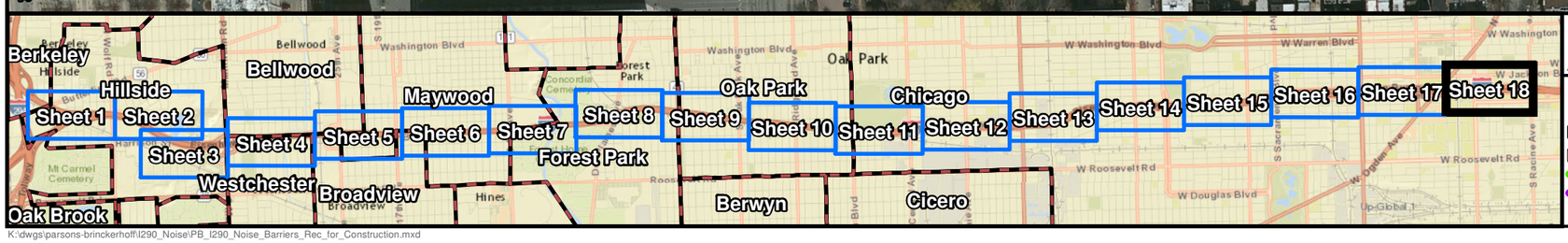
* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 17 of 18
NRDG: Noise Reduction Design Plan

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0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Noise Receptor
- Common Noise Environment
- Municipal Boundary
- Noise Barrier Likely to be Implemented
- Noise Barrier Not Likely to be Implemented
- Proposed Edge of Pavement

* Callout Colored to Match Trending Results of Vote

Huff & Huff, Inc.

Figure 3 - Noise Barriers Recommended for Construction
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 18 of 18
NRDG: Noise Reduction Design Plan

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Noise_Barriers_Rec_for_Construction.mxd

Appendix B

[DATE]

Tonita LeShore
Director
Community Development and Human Resources
Village of Bellwood
3200 Washington Boulevard
Bellwood, IL 60104

Re: Traffic Noise Information for Undeveloped Lands
Eisenhower Expressway (I-290) Reconstruction

The Illinois Department of Transportation is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to the Eisenhower Expressway (I-290) in Cook County, IL. The proposed improvements include reconstruction of the expressway from I-88 to Cicero Avenue/IL Route 50, as well as roadway restriping from Cicero Avenue/IL Route 50 to Racine Avenue.

As part of the Phase I Environmental Study for this proposed project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes land that may be planned for future development in a comprehensive land use plan.

This letter includes an exhibit showing the predicted design year (2040) build traffic noise levels for the undeveloped lands along the project corridor within your jurisdiction. This information is for your use in planning and permitting future development. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

The figure shows currently vacant/future development areas in red, and also shows the distance from the center of the nearest outside I-290 mainline travel lane (based on the proposed improvement) to both the 66- and 71-dB(A) noise level contours.

- A 66-dB(A) noise contour represents noise levels that would be a noise impact for residential areas, schools, places of worship, medical offices, recreational areas, and institutional uses.
- A 71-dB(A) noise contour represents noise levels that would be a noise impact for hotels, restaurants, and offices.

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:

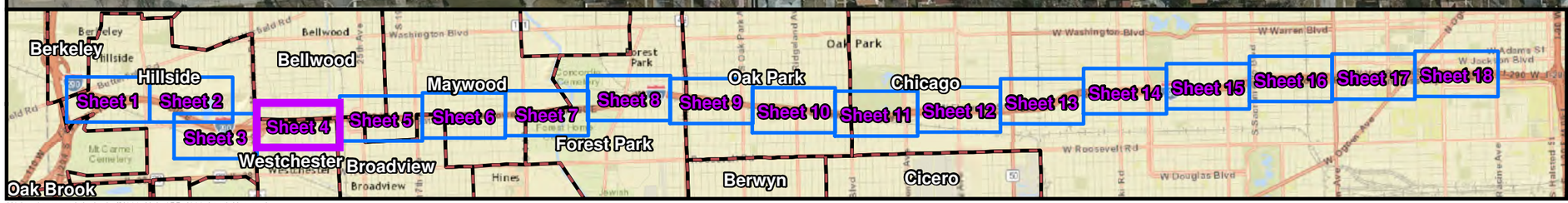
www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at: http://www.dot.il.gov/. Click on the "Environment" link and then the "Traffic Noise" link to access this information.

Sincerely,

NAC noise levels (either 67 dB(A) or 72 dB(A)) are not expected to be reached in this location in the 2040 Build condition.

Buren
Marshall Ave
Bellwood Ave
Linden Ave
Rice Ave
Eastern Ave
32nd Ave
31st St
30th Ave
Cernan Dr
Congress Pkwy
Harrison St
290
Eisenhower Expwy
Wedgwood Dr
Indian Joe Dr
York St
Newcastle Ave
Balmoral Ave
Gardner Rd
Westchester Blvd
Hull Ave
Kitchener St
Portsmouth Ave
Suffolk Ave
Norfolk Ave
Manchester Ave
Bristol Ave
Worchester Ave
Cromwell
Gladstone St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Undeveloped Lands Analysis

I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 4 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

[DATE]

Andrew Mooney
Commissioner
Planning and Development
City of Chicago
121 N. LaSalle Street
Chicago, IL 60602

Re: Traffic Noise Information for Undeveloped Lands
Eisenhower Expressway (I-290) Reconstruction

The Illinois Department of Transportation is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to the Eisenhower Expressway (I-290) in Cook County, IL. The proposed improvements include reconstruction of the expressway from I-88 to Cicero Avenue/IL Route 50, as well as roadway restriping from Cicero Avenue/IL Route 50 to Racine Avenue.

As part of the Phase I Environmental Study for this proposed project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes land that may be planned for future development in a comprehensive land use plan.

This letter includes an exhibit showing the predicted design year (2040) build traffic noise levels for the undeveloped lands along the project corridor within your jurisdiction. This information is for your use in planning and permitting future development. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

The figure shows currently vacant/future development areas in red, and also shows the distance from the center of the nearest outside I-290 mainline travel lane (based on the proposed improvement) to both the 66- and 71-dB(A) noise level contours.

- A 66-dB(A) noise contour represents noise levels that would be a noise impact for residential areas, schools, places of worship, medical offices, recreational areas, and institutional uses.
- A 71-dB(A) noise contour represents noise levels that would be a noise impact for hotels, restaurants, and offices.

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:

www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at: http://www.dot.il.gov/. Click on the "Environment" link and then the "Traffic Noise" link to access this information.

Sincerely,

Congress Pkwy
Lotus Ave
Lockwood Ave
Leamington Ave
Lavergne Ave
Harrison St
Flournoy St
Eisenhower Expwy
290
Lexington St
Polk St
Laramie Ave
Arthington St

For all Activity Category G areas from Lockwood to Cicero in the City of Chicago, Build 2040 noise levels are expected to:
- Approach, meet, or exceed an NAC of 67 dB(A) at all Activity Category G uses in this area
- Approach, meet, or exceed an NAC of 72 dB(A)) within 250' of I-290

Berkeley
Hillside
Bellwood
Maywood
Oak Park
Chicago
Forest Park
Westchester
Broadview
Berwyn
Cicero
Oak Brook
Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Sheet 10
Sheet 11
Sheet 12
Sheet 13
Sheet 14
Sheet 15
Sheet 16
Sheet 17
Sheet 18

0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Undeveloped Lands Analysis
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 12 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

For all Activity Category G areas from Cicero to Independence in the City of Chicago, Build 2040 noise levels are expected to:

- Approach, meet, or exceed an NAC of 67 dB(A) within 500' of I-290
- Approach, meet, or excced an NAC of 72 dB(A)) within 200' of I-290

50
Van Buren
Kolmar Ave
Kilbourn Ave
Kilpatrick Ave
Congress Pkwy
Harrison St
Cicero Ave
Flournoy St
Kildare Ave
Eisenhower Expwy
290
Lexington St
Kenneth Ave
Kostner Ave
5th Ave
Polk St
Arthington St



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Undeveloped Lands Analysis

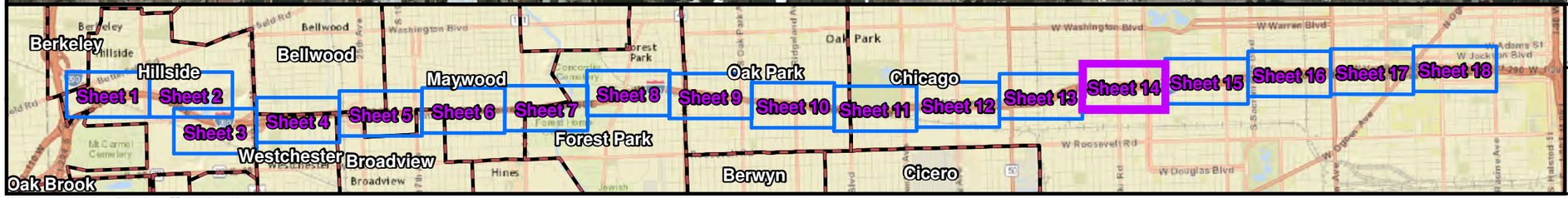
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 13 of 18

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For all Activity Category G areas from Independence to Western in the City of Chicago, Build 2040 noise levels are expected to:

- Approach, meet, or exceed an NAC of 67 dB(A) within 400' of I-290
- Approach, meet, or exceed an NAC of 72 dB(A)) within 200' of I-290

Gladys Ave
Karlov Ave
Pulaski Rd
Springfield Ave
Hamlin Ave
Van Buren
Millard Ave
Congress Pkwy
Eisenhower Expwy
290
Harrison St
Garfield St
Flournoy St
Independence Blvd
Lawndale Ave
Tripp Ave
Keeler Ave
5th Ave
Kedvale Ave
Lexington St
Polk St



0 250 500
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Undeveloped Lands Analysis

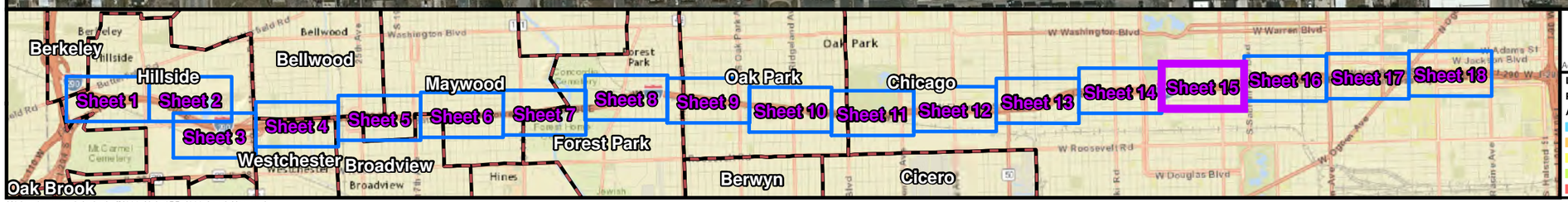
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 14 of 18

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Jackson Blvd
Central Park Ave
5th Ave
Trumbull Ave
Gladys Ave
Whipple St
Van Buren
Homan Ave
Kedzie Ave
Congress Pkwy
Eisenhower Expwy
290
Harrison St
St Louis Ave
Flournoy St
Albany Ave
Lexington St

For all Activity Category G areas from Independence to Western in the City of Chicago, Build 2040 noise levels are expected to:

- Approach, meet or exceed an NAC of 67 dB(A) within 400' of I-290
- Approach, meet, or exceed an NAC of 72 dB(A)) within 200' of I-290



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

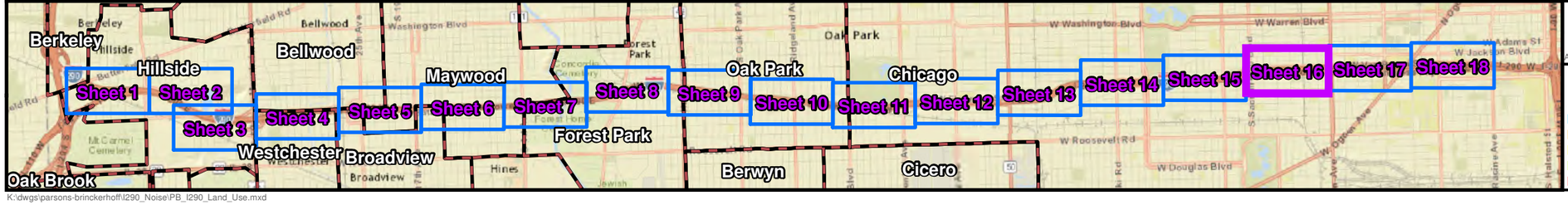
Undeveloped Lands Analysis
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 15 of 18

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Adams St
Rockwell St
Jackson Blvd
Richmond St
Mozart St
Gladys Ave
Maplewood Ave
Artesian Ave
Van Buren
Eisenhower Expwy
290
Congress Pkwy
Washtenaw Ave
California Ave
Francisco Ave
Sacramento Dr
Harrison St
Flournoy St
Bellwood Ave
Campbell Ave

For all Activity Category G areas from Independence to Western in the City of Chicago, Build 2040 noise levels are expected to:

- Approach, meet, or exceed an NAC of 67 dB(A) within 400' of I-290
- Approach, meet, or exceed an NAC of 72 dB(A)) within 200' of I-290



0 250 500
Feet

N W E S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

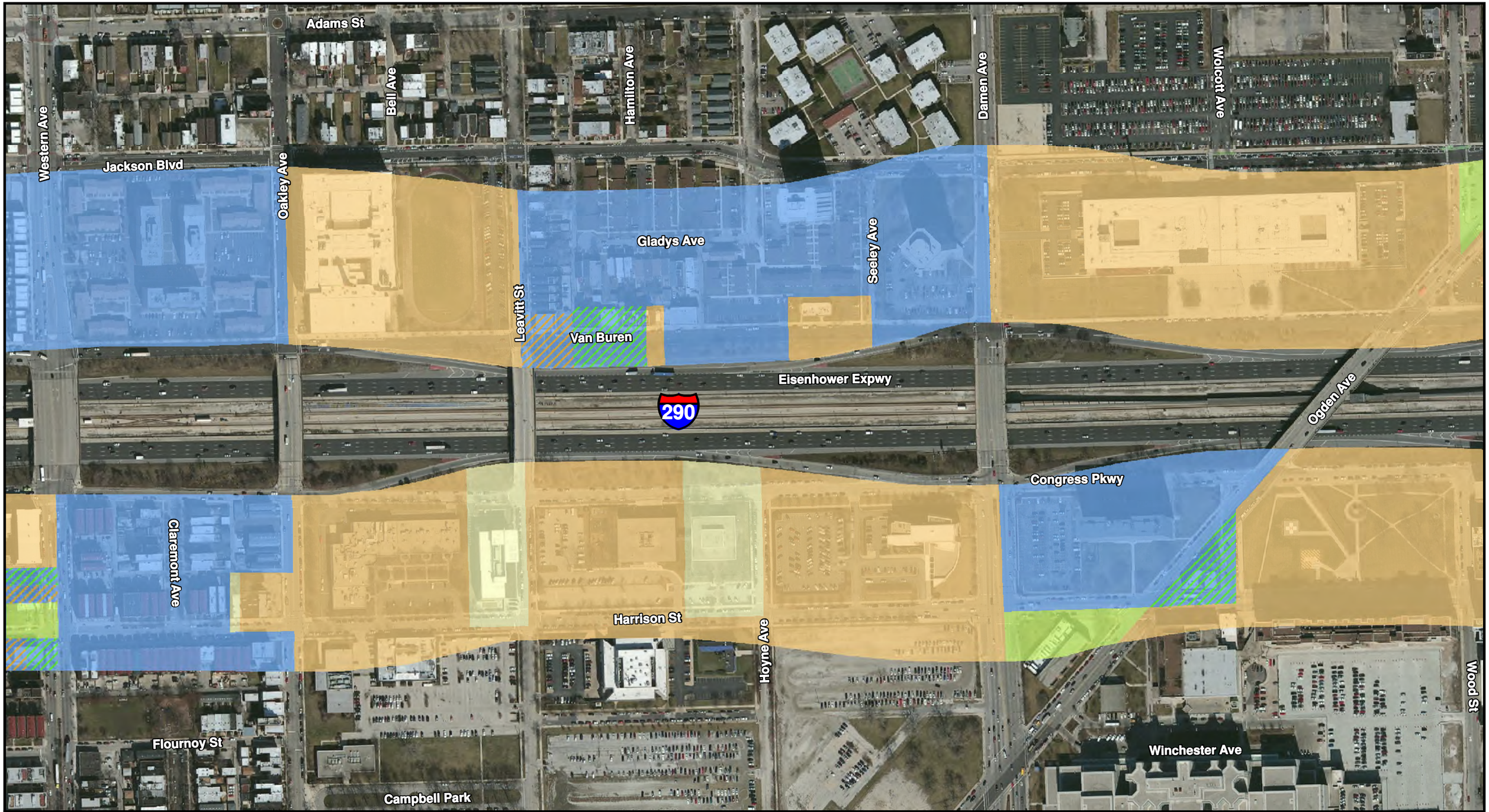
Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

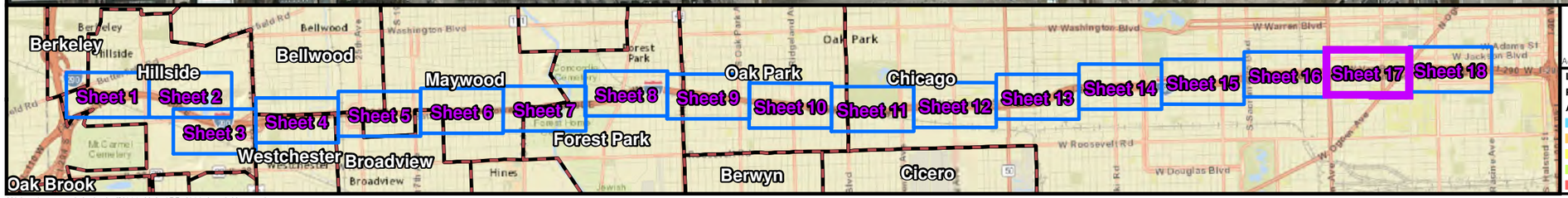
Huff & Huff, Inc.

Undeveloped Lands Analysis

I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 16 of 18

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0 250 500
Feet

N
W E
S

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

Primary Land Use Activity Category	Secondary Land Use Activity Category
B	C
C	E
E	F
F	Municipal Boundary
G	

Huff & Huff, Inc.

Undeveloped Lands Analysis
I-290 (IL56/Butterfield Rd to Racine Ave)
Cook County, Illinois
Sheet 17 of 18

K:\dwgs\parsons-brinckerhoff\I290_Noise\PB_I290_Land_Use.mxd

Appendix C

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Yes, the noise prevents us from enjoying our backyard and opening the windows down.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

10

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

How will this Affect the TAXES for the Village (AXA Mo) How will this Affect My Property - Seeing I'm on the [redacted] Get Back & let Me Know -

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: I think that it would be a beautiful thing for our neighborhood, it will help with the traffic.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 10, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

A FEW YEARS AGO, DURING CONSTRUCTION OF IKE, WE WERE EATING BREAKFAST OUTSIDE. WE KNEW SOUND WALLS WERE BEING PUT UP, WE NOTICED HOW QUIET IT WAS OUTSIDE.

I AM LOOKING FORWARD THE SOUND BARRIER EXTENDED. I HOPE THE EXIT FROM THE IKE, OFF, PAST GARDNER ROAD WILL BE REMOVED DURING RE CONSTRUCTION.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
I am 100% in favor of the wall. Drivers is getting use to exiting at Gardner Rd making the U turn. I have witness two accidents since the time I have moved to the area (1998). I hope with this new design, it would stop the semi trucks. Thank you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext. [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: MUCH NEEDED NOISE BARRIER

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B10 Ext [redacted]

13

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/18/15

Do you support the construction of the noise wall?

___ Yes
✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: ___

Comments: Blocks view

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: We feel the walls would divide the City too much & would obstruct our views. It's nice to be able to look across the Highway

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 25 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I SUPPORT THE NOISE BARRIER WALL

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I FULLY SUPPORT THE PROJECT

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

A wall would obstruct the beauty of nature viewed daily such as the trees and foliage along with the various vehicles going to and from also an accident would be viewed to call for assistance. I am really not in favor of a concrete wall however I would consider a transparent wall, but if its concrete I am not in favor of it. Thank you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 13, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: I don't hear much noise from the expressway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 10, 15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11 - 10 - 15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

its about time you widen the Expressway 290

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/8/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We need the wall to help with noise

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/06/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 7, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Love the proposed look of the wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: THANKS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 10, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __✓__ Tenant on this property: _____

Comments:

_____

_____

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_____

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 7 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-06-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

N/A

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

It will add beauty and bring down the noise levels considerably as traffic increases over the years on the I-290.

Thank You

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-21-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Will my TAXES GO up BECAUSE OF this NOISE WALL?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-6-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

WILL THIS HAVE ANY EFFECT ON OUR PROPERTY VALUES?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.18.15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/25/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-24-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 314 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-21-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: no

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We would benefit from this Noise Wall. It would allow me to open my windows, have a Conversation outside. There are just 2 small reasons we would appreciate the Noise Reduction Wall. We love this Plan. Thank you!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-2-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 12 - 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: LIVING TROUG THE YEARS, WE ALWAYS TRY TO IGNORE THE NOISE BUT. IT IS THERE 24/24

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 314 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/6/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The noise wall construction is a good idea. It will eliminate the noise and it actually looks good and will enhance the neighborhood.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 6, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I am very happy to support the construction of the noise wall along the Eisenhower. Home prices will go up & commute times traffic is congested. Our grateful thankful for the construction. Will be less noise. Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 4th, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

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_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/6/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Its about time

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 314 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

The noise wall, will also stop people from leaving dog wast and throwing crash from people they don't live around here.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11 - 6 - 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: IT SHOULD HAVE BEEN DONE WHEN WALLS WERE INSTALLED E. OF MANNHEIM

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-4-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

None

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 7- 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: yes Tenant on this property: _____

Comments:

To close To EXPRESS WAY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/08/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

With that wall begin built. It will increase more C.r.me alone the Hwy (Harlem Ave). Crime will not be do visual It will Seclude the area. So I'm not in Agreement for that purpose

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11. 9. 15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Very good Project!
Construction of the Noice WALL

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 314 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

X Yes

[redacted]

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: NEGATIVE EFFECT: ADDED REALTY TAXES BALANCED BY POSITIVE EFFECT: MINOR INCREASE IN PROPERTY ASSESSMENT

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 4th, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

15

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I still don't understand the purpose of this road project when the only problem is the left lane entrance and exit ramps at Harlem and Austin creates backups that clearup shortly after Harlem westbound andAustin eastbound.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-5-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I do NOT support moving the exit RA wall near 14th and Harrison. It should be located where it presently is near [redacted] I don't want to smell or breathe in carbon emission from idle cars waiting for the light to change at 17th Avenue. Please see ~~enclosed~~ letter. Thank You

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

P.S. The Off Ramp exit should remain where it is closer to 17th ~~of Hara~~ Harrison

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11 - 10 - 15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: This should help Noise & Appearance

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 7 - 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: I support the construction of the Noise Wall at 100 %.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 315 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: It will be very good

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/1/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

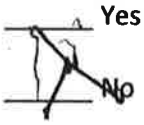
[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-21-15

Do you support the construction of the noise wall?



Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: I Do Not Hear a Lot of Noise from I-290 where I Live

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

None

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

16

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 12, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One ✓ Owner of this property: ✓ Tenant on this property: _____

Comments:

I will support this construction only, if it doesn't impose any more taxes or add more fees for Home and property owners.

Note: Thank you Mr. Mark Peterson for your help (11-12-15) in understanding the Project more..

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Dec. 28, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Excited About the Land Improvement

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: / Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes N/A Tenant on this property: _____

Comments:

Noise wall would be an improvement.
Can hear Semi-Trucks on highway frequently.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 316 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-21-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments: I live on the corner of [redacted] I am grateful to IDOT for this study. A noise wall is highly recommended.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Weeds and vegetation is not a sound barrier. It's nature's home for wild animals skunks possums coons etc which have wandered into the residential areas. Asteticallyit is horrible to have wild vegetation blocking ones view catching highway debris paper cans bottles etc.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 8, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I AM A Diagnosed Chronic Insomniac And The noise from I-290 MAKES MY issue worse.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Some day Tenant on this property: _____

Comments:

Who pays for this Wall? Taxes are High Enough
Why do we need a Wall when there are other
things to address. All these Barriers Everywhere
What would be the real purpose for the Wall
We need our Streets fixed, All of these Big [redacted] holes
What will Be the Benefit of All this? Less Noise ?
I'm not sure of All that's going Now.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: Yes

Comments:

Yes, I Support this Construction, as long it doesn't darken w/ [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 7, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I do not support closing of [redacted] on both sides

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: NOISE AT this TIME

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

* Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: *

Comments:
long over due!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 11 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 12, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
Glad to get it, I'll be affordable to sleep a little better and it will help our Community

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Much needed to cut down on the noise. Again won't be able to see the flow of the traffic.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-5-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-06-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 07 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-2015

Do you support the construction of the noise wall?

Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/5/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments: Should of been done years ago
The noise is horrific.
Thank you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8 Nov. 15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 316 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.10.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I think this is a great idea. It will help with some of the noise that I hear all night being only 4 houses away from the I-190.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08 Nov 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

THE TRUCK NOISE WAKES ME UP AT NIGHT. ALSO WITH THE SHOOTINGS ON I-290. THE WALL IS A GOOD DEAL.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9th 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
We would be very happy to have the walls put up. We would like to open our windows on a Cool night without the noise.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 13, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Something I pray for

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: I think that will be wonderful.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

My Neighbors And Myself DO NOT
experience ANY NOISE problems
from The Eisenhower Expresway
a wall is not need and a waste of [redacted]
Finances.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-2015

Do you support the construction of the noise wall?

_____ Yes

__V__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: I'm sure construction of wall would increase property value and there's increase taxes (property) At this time taxes is high enough.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 317 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 8, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I Enjoy the Sounds of Cars on the Expressway it Reminds me of Water also A Wall would Keep me from Seeing Traffic And if I should or Not Take The Expressway

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

When my son was born in 2007, it was very difficult to get him to sleep. Every 10-15 minutes, there would be a large truck that would wake him up. We actually are in the process of moving out next year, and the noise level from the highway was a major reason for this. Even now, the noise from the highway will sometimes wake us all up in the middle of the night from motorcyclists drag racing at 2 AM.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 6, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-6-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Would this construction Affect my home, IN ANY WAY?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: A wall gives the feeling of closed in

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

19

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/6/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

THE NOISE ISN'T A CONCERN. MAINTENANCE WILL BE AN ISSUE.
WHO PAYS FOR THE WALL & WHO PAYS & MAINTAINS IT?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

__/__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __/__ Tenant on this property: _____

Comments:

_____

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11- 9- 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: owner Tenant on this property: _____

Comments:

_____

_____

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_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]


20

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/8/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: This eye sore is at my front door. My front door [redacted] would face this eye sore. The street floods & it will no longer be able to drain on the green space on the other side of the wall. Plus you propose to stop local traffic from 1st door Harrison. We will be boxed in. Oneway to get home. It's not fair

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

to the residence of Maywood [redacted] B20 [redacted]
This area is residential NOT INDustrial or business.
I've lived in my home for over 25 years & I love looking at the traffic. Please call me [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

WE'VE INVESTED IN NEW WINDOWS, INSULATION & SOME FOLIAGE TO MINIMIZE THE NOISE IMPACT, NOTHING HAS WORKED. A NOISE WALL WILL BE AN ANSWER TO PRAYER. MANY OF THE NEIGHBORS COMPLAIN ABOUT THE NOISE LEVEL. WE WOULD BE EXTREMELY SURPRISED IF YOU DO NOT RECEIVE RAGGING SUPPORT FOR THE CONSTRUCTION OF THE NOISE WALL. WE CAN ACT AS A COMMUNITY ADVOCATE IF NEEDED. GIVE US DIRECTION ON THIS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 24, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 19, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 17 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 17 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

A wall with an unobstructed southern exposure on public land would be an appropriate site for photovoltaic panels.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/6/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I agree With the Construction of the Wall It is very noise Night and Day it Well Overdue for a Well Please build Soon and quick

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: A Wall will Be a great Help

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 11, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: This would be greatly appreciated and may forestall guests from asking "where is the ocean" due to the roar of traffic.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B27 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:
would be nice to have noise wall as highway is pretty loud at night. Traffic would hopefully get better with new on/off ramps @ Harlem & Austin.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9 Nov 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Lived here 25 years. [redacted] Nature is
Nice Can resist that air quality and trespassing
are issue. You must Believe what I've
seen here!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11. 9. 15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

ASAP

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/6/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 14. 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B28 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Dec. 18, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

(1) it is not needed, Garfield st. is noiser.

(2) how can the fire dept. help, as it has before, with the possibility of fire on x-way from above on Harrison or Garfield?

(3) anyone who moved here knew about the x-way, so if they need a wall, put it in front of their houses only.

(4) it would cost too much + be a waste of money.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

(5) it would provide a 'canvas' for various [redacted] B30 [redacted] graffiti artists, and would need periodic cleaning.

P.S. Thanks for [illegible]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/29/15

Do you support the construction of the noise wall?

_____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I don't mind the sound of the train and we don't hear the sounds of the expressway. There seems to be a noise wall already. It would be an eye sour.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/27/2015

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I WOULD PREFER TO SEE A TUNNEL IN WHICH THE I-290 EXPRESSWAY IS COVERED TO CREATE PARK SPACE AND A CONNECTION BETWEEN THE TWO SIDES OF OAK PARK. I WOULD APPROVE OF NOISE LEVEL REDUCTION, BUT DON'T BELIEVE THIS IS THE BEST OPTION.

BY THE WAY, YOUR "SELF ADDRESSED, STAMPED ENVELOPE" WAS MISSING THE STAMP. I PLACED ONE ON FOR YOU.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

I DON'T THINK A NOISE WALL WILL HELP IN THIS PARTICULAR AREA. I DON'T LIKE THE LOOK OF THEM AND WOULD PREFER AN "OPEN" FEEL INSTEAD OF A "BERLIN" WALL FEEL.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 18 November 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: ~~Owner of this property:~~ __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 16, 15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 14 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

AN EFFECTIVE ALTERNATIVE TO A WALL WOULD BE PREFERRABLE

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
WALL IS UNNECESSARY AND WOULD BE UNSIGHTLY. I'D RATHER LOOK UPON THE EXPRESSWAY THAN A 15' FT. WALL. YOU WOULDN'T BE ABLE TO SEE ACROSS THE EXPRESSWAY. CAR TRAFFIC NOIS IS PART OF URBAN LIFE.

Please respond by November 23, 2015..

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

1) WALL DEFINITELY NEEDED FOR HIGH RIGHT HARLEM EXIT
2) DESPITE FEDERAL REGULATIONS ENVIRONMENTAL IMPACT IS MUCH BROADER THAN SOUND ONLY E.G. VISUAL
3) DESPITE FEDERAL REGULATIONS VOTING SAMPLE TOO SMALL
4) BUILDING WALL IN SECTIONS (OR NOT BUILDING) QUESTIONABLE POLICY
5) YOUR PICTURES' PERSPECTIVES APPEAR UNREALISTIC - HARRISON STREET AND SPACE SOUTH OF CURRENT FENCE ARE NOT AS SPACIOUS AS PORTRAYED

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

X Yes Strongly

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
We wish more neighbors to the north of us could vote. They suffer from the noise also

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
Concurring with the numerous studies that have been done on the negative health effects of traffic noise, as well as with our own experience, we believe that the noise wall will greatly increase our quality of life.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/'15

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: BUILD IT!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 331 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 13, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I am aware of other places where a wall made a very positive difference; ie, Westchester and Park Ridge and have other some relief. ✓

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 12 - 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We would benefit if A Noise WALL WAS BUILT —

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

1) Want to see across the highway & not orphan OP south of IKE
2) Graffiti challenges
3) might lower property value?

Thanks for this opportunity (

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: Great Idea!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B31 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/1/2015

Do you support the construction of the noise wall?

☒ Yes
☐ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: Yes Tenant on this property: ☐

Comments: No wall please ☺

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please add Ivy, Vines, or other vegetation to enhance the look of the otherwise tall Cement Wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 23 November 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: A noise wall of 9-12 feet would be better than a 15-foot wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 25, 2011

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 23, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: We are in favor of the noise wall. We view it as a positive addition to the neighborhood.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 19, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
My wife is opposed to the idea.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 20, 2015

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: (Owner of this property: ✓) Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 20, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We would like to consider other options. Trees, landscaping, greenery is our preferred choice for noise wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 21. 15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I WOULD LIKE TO SEE BETTER DESIGN ELEMENTS. ONES THAT WOULD CREAT FOCAL POINTS AT
1. MAJOR INTERSECTIONS I.E. CROSSOVER STREETS
2. AT POINTS OF THE WALL AT THE ENDS OF STREETS
3. POSSIBLY THE AREAS THAT HOMES ACTUALLY FACE THE STREET

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 16. 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Those of us living along the corridor and literally have the Eisenhower in our back yards, feel sound walls will significantly improve our quality of life and increase our property values. People are historically against change, but a sound/visual barrier wall will benefit the whole village by protecting us from the excessive noise and pollution from the expressway. Significantly widening the Oak Park Avenue bridge could become a beautiful gate-way between both sides of South Oak Park and would connect two viable business districts. That could make everyone happy!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

_____ Yes
✓
_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We believe that this wall will further separate the community already divided by the highway. The wall will also not be very effective for the CTA trains that pass by regularly.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 16, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.12.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Thank you if this project come into reality!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

WE REQUEST A PARTIAL HORIZONTAL COVER THAT RUNS FROM THE NORTH SIDE OF EXPRESSWAY DITCH TO THE AIR RIGHTS OF THE CARGO TRAIN TRACKS AT ALL AREAS WHERE NOISE WAS AN ISSUE SO THAT NO OAK PARK RESIDENCE WILL HAVE NOISE POLLUTION LEVELS OVER 67 DECIBELS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 15, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: We prefer a noise wall that includes a locked green area.

[redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Provide a sound barrier that achieves FHA minimum standard for residential properties. Although your presentations said our property would benefit (>5db reduction) from a noise wall, nowhere does it indicate that the noise level will be below 67db.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments: the minimal amount of noise does not bother us.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/18

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 12, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The wall will look like a prison! The noise is not that bad!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12 November 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I want a sound barrier that achieves Federal Highway Administration minimum standards for residential communities!! We don't have this / we need this. I would prefer a horizontal barrier, a partial roof over the Eisenhower.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B32 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

This corridor (I-290, CTA, CSX) is really noisy & a soundwall would be an improvement.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
I believe the proposed wall barrier will be an eyesore while proving minimum sound reduction. We would like to explore other alternative options that will be better for the respective voters and Oak Park.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

_____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I strongly oppose the noise wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 13, 2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: I would rather hear noise than have my taxes increased. I can barely afford my life as it is.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

yes, please

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

____ Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: ____

Comments:

NO NOISE WALL PLEASE

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.14.2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: The noise wall will be great.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 333 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

Garfield, at our location, is a very narrow street. The wall, at our location, is impractical and unattractive, harming any business or residential use. Cover the Eisenhower Expressway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: The worst noise is from the blue line trains

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The height of the wall would create a canyon feel and appearance.

I am in favor of beautifying the curbs and appearance of the railings along the road - but I want to see across the Freeway and feel a part of the Village.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 14, 2015

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please DO NOT destroy the character of our community by separating it with giant concrete walls! Why not consider capping the 290 corridor in part or in full and adding green space?

We STRONGLY oppose these proposed walls!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Please reconsider the park" or greenspace over the expressway as an alternative

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 17, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I don't prefer the "cheapest" option for very limited benefit noise suppression. From what I've seen the noise levels will only come into specification levels very close to the wall; others a few meters away will still not benefit from a noise or aesthetic perspective. There are better overall options, such as a "cap", that will have long lasting, social, economic benefit to our community.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Dec. 1, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No - We'd like a come creative and visually appealing solution than a concrete wall

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ___V___ Tenant on this property: _____

Comments:
We'd love for decrease in noise but not a big concrete wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form Sorry it's late

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/28/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: I belong Oak Park resident. Don't want the trouble to DIVIDE the village over more.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/24/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The 11/6 letter from IDOT stated that our response was due by 11/20, not 11/23 as indicated below. I trust our vote will still count.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 21, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Please consider the pool owners impacted

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 22, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

Walls are an eye sore
why can't you use trees
instead as a sound barrier?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I would like noise reduction. If noise walls are the only choice then I vote for it. However if there is a more attractive but equally effective option then I would like to hear about that option.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 19, 2015

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I feel they are too tall. They are not attractive. We will be stuck with them if we don't like them. Should have been more public meetings to discuss them.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

11/29

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Y Tenant on this property: _____

Comments:

Concerns about safety by closing off view and creating hiding spaces & graffiti concerns.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

A WALL WOULD ABSTRUCT A FABULOUS VIEW OF THE EXPRESSAY AND HOMES ON THE ~~NORTH~~ SIDE OF THE EXPRESSWAY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.19.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 18 NOV 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

GIVEN OUR PROXIMITY TO THE EXPRESSWAY, [redacted] WE RESPECTFULLY AND STRONGLY FEEL THE DECORATIVE CONCRETE NOISE WALL IS A VERY POOR SOLUTION. WE FEEL THE CAREFUL SELECTION OF PROPER LANDSCAPING WOULD ASSIST WITH THE NOISE AND SOME VISUAL ASPECTS; THERE IS AMPLE ROOM ON THE EXISTING PARKWAY. THE WALL WILL FEEL OPRESSIVE AND DIVIDE OUR COMMUNITY. THANK YOU.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 19, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

DO NOT DIVIDE OAK PARK!

WE ARE 100% AGAINST THIS AND SO ARE OUR NEIGHBORS THAT UNFORTUNATELY GET TO VOTE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B33 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

X Yes WITH CONDITIONS

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

- WE DON'T WANT IT TO BE TOO HIGH TO FEEL LIKE WE LIVE IN A BOX.
- MONEY SET ASIDE FOR REPAIRS + GRAFFITI REMOVAL (WE DON'T WANT IT TO LOOK TERRIBLE WITH VANDALS.
- CONCERN IT BLOCKS OUT SOUTH OAK PARK FROM NORTH OAK PARK.
- RIGHT NOW THE NOISE ISN'T THAT BAD [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 17 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Please send out a suggestion why to decorate the wall. Ivy to make it less obtrusive. The concrete is to bland.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I do not care for extra property tax to be added to my tax bill for a 17 foot noise wall. Taxes go up in [redacted] every year to benefit very few people.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

[redacted]

THE NOISE FROM THE EXPRESSWAY HAS NEVER BEEN AN ISSUE. IN FACT WE HAVE NEVER HEARD ANYONE IN OUR NEIGHBORHOOD EVER COMPLAIN OR SPEAK ABOUT IT. WE ARE WONDERING WHY I-DOT IS SO WORRIED ABOUT IT NOW! IT MUST HAVE TO DO WITH GOVERNMENT FUNDING OF PROJECTS - IN ORDER TO KEEP IT ALIVE, SOME MONEY NEEDS TO BE SPENT WE CAN SEE THE CONSERVATORY FROM OUR FRONT PORCH, DON'T CHANGE THAT FOR US. PLEASE DON'T RUIN OUR NEIGHBORHOOD!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I Am convinced this entire "Noise wall" charade is A waste of time & energy simply meant to divert Residents from the other issues - The Funds spent on this Are wasted

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I prefer the sound of traffic to ugly walls.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/18/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I LIVE ON 290 AND I DO NOT WANT THIS. THE NOISE IS FINE. THIS WALL WOULD BE AN EYESORE

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

please do not build this wall. Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.15.205

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Nose wall w/ block my view. I think the taller wall is adequate.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

1. I DO NOT HEAR ANY NOISE NOW
2. THE "NOISE" WALL IS THEREFORE UNNECESSARY AND A WASTE OF TAX DOLLARS
3. THE NOISE WALL IS UNBELIEVABLY UGLY

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: it will be ugly, like you are in prison.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

X Yes

___ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Absolutely not. My parents house is in Hillside south of ~~I-88~~ 290! The noise wall there did little to stop pollution (only the deconstruction of the asphalt plant did that) and made the roads worse for people (no BLOCKS away) Absolutely not. And the Harrison street corridor by Hasem is still loud & polluted.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

The 17ft wall will be [redacted] ugly! I'm against any kind of wall being put up. I've been the owner of this property and lived here since 1962, the noise has never bothered me. I enjoy seeing across the bridge and how open it is. I like the way it is now.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please incorporate greenery + green space as much as possible to lessen the negative aesthetic impact of the wall!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 15 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The express way & the El train are both very Noisy. I can hear the El in my upstairs bedroom in the Middle of the night. I would be very grateful for any help from a Noise wall. Thank You!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: YES Tenant on this property: _____

Comments:

THE HIGHWAY IS NOISY! I KEEP MY UPSTAIRS WINDOWS CLOSED IN THE SUMMER SO I CAN SLEEP. THE WALL WOULD BE A GODSEND!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We Need A soulution- I would like to See A More (GREEN) idea - MAYBE EVERgreens- THE AIR IS A HUGE Problem AS well - Using Plants + SHURBS is better. Then A cement WALL

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 14, 2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

"NOISE WALL" WILL NOT EFFECTIVELY REDUCE EXPRESSWAY TRAFFIC NOISE. WALL IS A WASTE OF TAX MONEY, AN INVITATION FOR GRAFFITI, AND A NEED FOR CLEAN-UP MONEY FOR SUCH VANDALISM. WE WANT OAK PARK TO BE OPEN AND VISIBLE FROM THE EXPRESSWAY AS IT PRESENTLY IS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

WHY AREN'T YOU DOING THIS ON LINE?
POOR USE OF RESOURCES.

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

↓OWNER HAS SAME PREFERENCE

Comments:

NOISE IS NOT A PROBLEM. IN FACT, WE ENJOY OUR "URBAN OCEAN". IT FADES INTO THE BACKGROUND.
NO COMPLAINTS
WE ARE VERY CONCERNED ABOUT LOSING DIRECT SUNLIGHT DUE TO THE WALL OVERLAPPING/OBSTRUCTING OUR WINDOWS. WOULD BE A HUGE LOSS OF HEAT (COLD BUILDING – VERY COLD IN WINTER) AND A LOSS IN PLEASURE AND VALUE TO OUR APARTMENT

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

IT IS IMPORTANT THAT THE WALL HAS AN AESTHETIC QUALITY TO IT AS IT WILL BE HIGHLY VISIBLE. A BUDGET FOR WALL MAINTANCE SHOULD BE ADDED TO OP BUDGET. WALLS SHOULD BE CONSTRUCTED BEFORE "COMPLETE RECONSTRUCTION" OF I-290 BEGINS, IN ORDER TO LIMIT IMPACT OF CONSTRUCTION NOISE AND DUST ON THE COMMUNITY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-2015

Do you support the construction of the noise wall?

_____ Yes

__V__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: V Tenant on this property: _____

Comments: I enjoy listening to the X-Wars at night. It helps me go to sleep. The so-called noise doesn't bother my husband at all.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

This is a terrible idea that only further divides the city. My hope is that because this is required by the Fed, that you make the walls as ridiculous as possible to prevent anyone in their right minds from voting "yes". Please consider alternatives if this moves forward such as decking over the Ike to make the barriers an asset instead of a liability. Please also consider that tenants are inherently transient and should have little bearing on if the project moves forward.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] / B34 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

✓ _____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 16, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I don't believe this would improve either the noise or the view.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

What will prevent noise from bouncing off the wall. Will the walls be protected from graffiti?

Will the width of Harrison (Between East Ave and Harlem) become Narrower?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

WE LIKE ALL PROPOSED ELEMENTS TO THIS PLAN EXCEPT THE WALLS. ANY WALL IN ANY FORM IS A BAD IDEA.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 18, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

I like to see over the bridge. I do NOT want to see a wall. My daughter takes the EL to work, I like it that I can see her get on or off the EL. I feel with the wall our village will feel spit, and I dont like that. I feel that graffiti will be an issue if the wall are put up. I have live in my house insince 1963 and I like the way it is. I feel that the wall will make Oak Park look like a prison, SO I VOTE NO!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 /[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I do not believe this is an adequate solution to the problem nor is it aesthetically pleasing or fitting of the neighborhood in which I have chosen to live.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/18/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I've lived here 17 years and the highway noise has never bothered me. The wall is ~~[illegible]~~ not needed. I enjoy being able to look across 290 and to see my neighbors to the South.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

_____ Yes

XXX No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We don't want another Alcatraz
make it look beautiful - you have
the door. Work on it with the
people that have to look at it -
lived here since 1961

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/18/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: 1999 Tenant on this property: [redacted]

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 21, 2015

Do you support the construction of the noise wall?

_____ Yes

✓
_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 /[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 19, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 20th, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/25/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I think it would have been helpful if the expected noise levels had been more clearly/obviously presented. It took reviewing the two-volume Noise Analysis study to find out if the future scenarios would be showing an increase in noise. The study shows just about every receptor would have no perceptible increase in noise even before the wall, and I think those facts are important and missing from the public discussion. Otherwise, you're voting on a noise wall when you don't even understand the expected noise levels.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Proposed wall is to high. Would rather have the noise.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-25-2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015. The letter said to respond by 11-29-2015

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 28, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments: This is a waste of money!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

THIS WALL WILL BE A MAGNET FOR GRAFFITI AND WILL PREVENT LIGHT FROM ENTERING MY HOME.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/28/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: WE WOULD RATHER NOT LOSE OUR VIEW ~~ACCRO~~ ACROSS THE ROAD - THE WALL FEELS CONFINING

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-26-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: NO

Comments:

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/15/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
We should not have to state we want one. It should be common sense. There is more than enough noise we have to deal with now.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B34 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/6/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I'm situated right next to the highway which is already noisy especially late at night. If this helps to reduce the noise and is maintained in the sense that grafiti would be removed, then I'm all for it.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: No Wall! Sorry this is late.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-18-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I would support a "green-wall" that has evergreen plants. I do not, however, support the noise wall as currently designed. My daylight would be dramatically reduced. A green wall would still have porosity, but also reduce noise. A green wall would also provide fresh air.

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/8/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/3/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I am concerned about the height of the wall and the possible perception that South Oak Park is divided from North Oak Park. What is the trade-off between noise reduction and lowering the wall?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/30/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: Y Tenant on this property: _____

Comments:

I opposed the wall, which further divides the village.

Instead cap the wall at Oak Park Avenue, permitting the establishment of business over the expressway, thereby unifying the Oak Park Avenue Southtown business district and the village

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-22-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name:

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 26, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015. — the letter said NOV 29

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

It was. Five years Ago. I loved the view of the highway, trains, people and is the closest I can be to the city life - and because of that I move to Oak Park.

if you block the view you block my lifestyle.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments:
I do not support the construction of the noise wall because I don't think it is necessary. I have been tenant on this Property for 4 years and [redacted] no one Complaint about the noise. In fact, If the construction begin will bring us a lot of inconvenient. street will block, hard to find Parking, noise and dust from construction [redacted] .etc. Furthermore, It is sometime for people to enjoy of view of trains and cars passing by.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name:

Address:

[redacted]

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Our apartment is just south of the highway, facing it, and the noise is not bad. Please don't divide our community and make the view out our windows be a noise wall!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

_____ Yes

X No !

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Please don't do this to us! We don't want to look like Belfast or Berlin — walls are magnets for graffiti and make neighborhoods isolated. We would love a cap on the expressway to not only reduce noise, but BRING US TOGETHER rather than further dividing our town. Meanwhile, no walls, please!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

WE REQUEST A PARTIAL HORIZONTAL COVER THAT RUNS FROM THE NORTH SIDE OF EXPRESSWAY DITCH TO THE AIR RIGHTS OF THE CARGO TRAIN TRACKS AT ALL AREAS WHERE NOISE WAS AN ISSUE SO THAT NO OAK PARK RESIDENCE WILL HAVE NOISE POLLUTION LEVELS OVER 67 DECIBELS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

A 13 ft wall would serve only to direct the noise upward. As I am on the 2nd floor, noise from the expressway could possibly be worse than it is now, not better.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Moderate, + probably not
THAT EFFECTIVE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Bad idea - it ruins the sight lines, the walls will have graffiti, divides Oak Park and will lower property values.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 13 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B35[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/23/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please allow Oak Park stretch of noise wall to be designed in manner to replicate Oak Park history of design art & architecture.

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

Thank you

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/7/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-24-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Please make sure to look at the glaring issue of improper fence blockage and access to 290 at ~~Harrison + Scoville~~ Scoville. In addition, noise is very loud at Harrison + Scoville! Need earplugs each night. Also, while it's nice to see the traffic, it's an eyesore.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

the proposed noise wall will help improve the look and aesthetic of the area, as well as dampen the noise. Definitely in favor.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 17 2015

Do you support the construction of the noise wall?

_____ Yes

XX No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I have lived here 41 years - 4 times exposed to the noise and adapt I would be very upset about having a barrier where I would look out and see a wall - Now I can see green and beautiful Building across the Xway - Several years ago a few trees were planted on the grassy Knoll. It was good but not enough - Many trees would be the most beautiful way to re-start planting now - In ten years they'd be beautiful & will clean the air of CO_2 and produce O_2 - We have many hundred feet of grassy area now unsightly barrier, stop noise and dividing old Park! In 10 years we may have many quiet clean electric cars making all of this unnecessary. Plant trees now this area doesn't need a wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/18

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

please DO not REMOVE ANY TREES! KEEP TREES to "HIDE" WALL. PUT WALL SOUTH of TREELINE / EXISTING FENCE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

It is already very noisy. Blue line train is extremly noisy, in comparison with green line., when will the blue line be renovated?
Motorcycles during summer run at very high speed, very noisy! I live on 3rd floor, is 15' height for the noise wall enough to reduce noise level at that elevation?
I am very concer redabout health issues caused by all this noise!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: We are all for the walls

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11·13·15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
OH MY GOD — PLEASE!!! I HARDLY SLEEP BECAUSE OF THE NOISE! I'M GOING ON TEN YEARS WITHOUT SLEEP!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B36 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I would very much like the noise reduction, however, I am concerned about the potential negative impact of the wall on property values. I would like to see more research in this area before agreeing to the noise wall. I would also support capping the Ike!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 20, 2015

Do you support the construction of the noise wall?

X Yes

___ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: ___

Comments:

A terrible idea.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: This Deserves a much broader vote than who is currently given this ballot. It's a city - wide issue.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We are 4 houses in from the high way and the noise never bothers us. The wall would be extremely unsightly and unnecessary. It would block the view. I enjoy the city feel of this area of Oak Park. I might even consider moving if you erect this wa

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.21.2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Construction of a "noise" wall will separate the village. However, my/our main concern is the graffiti and safety of our neighborhood. We have lived here for 30 years. We enjoy living here. If we wanted to live next to a concrete wall we would have bought in a cheaper village, industrial area. Yuk!! Proven fact that our house value will

Please respond by November 23, 2015.

deadline. I would like to see enhancing solutions to my neighborhood or leave my neighborhood alone!

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 20, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We do not want this wall
Parker Surroundings, when wall goes up!
O.P Police can U Ey on Garfield
Street for crime when on express way!
Will no Longer be able to do this if wall goes up.
Sound will Still be louder! tunnel effect if wall goes up.
We will pay ↑ Property taxe
~~taxes~~
Property Values will go done!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/18/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/26/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: Noise from the expressway drowns out the volume on my television specifically the L-Train. There is no silence in the night.

Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

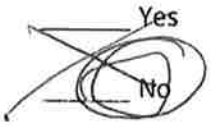
[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 14. 2015

Do you support the construction of the noise wall?



Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: selves / yes! Tenant on this property: _____

Comments:

1. We have a wall south at the [redacted] [redacted] Now its proposed to wall the other end? This is not Berlin, its O. P.
2. The openness (albeit noisy at times) would be lost. No more sunsets.
3. Our village is already divided by a ditch. Now a wall on top of that?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

The CTA + Train lines give the southside of the expressway an additional buffer. In my opinion it is not necessary and will be something of an eyesore.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

NOISE WALL Badly needed.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 14, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-14-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B37 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-29-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: December 26, 2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name:

Address:

Signature:

[redacted]

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-1-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: X

Comments: There are [redacted] tenants that will benefit.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 838 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 17, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

COULD we have a natural wall instead? Maybe Arborvite trees? It'll be claustrophobic over here. Our houses are really close. Plus, we often look over the expressway. It's a strange yet enjoyable neighborhood thing. We often do as neighbors. I think a wall will look more like urban blight. We wouldn't even be able to see across the expressway :)

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: When I get out of my house I will look down in front of our house is facing I90.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 16, 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __✓__ Tenant on this property: _____

Comments:

I think my home would benefit from noise reduction walls as Flournoy St. is close to the Expressway, there being no homes on the south side of the street.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 18, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Have lived here for 48 yrs. [redacted] is probably the closest to 290 traffic noise and more ~~importantly important!~~ air quality is had [redacted] I STRONGLY SUGGUEST PLANTIN TREES/SHRUBS INSTEAD OF UNSIGHTLY WALLS. There is a big improvement in reduction of noise and air quality in summer due to bushes and grasses which I mys planted over the years. Trees/bushes should be planted along Garfield from Lombard - Ridgeland Av. [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

p.s. Is there any reason why I received 2 [redacted] B38 [redacted] sets of ballots? I tried calling 847-705-4569 several times - no answer.

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We have lived in this house since 1950 (Before IKe). and The small noise does not bother us. We love The trees and they are full now and do block noise. look a lot better than a big brick wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name:

Address:

[redacted]

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

IT WOULD BE A TRAGIC MISTAKE TO FURTHER DIVIDE N/S OF THE IFE WITH SUCH AN UGLY, IMPOSING STRUCTURE THAT WOULD ONLY CONFER MINOR BENEFITS

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

338 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

B38

[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

A wall IS NEEDED

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

Opposed to aesthetics of living near giant wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] / B38 [redacted]
39

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Property Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 / [redacted]
39

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/7/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 29, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Could not get information from
websites listed in letter.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/15

Do you support the construction of the noise wall?

_____ Yes
✓
_____ No

Name:

Address:

[redacted]

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: Opposed to aesthetics of living near a giant wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Property Address:

Mailing Addr

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I would be for the 21' wall along the CSX row if the vote could be separated

I prefer having nice landscape to mask the view of the highway

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 19, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]839 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/18/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __✓__ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 13, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: We don't need any walls built in Oak Park or the USA! THIS IS A DISGUSTING IDEA! WE DON'T LIVE IN BERLIN — WE LIVE IN OAK PARK! I HAVE LIVED IN MY HOME FOR MANY YEARS. I HAVE NEVER HEARD NOISE! PS. MY HEARING IS EXCELLENT TOO! THIS WILL TRAP CARBON MONOXIDE AND MORE NOISE IN OUR AREA!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I feel construction of the wall will isolate South Oak Park from north of the Expressway. I like looking across the expressway to see houses, not a wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

while we'd support walls down by the tracks, we do not support them along the frontage road (Cambridge), as we believe they would isolate Southern Oak Park even more from the rest of Oak Park, be a target for graffiti, and add for, sound improvement, we moved to this area because we like and appreciate the urban elements - we feel the sound wall would isolate us like many suburbs. minimal

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

Our police and fire dept. use Garfield St. To check on accidents, etc. on I-290. Maybe more evergreens would block the noise. Evergreens would be great, beautiful and work all year because they don't lose their needles. Once the trees lose their leaves - the noise is louder. Also can CTA reduce the noise levels on their trains? That's where the real noise comes from.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 13 2015

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
VOTING AGAINST AS I DO NOT BELIEVE THE REPORTED REDUCTION IN NOISE WILL BE WORTH THE MONEY, DEGRADATED AESTHETICS AND PERCEIVED/REAL DIVISION OF THE NORTH + SOUTH SIDES OF THE COMMUNITY. PLEASE RECONSIDER HORIZONTAL WALLS (IE CAPPING THE IKE) THANK YOU.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: There seem to be more cons than pros to this venture. I do not want our neighborhood cut off from the rest of Oak Park any more than it already is. No walls, please

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

A WALL WILL ONLY SERVE TO FURTHER SEGREGATE S.E. OAK PARK FROM THE REST OF THE VILLAGE. IT WILL BE A PRIME TARGET FOR GRAFFITI. ALSO, WHY WOULD A TENANT, WHO IS NOT A STAKEHOLDER, BE ALLOWED A VOTE THAT IMPACTS THE PROPERTY VALUES OF THE HOME OWNERS? IF NOISE IS AN ISSUE FOR THEM, THEY COULD EASILY RENT ELSEWHERE.

NO WALL!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 13, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Wife Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I know we are lucky that we are one of the chosen houses that gets to vote, but speaking to most of the block - I know that NO is the only choice they feel on this vote. Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I would hope the walls would be "softened" and improved aesthetically with trees, shrubs and even vines growing up and over (visible from I-290) the walls.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B39 [redacted]

40

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I am most concerned with the expansion of the lanes at Austin. My property sits on the [redacted] and would likely be affected by any expansion. I'd like to know when this decision will be made.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: It is already noisy from the traffic and trains. It will be nothing out of OP if the noise gets any louder.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Dec 9, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: As a family we value the protection from the noise, pollution + eyesore of the highway.

Please respond by December 30, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.22.15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Would increase the division between North + South of the freeway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/30/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:
I Am supporting the Construction because I think the traffic noise will increase after the proposed improvements are made. I believe it will also, however, create a visual/mental separation of Oak Park South/North of the Eisenhower. [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 10, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

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_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property. ____✓____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] R40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

~~✓ Yes~~ NO

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

Yes
X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Please consider landscaping as an alternative.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: X

Comments: [redacted] We are all opposed to the wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/21/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Hopefully the wall will release some of the noise and the carbon emission that comes from the cars and trucks on the Eisenhower Expressway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 17, 2015

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
Money not well spent / Grafetti / Illinois doesn't employ African-Americans/Males for their transportation improvements. Drive to Indiana and you witness the difference. It's always inclusive. with a a males employed. thanks
P.S Glad the CTA ramps will be removed a flat surface access is so better.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:
Expressway is loud in general & I find how when there was expansion installation a few years back. Noise walls would be appreciated. ~~Thank you~~

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

GREAT PROJECT; WILL REDUCE NOISE FROM THE HIGHWAY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: yes Tenant on this property: _____

Comments:

Please put up the wall, it is already incredibly noisy, and the addition of 2 more lanes will only make it ~~noisier. More~~ add to the noise. People outside the noise boundary cannot appreciate the severity of the noise nor its functional obsolescence.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
100% in favor of the wall. Please make sure to provide proper landscaping.
Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

WE REQUEST A PARTIAL HORIZONTAL COVER THAT RUNS FROM THE NORTH SIDE OF EXPESSWAY DITCH TO THE AIR RIGHTS OF THE CARGO TRAIN TRACKS AT ALL AREAS WHERE NOISE WAS AN ISSUE SO THAT NO OAK PARK RESIDENCE WILL HAVE NOISE POLLUTION LEVELS OVER 67 DECIBELS.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: I would benefit by being able to enjoy our yard more, as well as being able to sleep through the night without engine braking and motorcycles.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments:
I don't believe that the noise will be such to warrent the expense, and time to build a wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I am concerned @ the possibility of graffitti + want to be sure vines + bushes are planted to prevent this.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: No

Comments:

Yes we need the wall.

Can we assume that the homes on the North side of the I-290 will not be torn down for the expressway?

Is parking on Florney eliminated?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Yes to noise reduction. Highway is already very loud. With a fourth lane it will only get worse. Would really appreciate the noise wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: Do not like the idea.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
I'm happy to read that something is going to be done to improve pedestrian safety on the crossroad bridges and for accessing the CTA Blue lines. This is a very dangerous bridge to cross (at Austin). I've almost been hit a number of times. The cars that are turning right onto I-290 are especially rude. They have the green light at the same time the pedestrians have the sign to cross. They don't yield to us

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

[redacted]
I believe the wall will improve safety as well as the aesthetics of the area.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.12.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Our block would benefit quite a bit from a noise wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

This vote seems premature for a project that is still years away. We would like to see some alternate sound barrier options — particularly greenery / trees

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]340 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: It is noisy over here! And, watching I290 traffic when I go for my evening walks just reminds me of my unpleasant commute to Oak Brook every weekday. The summertime motorcycles, trucks, cars and their loud noise are brutal. The wall will be very welcome, however, it would be much nicer to have an art wall, a peace wall, or something to make it stand out in a positive way.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B40 [redacted]


41

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 18, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I believe this WALL would be a blight to south Oak Park, & makes a complete separation from the rest of the village!
Definitly against it.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 18, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The wall would be a permanent one to the south of Oak Park. The 53 years I have lived here I have never heard ANYONE complain about noise. The expense of cleaning any graffiti (and there will be some) + keeping the wall in good order, will ultimately raise TAXES. SOMEONE Has to pay to keep it presentable.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Noise is not an issue. Wall would provide a blank canvas for graffiti. Wall would amplify car noise on Garfield St.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-07-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Don't want the view obstructed.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes
__√__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: __√__

Comments:
In the few months that my wife and I have lived in Oak Park after moving from [redacted] we have really enjoyed living in this town and when the time comes to buy, we are very much leaning towards buying here so we will likely be affected by this. We are against the wall since we believe it will destroy our view. I enjoy the hum of the road or occasional ding of the "L" doors. I consider Oak Park charm.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11. 27. 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 21 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Why not use the funds to plant landscaping along the expressway instead of man-made walls? The plants would have a positive impact on the visual and air quality of the bordering streets.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

rec'd Thurs, Nov. 19 15

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Monday, November 23, 2015

Do you support the construction of the noise wall?

_____ Yes

_X_ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _X_ Tenant on this property: _____

Comments: I am sure that Peter Harmet (IDOT) and the 2 folks representing the Oak Park Village had spent considerable time. However, both groups did not seem to know anything about other choices nor consultation of engineers and problems to study.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

IT WOULD BE BETTER IF AUDIO WAS PROVIDED ON THE IDOT WEBSITE THAT WOULD DEMONSTRATE THE NOISE LEVEL FROM THE EISENHOWER WITH AND WITHOUT THE WALLS.
THIS WOULDN'T BE PERFECT BUT WOULD GIVE A CONCRETE IDEA ~~OF~~ OF THE DIFFERENCE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11 - 9 - 15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Help the area

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: I don't believe the wall will have any significant effect on noise. I much prefer the vista I have now. Owner 31 years

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: ~~Owner of this property:~~ _____ Tenant on this property: X

Comments:

1) I DON'T BELIEVE THAT IT'LL DO ANYTHING OTHER THAN MAKE IT LOUDER FOR ME. [redacted] NOISE WILL BE FUNNELED STRAIGHT UP.
2) A WALL SEPARATING THE NORTH & SOUTH SIDES OF OAK PARK IS A BAD IDEA.
3) I LIKE BEING ABLE TO SEE THE HIGHWAY & TRAIN.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] / B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 16, 2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ___✓___ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 16, 2015

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: X

Comments:
undecided about this wall on one hand it looks great. On the hand I feel like it is blocking me out from the other side and the world. I didn't mark yes - no because I have not come to agreement on either on.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 13, 2015

Do you support the construction of the noise wall?

X Yes :)

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X
For 3 years.

Comments:

I would love to not have my volume on my T.V. maxed out due to the highway/Train. It really can disturb sleeping with the constant noise. Plus I like the privacy it gives us! I like the architecture of the wall, very pleasing to the eye.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 341 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: Blocks light & the view. Noise is a part of city life

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 841 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: YES Tenant on this property: _____

Comments:
Garfield Street adjacent to I-290 needs to be completely redone before any consideration of a sound wall is given.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B41 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]341[redacted]

42

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-25-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-08-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: THAT WILL BE A GOOD IDEAL

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-22-2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

WE LOVE TO LOOK ACROSS AND SEE COLUMBUS PARK

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

Great Man

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 342 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: It seems like a wonderful idea. Automotive exhaust would also be diminished in local atmosphere.

Suggestions: Use materials that will allow for easy graffiti removal.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV- 12- 2015

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ____ Tenant on this property: ____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

The noise wall will be great for the noise we hear from the train (cta) & traffic on 290.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]842[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/8/2015

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8 Nov 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
About 5 or 6 yrs Ago The City did what They claim WAS An improvement ?? They distroyed ALL The PLANTS Trees & Bushes We As A Community PLANTED OVER MANY yeARS -CREATING A WALL of VEGITATION Thereby Reducing SOUND AND ELEMINATING POLUTION~ SO much FOR CITY IMPROVEMENT - TRAFFIC IS Louder - The Air VERY DIRTY

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/07/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
possible parking lot for CTA commuters from Austin - Menard, with available space from the noise wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12 NOV 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

- PLEASE ENSURE THAT TRAFFIC CONTROL IS AVAILABLE FOR PEDESTRIANS THAT ARE CROSSING AUSTIN BLVD FROM THE EAST SIDE TO WEST SIDE TO GAIN ACCESS TO BLUE LINE TRAIN. -

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The views from Railroad Ave. of the downtown skyline and trees in Columbus Park are some of the best things about our humble neighborhood. We would prefer more traffic noise to losing that. We also believe there are more natural options available for the CSX-owned strip of land N. of Railroad that should be considered. A small berm with trees and native plants would both help with noise and add something positive to the neighborhood. Please consider such options. Thank you.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to: [redacted]

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

I feel that the Noise wall will be a good improvement for this Community. For me I will be able to get a good nights Sleep without the Sounds of the Blueline L. CTA thanks for the improvement.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 09. 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I BELIEVE THE ENTIRE NAMED PROGRAM WILL BE A NEEDED [redacted] IMPROVEMENT TO THE AREA.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
The noise from the expressway sometimes wakes me up at night.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I would really like to see downtown still as we enjoy that. However noise walls probably help with property value. The noise doesn't bother us but it's something "better" communities have and we'd like to have that!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The noise from 290 is not bad, and I enjoy having a view of downtown + Columbus park.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

44

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments: No Wall,

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Please put it up from noise and dust! Thank you!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/09/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: This is a much needed improvement that should have been placed years ago.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV - 7 - 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Will cut down on Noise and Will stop cars coming off Road and Hitting our cars

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV. 9, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
THE NOISE IS NOT A PROBLEM FOR MY COMFORT. BUILDING A NOISE WALL WOULD PROVIDE AN UNSAFE ENVIRONMENT FOR A COMMUNITY OF SINGLE FAMILY HOMEOWNERS WITH ELDERLY RESIDENTS. THE ~~WOULD~~ WALL WOULD PROVIDE A VIRTUAL CRIME PLAYGROUND FOR DRUG ACTIVITY: EASY ACCESS OFF AND ON THE 290 BETWEEN LARAMIE AND CENTRAL. THE AREA WOULD BE TOTALLY SECLUDED FROM VIEW, ALL THAT IS NEEDED FOR ILLEGAL ACTIVITY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

_____ Yes

X No – DO NOT See this AS AN improvement/Benefit for us.!

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: V Tenant on this property: _____

Comments: My family and I do not wish to have our View Blocked by a wall. We have lived at this address for over 40 years. The expressway traffic is not a problem for us.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: V Tenant on this property: _____

Comments:

Hope it won't take years to do this.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-2015

Do you support the construction of the noise wall?

_____ Yes

NO No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: yes Tenant on this property: NO

Comments:
NO I dont think we need the Wall been living here over 50yrs NO need for it if you want to help with Something we need Speed Camera.
Thank you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov-7-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Will cut down on NOISE AND WILL STOP CARS COMMING OFF ROAD AND HITTING OUR VCARS " as above IN THE PAST THREE TIMES

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-21-15

Do you support the construction of the noise wall?

___ Yes
✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: ___

Comments:
Whenever work is performed in and around the community, no local residents are hired to perform the construction.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I would only support if we were guaranteed an electronic sign billboard on property to get additional revenue for lo.$s revenue from property not being visible from I-290. Also, if some form of company advertisement could be placed on wall to be seen from I-290.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

✓ Yes

___ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: ___

Comments:

I am in support of the noise wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/8/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

* COMING WEST TRAFFIC COME TO A STOP STARTING AT Austin boulevard, there needs to be 4- Lanes
* MAKE IT EASY To get to The CTA blue-line from 25TH AVE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11 - 15 - 20

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Thank You So much
I Live here For 25 Year the
noise IS Bad You can not
Sleep
thank You Thank You
God Bless

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/31/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Y Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-8-15

Do you support the construction of the noise wall?

_____ Yes

___✓___ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I don't want to hear or see Construction for a year or longer. Not bothered by traffic at all. This will wold affect parking & traffic. No Thanks

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-2-15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Not bothered by noise off the Eisenhower. Wall will affect parking and traffic on our street.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

We can't hear noise inside our homes from Expressway. It's peaceful watching traffic go by.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I like to see the TRAFFIC & The EL PLAT FORM AND How SLOW OR FAST The TRAFFIC is ON The Eisenhower Expressway

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
I like to see the TRAFFIC & the EL PLATFORM and HOWSLOW & FAST the TRAFFIC is on the Eisenhower EXPRESSWAY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

_____ Yes
_____ No

I believe the decision has already been made

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

The design is awesome. My concern would be the increase of drug sales noted in the community. Documentation has been in the neighborhood has been addressed in news articles (magazine) as well as at least two or three drug related deaths from drugs purchased by suburban people young to middle age caucasians purchasing drugs. Within the past yea

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Increase Economic Development & Community Safety.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B51 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I FEEL WE NEED TO FIND A WAY TO KEEP PEOPLE IN THESE PROPERTY'S. IMPROVEMENT MEANS HIGHER TAXES WHICH WE CAN'T AFFORD. I WOULD RATHER HEAR THE NOISE THAN TO LOOSE MY PROPERTY TO HIGH TAXES.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ____1____ Tenant on this property: _____

Comments:

This property has been sold. Conveyance deed from sale package enclosed (copy).

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 9 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property [redacted]

Comments: We like the view of the Expressway the Wall will make us feel Blocked in

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name:

Address:

[redacted]

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-23-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B53 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: YES

Comments: Good IDEA

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B53 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B53 [redacted]

54

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Dec. 8, '15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

None

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B54 [redacted]

55

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-12-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: The expressway is very noisy

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: It is very noisy

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

NO WALL

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: It will create peace; thanks

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Looking Forward to a Noise Wall For Years on this location!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: We Need a noise wall really bad. Can't Sleep good with traffic noise Please include in FINAL project, thanks for your input and self stamped envelope.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: Yes! looking Forward to a noise wall please include in final project thanks

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: Looking forward to a Nose Wall in this area !

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B56[redacted]

57

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: like to be able to look to see what the traffic is like on expressway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

~~X~~ Yes

~~X~~ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: ① NO - Actually we don't experience AN issue with NOISE.

② The Wall gives the feeling of being Closed in and cut off. We enjoy being able to see.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOV 18, 2015

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I DO NOT LIKE THE IDEA That a Wall Will be Right In FRONT When We look Out OR walk Out SIDE. I Feel It Will MAKE the AREA LOOK TACKY.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

The FACT That A huge Wall Will COVER The VIEW DOES NOT Sit Well With ME I Feel It Will MAKE IT DEPRESSING to LOOK Out the Window All the time. I'M SURE A better IDEA CAN be MADE.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 14-11-15 (NOV 14, 2015)

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: NOT HAPPY WITH THE IDEA!!!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

_____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I DO NOT LIKE THE FACT THAT WHEN I LOOK OUTSIDE I AM LOOKING AT A WALL. THE NOISE OF THE EXPRESSWAY DOES NOT BOTHER ME AT ALL.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: V Tenant on this property: _____

Comments:

This wall would prove too confining & depriving of view + Greenery. Who is it to protect? I've lived here 54 yrs & would feel imprisoned + cut off from society. It is ugly & would actually cause a farther decrease in property value. Suggestion: Plant more trees + Greenery (a natural buffer) to aid in decreasing noise level.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: I'll be glad to see that Happen

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 7, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I Fully support this project.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
I dont agree with the noise wall. I think the city should focus on the violence in the area and spend money to rebuild the area.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

___ Yes
✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ___ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-22-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
That is unnecessary the noise is already muffled by incline. The wall will restrict view and confine tenants.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-2015

Do you support the construction of the noise wall?

_____ Yes

__N__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __V__ Tenant on this property: _____

Comments:
You can used the money to Add a 5th. Lane From the BURN CIRCLE 90-94 ALONG 290 WEST TO 294. And Bridge Repair.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
Enjoy the openess. Don't hear much noise from expressway.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-22-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:
It will cause more Drug Trafficing and more Killings.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 09 15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Yes! The wall is need thank you in advance

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-12-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

I have waited for years
for this to happen!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 10, 2015

Do you support the construction of the noise wall?

_____ Yes

Y No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Its be dark already down Congress and the lil Light from the expressway helps out a lot. Im use to the noise it doesnt bother me and its dangerous out her need all the Light

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/25/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

It is important that you hire people from our community with good jobs that include trainings. Please do not allow this to be political. Open & Fair process.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please do not put the wall up.
We do not need a wall. The fence
is fine. Please, need no changes.
no changes.
I dont want the wall

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 21, 2015

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

_____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Thank you for the noise barrier and the new look.
Thank you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Awful, horrendous, terrible idea. I equate this with stealing the sunlight & view. I have lived in this community 45 years & on this block forty years. Although we often feel forgotten by police & city services, rampant crime on the streets. The view from the expressway (whether sitting, standing or driving) is a ray of sunshine. This is emprisoning of community & streets

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

X Yes

___ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: ___

Comments: Due to the violence, drugs & lack of police support our neighborhood is not the community I moved in forty years. One of the few rays of sunshine is the view from my porch or street of the expressway. I'm not an engineer but no amount of wall is going to muffle the sound of the train & the cars on the expressway. I hate the idea, it imprisoned our streets & community.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments: I hate this idea! I have rode along roadways & visited communities with sound walls. It stifles the view & blocks the sunlight. It also feels like a tunnel. In this day of advance technology I know there should be other ways to dampen the noise of traffic. Ways that are less constricting & imprisoning. Bad idea in the name of progress

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Not #1 This Time

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-09-2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

This will not benifit my commcunty At All.. No Jobs Will come out OF This prosect For The Black Commcunty So no i do not support This Prosect it's a waste Of my Dollars, There Probaly be another Tax place On me Somewhere TO pay For This Shit!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

no
no
no
no
no
no

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 859 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I hope the city will work on the pension problem and not waste any TAX Payer Money on this wall. I like looking out the window & seeing across the Expressway. Please, Please find something else to do with our money please.

If the only reason you want to do this is to get money from the federal Goverment please dont.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: October 11, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I do believe the wall will be beneficial for my community in helping the noise factor.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]



Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B60 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/8/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 17, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: We don't Want a Wall To Close us in. We like our View.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-19-15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

It's not necessary, needed or wanted. I have lived here for 40 years and love the view of the Expressway. The openness the view provides is welcoming. A wall would just close us in. NO-NO-NO

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 18, 2015

Do you support the construction of the noise wall?

____ Yes
_X_ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: We don't want a wall to close us in.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B64 [redacted]



Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-16-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 /[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 [redacted]



Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/22/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

[redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B67 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: V Tenant on this property: _____

Comments: We [redacted] are in favor of the Noise Wall Viewpoint

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B67 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.08.15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Good for the neighborhood

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B67 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: October 9, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: The property is located at [redacted]

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B68 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B68 [redacted]



Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-7-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

It would be great a wall
for Meet Future

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: I think this would be a great idea

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]369 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

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_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]B69 /[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

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_____

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Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-1-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: Y Tenant on this property: _____

Comments:
To whom it my Concern. Its not the noise. Its the VIBRATION FROM the large TRUCK Semi TRUCK + like THAT SHAKE DIFFENT PROPERTISE IF YOU ARE near the Expressway not the noise THE VIBRATION large. ALSO TRAILER TRUCK Cause the PROBLEM -.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

IF YOUR Put the WALL up it will cause [redacted] B71 [redacted] An't crimes you see if VIBRATION Destroy ~~[illegible]~~ A lot to PROPERTIES.

ld the wall goes up it would
case Crimes in certain areas,
because you Cannot see thru
Walls when A ~~CRIMAL~~ BAD PERSON
Might ROB you.

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/28/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

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_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 22, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

The only noise and vibration we get is from the freight trains union pacific, what can be done about that.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/4/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

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_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 22, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 371 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: [redacted]

Comments: I would rather the Money being Spent on this Project go to other Programs in our Neighborhood Noise is no Problem give to our School neighborhoods — and Community

Thank You God Bless you

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 10, 2015

Do you support the construction of the noise wall?

_____ Yes
__✓__ **No**

[redacted]

Select One: Owner of this property: **YES** Tenant on this property **NO**

Comments: I personally do not see it as a benefit to the community and there are several reasons why I am against this wall being constructed:

1. It looks like a prison wall and that is the last thing I want my property to be near. Even if plants were to grow on the wall, it still gives the appearance of blocking the view of the neighborhood as it grows and changes. The wall would give a negative first impression of the neighborhood. It would look like the city is trying to hide certain neighborhoods from the passing public. It would also bring down the property value of any land near it.
2. The noise is so minor that you can get the same noise just from street traffic on Jackson Blvd. which is one block north of my building and two blocks north of the expressway. You don't build noise walls to block noise from major streets so why cut off the expressway.
3. I use the view of the expressway to determine the density of traffic and decide if extra time should be used to get to my destination. The expressway also serves as a source of visual interest.
4. The only buildings west of the railroad tracks are industrial buildings and they make enough noise on their own. When taking into consideration the small businesses, it will be hard to see them from the expressway.
5. If you are trying to stop some of the noise where new residential buildings are being constructed you will find that most, if not all, of these new buildings are more than 17 feet tall and very little noise would be stopped by putting up a wall because there also happens to be an "on ramp at Western. Also these new buildings are probably already insulated against noise.
6. If you are not going to increase the number of lanes from 4 to 5 you may be taking away from the greenspace that borders the expressway which holds a beautiful landscape for those of us who like to look at the traffic and across the expressway and at the park on the other side of the expressway as well.
7. My last but most important point is that it appears that no one who is working on this project lives in the neighborhood for which you want to build this monstrous wall. If you had to look at a blank wall day in and day out you would know what a person in jail would feel like. You would feel like you are being cut off from the flow of the city. I've lived here for all but 5 of my 61 years of my life and I don't like your proposal as far as the wall is concerned.

Please respond by November 23, 2015

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, Illinois 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I support the Construction of the noise wall to keep the noise at a minimal While Conducting Construction along the Expressway

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 22 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

13

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-9-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Yes Please Install a Noise Wall ASAP
It may even stop some of the Cold
Air that comes into my Apartment From the Xpressway
Also I Hate Noise Anyway
And It May Stop some of the Crime, but
Please be sure the Wall is kept Clean and Orderly

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B73 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: Hopefully this will help with all the Highway traffic NOISE. Since there are currently NO filters in place to pacify this issue!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B73 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: I highly recommend the noise wall.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/25/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 24, 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

I APOLOGIZE FOR MY DELAYED RESPONSE; HOWEVER, I WAS OUT-OF-TOWN ON BUSINESS AND AM NOW GETTING TO MY MAIL. MY PRIMARY REASON FOR OPPOSING THE NOISE WALL IS DUE TO NEIGHBORHOOD SAFETY. THE IMMEDIATE AREA IS SOMETIMES UNSAFE AND I FEEL THE WALL WILL ACT AS A VISIBLE BARRIER THAT MAY SHIELD THOSE COMMITTING WRONG-DOING. IT IS BEST LEFT OPEN.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-2015

Do you support the construction of the noise wall?

_____ Yes
✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
It blocks the view of the expressway. A wall won't exactly cancel the noise. Chicago has a hard time maintaining that area already.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/23/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The wall would only increase crime in our area. Currently the openess provides a more open and clear view from expressway and CTA Train Stop (Western).

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The crime in our area would only increase. We do not support a wall. Currently the view from Expressway and CTA Station provide a clear view to our area. Prefer this and can deal with noise.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

We prefer a clear view of Expressway & CTA Station. Also the view deters crime in our area.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.19.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:
I don't hear enough noise to make the spend of for something like this worth the effort and cost. I live in the city and expect a certain noise level. My concerns over safety issues building something like this could potentially create more issues than any benefit I can see. Not to mention potentially creating a large canvas for graffiti

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.19.15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant of this property: _____

Comments:

Since I am an out of state landlord, can you please keep me informed by my mailing address above? Or email: [redacted]

Thank you!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments: This would definetily improve quality of life. I can hear the highway and train even with all the windows closed. It's way too loud! We need a sound wall and some new landscaping and sidewalks!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 11, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 13, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: Mai

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: I think this will enhance the quality of life in my neighborhood. This should reduce the noise from both the expressway and the Blue Line CTA trains.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09 NOV 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Much Needed Addition

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: NOVEMBER 9, 2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments: This will be a welcome site

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 374 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

A big issue I often find when going to sleep at night, or just relaxing at home during the day, is some of these noises, from traffic, as well as other things. This noise wall will hopefully give us more peace of mind.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

BUILDING A NOISE BARRIER WALL WILL ENCOURAGE CRIME IN THE AREA DUE TO LOW ILLUMINATION / INCREASED DARKNESS, INCLUDING GRAFFITTI PAINTINGS AND CARJACKS

I'M CURRENTLY FINE WITH THE 290 NOISE LEVELS. I DON'T WANT A WALL BUILT NEAR MY PROPERTY

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 874 [redacted]

15

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

THIS NOISE BARRIER IS LONG OVER DUE

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B75[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/03/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I support it, but don't know if it's really needed. It's not extra noisey in my area, but may be needed in other areas.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

I think it is a great Ideal Thank You good luck

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-18-2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 25th

Do you support the construction of the noise wall?

_____ Yes
_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I only support it if there is no alternative to building another lane. I don't support the expansion. And if the wall is built, Green space along side should be part of it to compensate for the extra fumes we'll be breathing.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Yes Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/24/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/24/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/23/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:
We need a noise wall, I can't sleep sometimes because of the noise,

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/11/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Obstruction of view / closes off openness of street

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: (Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-10-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/NOV/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/10/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: yes Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-11-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov. 9, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

X Yes — BUT...

____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

(1) Don't experience much noise, however can see how same would

(2) I question the claim that such a wall (in the example) would significantly reduce noise.

(3) Is the inconvenience of construction worth it?

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 13 Nov 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

THIS WOULD BE A GREAT ADDITION TO OUR COMMUNITY! THANK YOU FOR THE PROPOSAL.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/8/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/30/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: PLEASE !!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/29/15

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ___mother is owner___ Tenant on this property: ✓

Comments:

I feel safer walking in this area with it opened up and able to see from a distance. Also, not being able to see the expressway will be an inconvenience because knowing whether or not there is traffic will determine what route I take for the day.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1st December 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

1) Will the wall help control the Noise on the 7th FL ??

2) IF the wall is put up, what will be done about graffiti, and who will be responsible for Cleaning it up ??

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

___ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/29/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-20-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/25/2015

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: Thanks for being concerned

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 21 NOV 2015

Do you support the construction of the noise wall?

(X) Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: (X) Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: YES Tenant on this property: _____

Comments:

This is something that has been needed for awhile now. I hope it does come to fruition.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11.20.15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

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_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: __X__

Comments:

Too much construction around this building — DO NOT ADD MORE!!

Please respond by November 23, 2015.

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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/20/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

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_____

Please respond by November 23, 2015.

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c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 16, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 20 2015

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

[redacted] I am very much against a sound wall. The sound does not bother me and I like my view. I will lose my view and I bought [redacted] for my view. I am vehemently against the sound wall! The sound is a cityscape and if you dont like the sound, tenants should move out of the city.

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/19/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

GREAT ADDITION + NECESSARY!

Please respond by November 23, 2015.

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Illinois Department of Transportation
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

We're confused by the orange "existing noise barrier" line in the diagram. That is, we aren't aware of any "barrier" there.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

The intersection at this on-ramp (to 290) Racine/ Van Buren needs to be revamped so it is safer for pedestrians to cross (they pass in front of on ramp)

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

Y Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: Y Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
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Oak Brook, IL 60523

[redacted]888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

I can't see an obvious downside but would like more balanced information - if there are any downsides to this project.

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-17-2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/17/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
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915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-14-15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

I honestly just don't like how it looks. It will disturb the view from the first couple floors and the construction is only temporary noise

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]388 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/2015

Do you support the construction of the noise wall?

___ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ___ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

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Please respond by November 23, 2015.

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Illinois Department of Transportation
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-15-15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 13, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 15, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 15/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
We live on other side of building and we never hear any traffic noise in the area. It would just create more construction in the area I we dont need.

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 14th NOVEMBER 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

If the department has not considered already perhaps a "planted noise barrier" would be a good choice. This will help environmentally as well as maintain the Asthetic look of the wall and give a pleasent feeling to the surrounding neighboorhood and area.
All the best with the project.

Please respond by November 23, 2015.

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Illinois Department of Transportation
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by November 23, 2015.

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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 13 Nov 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

THE EXHIBIT PROVIDED SHOWS AN EXISTING NOISE BARRIER IN FRONT OF [redacted] THIS DOES NOT EXIST. I DO NOT BELIEVE A 20' NOISE WALL IS ANY BENEFIT TO A BUILDING WHICH THE FIRST FLOOR OF CONDOS ARE 20' ABOVE GRADE. ALSO, I THINK A NOISE WALL WILL CREATE AN UNSIGHTLY BARRIER IN THE NEIGHBORHOOD, AND BLOCK VIEWS FROM PEDESTRIANS

Please respond by November 23, 2015.

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[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/12/15

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

A noise wall would create an unpleasant view, I enjoy watching the trains, cars and trees.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments: NO Comments

Please respond by November 23, 2015.

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I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: November 14, 2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

Yes, I think it will be a benefit for my property values, neighborhood environmental surrounding area of security issues, and sense of quietness.

Please respond by November 23, 2015.

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Illinois Department of Transportation
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Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Thank you. that's good.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Build the wall as tall as possible to block the noise!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/15

Do you support the construction of the noise wall?

____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: ____

Comments:

I own a unit at [redacted] and pay property and state taxes. I would like my vote to count. I DO NOT want a sound wall! I do not want to lose my view from my porch. The sound does not bother me enough to lose my view. I vote a strong NO for the sound wall!

If you do build this wall, I will expect the state to lower my property/city/state taxes!
We deserve a vote!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11-13-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Nov 13, 2015

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:
As a resident living in the west loop for the past 19yrs, I feel the wall barrier is a eye sore, and I do not have any complaints about the noise from the expressway. In my opinion, since the state is struggling with funding. these funds could be reallocated to another programs (Day care, Afterschool programs or Senior progra

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]388 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

- The sound is not bothersome due to submerged highway location
- I can see the tags on the wall already

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/14/15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

THIS NOISE WALL WOULD SIGNIFICANTLY IMPROVE OUR QUALITY OF LIVING. PLEASE MOVE FORWARD WITH THIS PROJECT AND THANK YOU FOR ASKING FOR OUR OPINION!

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/13/2015

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

2nd Mailing

B9

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 8, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]89 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/26/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X [redacted] nant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B9 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]B9 Ext [redacted]

2nd Mailing

B13

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 23, 2016

Do you support the construction of the noise wall?

(Yes)

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: AN LIVE AT ON PROPERTY

Comments:

Ahh Sounds Good.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 23, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/9/2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Maywood Taxes is TOO High!
Who paying for this and the up keep.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-23-16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments: I don't believe you take public opinion into account! It all Neutral!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: February 07, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
I like to watch the view of the cars passing by and if the wall is built I won't be able to watch them any more.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2.7.16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: _____

Comments: NO demolition changes construction building

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 26 Jan 16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Who would be responsible for keeping the grass maintained and garbage pick up?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 24, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Owner Tenant on this property: _____

Comments: I Think its A Great Idea

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/24/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: My tenant tells me this wall will lower the noise level at night.
Tenant address: [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-24-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01, 24, 16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments: The wall will Block the view of the Express, And the Activity Around the Area.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

NO - Changes leave
rebuilding well-enough
remodeling ALONE
reconstruction
construction
etc-etc-

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

2nd Mailing

B14

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/29/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/16/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/10/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: How will the construction of a wall effect the flooding problem?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X yes Tenant on this property: _____

Comments: Also with lighting we have activity area- west suburbs and will this wall Dorchin Street along Harrison + Expressway

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-06-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

IF HARRISON STREET LOOK LIKE THE PICTURE THAT YOU SENT ME, AND THE NOISE WALL, TREES AND GRASS LOOK THE SAME,THEN I AGREE. WHEN WILL THE WORK BEGAN? AND HOW LONG WILL IT TAKE TO FINISH?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/31/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
PLEASE PLACE A CAMERA ON 25RD & HARLSEN TO WATCH DRUG & CRIME ACTIVITY. I DID REQUEST TO VILLAGE OF BELLWOOD. PLEASE CAMERA IS NEEDED. THANK YOU.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JANUARY 23/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: NONE

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:
YES I SUPPORT THE NOISE REDUCTION WALL

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 27th, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

_____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:
I enjoy looking at the expressway. I do not want to look at a wall and feel like I'm boxed in. I like to close and I'm facing the expressway. I don't want to have a wall right in front of my face. Please don't put this wall in my face. The noise does not bother me, after all these years. I've never been in jail and don't want to feel like I'm living there!

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 24, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments: The project is great for the neighborhood.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN 23, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: Lets DO IT!!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: January 26, 2016

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Ye

Tenant on this property: Yes

Comments:

I have a property on [redacted]
This wall will make property values go down.
Secondly who wants to look out there front window
& the view is a wall. One other point, don't lead
people to believe the wall is on the side of every
from 17th west the front of the houses face I290.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

In my opinion to many accidents and heavy traffic close to my house: NOISE – NOISE – NOISE DRUGS – DRUGS – DRUGS.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

2nd Mailing

B15

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/30/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: January 26, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments: DO NOT WANT THIS WALL

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/26/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

We only ~~are~~ own the properties for a short time. We are a [redacted]
But our clients want quiet & we believe noise walls are a good idea

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/23/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

2nd Mailing

B16

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/22/16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: V Tenant on this property: _____

Comments:

I am in favor of the noise wall only if there are no homes lost.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes
_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____
_____
_____
_____
_____
_____

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-4-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I have lived at the above address since 1973. I have never heard any noise from the expressway when I'm home. I'm not the expressway from my home.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/16

Do you support the construction of the noise wall?

____ Yes
_✓_ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
Truely believe this program is not good for the neighborhood. Too many closures in the area already. Plus expressway is already not being cleaned up all the time and left with dead trees in the area. Plus if any accidents occur people can receive help as quickly as possible.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/8/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-29-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

yes I support, also I did mail the First notice back sometime ago in 2015

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-7-16

Do you support the construction of the noise wall?

/ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: / Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-4-16

Do you support the construction of the noise wall?

_____ Yes

__V__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments: I do not want the Noise Wall because it will not Benefit me it will be Inconvenience for me if 9th is close of

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: Noise level already low.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEB 02 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

I will support this construction only if it dosen't cost the tax payers more money, we as property/tax payers have more on us than we can handle right now: so please if it going to cost us then I'm not in support of this construction at this time. [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-29-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/23/16

Do you support the construction of the noise wall?

_____ Yes maybe ... See comments

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

If adding the wall will close any exits affecting the Maywood Community (ex. 17th Ave. West and 9½ Ave East) I am opposed to the noise wall. If constructing the wall will not close any exits affecting the Maywood community (ie. 17th Ave west and 9th Ave east) I am for the noise wall.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

P.S. Attempted to contact someone at the number listed above & the phone just rang.

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 23, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: /

Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/27/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN 26, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: N/A Tenant on this property: N/A

Comments: I DO NOT OWN PROPERTY IN the Designated Area.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

NOISE WITH WALL WILL INCREASE AREA'S APPEAL AS WELL AS REDUCE NOISE LEVELS.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16.

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:
That will be a good move! ☺

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: N/A Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: yes

Comments:
Would like to see that happen to noisy from expressway noise

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B17

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments: NO Comments

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

✓ Yes

[redacted] No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

I will support the noise wall as long as no streets are effected and entrances + exits to eisenhower not closed

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: __X__ Tenant on this property: _____

Comments:

I LIKE SEEING the Traffic FLOW ON the Expressway
I ALSO LIKE SEEING Whats GOING ON ACROSS THE
Express WAY THE WALL WONT REDUE my Property TAX
WON'T MAKE ME feel Any SAFER The Wall Will
BE A WASTE of my TAX Dollars.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02 February 2016

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/28/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JANUARY 26, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: __X__ Tenant on this property: _____

Comments:

I currently hear no noise and right at I-290. Perfer another type of noise barrier be used (e.g. vegetation). Plus, houses are on an incline which is already a barrier.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B18

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: NO

Comments: at times it wakes me up

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-31-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
I don't Support the Wall because We the Neighbors will have to pay Some type of way.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:
We are 100% in support of the Wall.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments: Like The View Now

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B19

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/4/16

Do you support the construction of the noise wall?

_____ Yes ABSTAIN

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: [redacted] WE TAKE NO POSITION ON THE ISSUE.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb 1, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 319 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

I feel that the wall will lower the noise and every home in this area will benefit from the lower noise level. What are the negatives of getting the Wall? INcreased taxes, ect...? 0 ?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

The wall is a good Justice to put up the wall it will help keep the area clean along side Highway

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

2nd Mailing

B20

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

✓ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-23-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-31-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

It is really hard to
give an answer because that
is the only view I have. also
the truck make to much noise.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B30

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/20/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: Full board approval was obtained

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/20/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: This was approved by the board.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/20/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments: This was approved by the board

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:
I Disagree with the wall being placed along the E-way.
Thats money that can be spent on Something more important

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/30/2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 28, 2016

Do you support the construction of the noise wall?

____ Yes

_____ No

Name:

Address:

[redacted]

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/7/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B30 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

____ Yes
X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B38

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/22/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
I deperately want the Wall as long as the trees and greenery stay. The trees are just now getting back to where they use to be... I hope it looks just like pictures you sent.

Please respond by February 24, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEB 14 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

AS FAR AS THE SIDE OF THE WALL FACING THE HIGHWAY, HAS THE DESIGNERS PLANNED ON ~~USING~~ HAVING A SOUND ABSORBING MATERIAL OR SHAPE TO BREAK UP OR TONE DOWN THE HIGHWAY SOUND? DOES ANY OTHER STATES OR COUNTRIES IN THE WORLD USE SUCH DESIGN AND MATERIAL? WOULD IT ~~BE~~ BE AN ADVANTAGE TO TAKE SOMEONES FELSES LEAD OR IDEA? THANKS [redacted]

Please respond by February 24, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/9/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Please, Planting more trees would be a more favorable alternative
The South view from our home will be taken away the wall would obstruct that view
The wall would reduce property value,

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Planting more trees would be a more favorable alternative.
A wall would obstruct the south view from my home.
A wall would reduce property value.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

I do not approve of this project. I feel it would look very ugly and lower our property. We have lived in this house over 20 years and the noise has never been an issue.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Our home faces the expressway. Building a wall completely eliminates any visibility when standing on our porch or looking out the front window. I believe this will have a negative impact on our property values, and could serve as an obstacle for selling our homes. While living near an expressway is definitely not a selling point, looking directly at a brick wall will not attract buyers. Additionally, many people find looking out at the expressway very meditative and calming, believe it or not. Lastly, we believe it is unfair to include over 30 renters in this vote. Tenants on Harrison are not vested in the area and move within 1-3 years. Allowing them to dictate the outcome of our financial investment is flawed and unjust.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/22/16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: __X__ Tenant on this property: _____

Comments:
I am not bothered by noise from 290. I don't support limiting what is in my field of vision in the name of fixing what I do not perceive as a problem. limited

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

[redacted] is the only block that will face the noise wal The wall will give kids an opportunity to spray paint which will give residents a wall of graffiti to view. Which in turn would bring the property value down. You will not be able to enjoy the beautiful OAK PARK scenery by putting this wall up. PLEASE DO NOT INSTALL NOISE WALL!

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B38 [redacted]

2nd Mailing

B42

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEB 10, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]342 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Looking forward to anything that can reduce noise levels.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/4/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

I do not like the proposal of the noise wall, First Because it does not cause any noise to us and Second a wall would make our neighborhood be Secluded. From the rest of the neighborhoods and I like to walk and see the city From a Far, a wall would impede the view.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb 3, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:
The noise is louder since they removed all of the trees etc along railroad tracks.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: 2004 Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 27 Jan 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

How Soon Will The project start ?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-25-16

Do you support the construction of the noise wall?

Yes

X No NO

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/24/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
NOISE WALL WOULD INCREASE RESIDENTIAL VALUES

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 342 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes
_✓_ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____
_____
_____
_____
_____
_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 / [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-2016

Do you support the construction of the noise wall?

_____ Yes ✓
_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B42 [redacted]

2nd Mailing

B44

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/2/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2 - 3 - 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: NO

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

NEED QUIET TIME. EARLY IN MORNING GET GRANDSONS READY FOR SCHOOL

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-30-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

This is my Second Submission and I have been living here over 45 plus years and never ~~had~~ had a problem with noise. the

Thank You

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-31-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: Yes I support the wall construction because as of now I heard less noise, and it will become a good project in my community. So IDOT thank you for the wall.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: OK.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN 29-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 /[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 23- 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

IT WILL STOP THE TRASH COMMING OFF THE EXPRESSWAY AND THE NOISE PLUS MAKE THE AREA LOOK BETTER

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: I don't understand the wall

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B44 [redacted]

2nd Mailing

B45.

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-31-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/8/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: This wall would protect us from Noise and Debre from Accidents on the Expressway and Sirens Noise and it will help control the traffic getting on and off ramps along the Barrier walls and help prevent damaging the Streets on the off Ramps

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Melrose Park

Signature:

Select One: Owner of this property: ✓ Tenant on this property: _____

Comments:

this wall would protect us from noise and debre from accident on the expressway and siren noise and it will also control the traffic getting on and off the 2 Ramps along the highway and damaging the street on Concrete

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B45 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN. 19, 2016

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: ✓

Comments:
THE Wall would BE very helpful, noise also people run in small fence that is already there. They have fixed fence at lease 2X's ~~last~~ year.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B46

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/19/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 24, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B46 [redacted]

2nd Mailing

B48

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: The noise wall is a great idea!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B48 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: [redacted] Tenant on this property: _____

Comments:

Installed Windows to combat the noise. Drug dealing is done in this area, would like to see what happening in the neighborhood. We have gotten use to the noise by now.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

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Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

I welcome this whole hearted. The big trucks, and loud muffler, is sometime unbearable. Hope this will be the answer to our problems.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments: having been a fifty year resident at this address, it is long over do.

Thank you.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/24/2016

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

I am very happy with the wall project. That means I can get a good night sleep

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B49

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-04-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: I'm sure it will help improve the look of the neighborhood

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-23-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

BS1

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B51 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 3 - 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property [redacted] Tenant on this property: _____

Comments: Fine With [redacted] MB

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B51 [redacted]

2nd Mailing

BS2

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/20/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: I Support

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: Yes I support the construction of the Noise Wall

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: The Above

Comments:

I don't want a large Wall, Blocking the View of the expressway that I HAS seen since my childhood. For Nostalgia purposes. I don't want Blocked views like in New York City.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Note: Please Don't Build this here! Work is best used otherwise, like building homes And cleaning empty Vacant lots

[redacted]

B52

Addendum: Criminals could hide behind these walls

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B52 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes

Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B53

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: I AM Tenant on this property: yes

Comments: I THINK THE WALL WILL decrease NOISE AND LIGHTS.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B53 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 23rd 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B53 [redacted]

2nd Mailing

B54

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN / 21/2016

Do you support the construction of the noise wall?

(Yes)

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

DES IS WERY Good IDEA FOR DIS area FOR NOISE and FOR look

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B54 [redacted]

2nd Mailing

BSS

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/31/2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-31-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

WELL OVER DUE
Can't Here (o, o) My T.V. from the
NOISEY ~~EXPRESWAY~~

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
The Prairie Wall will be great for my area. Also it would improve the appearance of the area.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/25/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I support The Noise Wall due to The Noise it Makes and The Shaking OF The Property, Some Times Our Lock's are OFF Centered. Traffic that Hit The Ramp "TRUCK's" at Kostner Makes a Loud Boom Day + Night. Also Peoples Use That Side OF the Street as a Garbage Dump Sey at Night + DRUG DROP OFF Day + Night. No Camera's

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments: property owner deceased.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B55 [redacted]

2nd Mailing

BS7

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-22-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Got the form late but I do not support the Construction of the noise wall.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-01-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:
SEE ATTACHED SHEET

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JANUARY 25, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

THE NOISE WALL WOULD BE VERY BENEFICIAL TO MY HEALTH. I SUFFER FROM A SLEEP DISORDER AND I HAVE BEEN CONCERNED THAT THE NOISE FROM THE EXPRESSWAY MAY HAVE CONTRIBUTED TO THE DISORDER.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: yes

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B57 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-20-16

Do you support the construction of the noise wall?

____ Yes
__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: I DO NOT LIKE OF THE IDEA OF A HUGE WALL WHEN I LOOK OUTSIDE MY WINDOW

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/19/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: KAREN TRIBBLE Tenant on this property: N/A

Comments:

DEALT. WITH NOISE MOSTLY TWENTY THREE YRS. WOULD BE A CHANGE TO GET QUIET.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B58

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-7-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-4-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: The wall will block the view of traffic on the express way. The express way is the only view that this block have.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

_____ Yes

_✓_ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

I do not like the noise walls they do not look great and I am not sure how well it will help.

This neighborhood can benefit from removal of the abandon school on Congress & abandon homes.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02/03/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:
The Wall noise Barrier is a great idea because the wire fence wouldn't have to be repaired. Possible garbage reduction.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I fully support this project!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: I support this project!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I fully support

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: I fully support this project!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Please stop sending this mess - this makes the 13/15 notice

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Save the taxpayers $$ - STOP sending

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments: I live upon a corner so it will not work

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Citizen

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/20/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I fully support this project

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I Fully support this project.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 358 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/26/2015

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
It's not wanted.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B58 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/26/2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/25/2016

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
Its ugly and not needed

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 858 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/25/2016

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
It's ugly

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/26/2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B59

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEBRUARY 4, 2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 18, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: I have responded... Just in case

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02/10/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/10/16

Do you support the construction of the noise wall?

V Yes, Yes, I do!

~~No~~

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: V

Comments:
I believe the wall will beneficial for the entire Community less noise and Pollution. Mostly the noise!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEB, 7, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

The Road Noise sometime wake us up in evening time especially the semitrucks. The Road (Expressway) produce black substance that accumulate at the Roof, exterior walls and windows. I hope the wall Reduces the Noise and black substance.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-2-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:
The over pass also needs repairs.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
I do not want to stare at a tall wall and feel like we are in jail. It would be more cost efficient to invest that money in upgrading windows to reduce the noise.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JANUARY 25, 2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

A BETTER USE OF FUNDS WOULD BE TO FIX BRIDGES + THEN ROADS.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2016-01-23

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: __X__

Comments:

The noise level is only obvious when I'm in my back yard. I have no problem with the noise level. I rather enjoy it because I happen to love the noises of the city. A sound wall may make the noise level decrease, but it makes the area more unattractive.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Do it already

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B59 [redacted]

2nd Mailing

B60

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/11/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: Yes

Comments:

The Sounds from the expressway does not bother me, in fact it acts as an alarm clock sometimes waking up to the sounds of traffic, very faint. So where's the benefit of this wall or does it serve as protection from the neighborhood.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

Its Not ~~attractive~~ ~~app~~ important.. IT does Not beautified the Neighborhood!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B60 [redacted]

2nd Mailing

Blel

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/5/2015

Do you support the construction of the noise wall?

X Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-05-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B61 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 5, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B61 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes

Tenant on this property: Yes

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

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_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B61 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
Although we are moving. I still support the noise walls in the area.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B61 [redacted]

2nd Mailing

B62

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-11-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: YES

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-16-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: _____

Comments:

No comments

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: I-290 Noise Barrier Viewpoint Solicitation

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: yes

Comments:

I do vote for response installation of this matter hear
I can only be true with the matter.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-4-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: Tenant

Comments:

I support the Jobs that its Creating and Share them equally among the Races.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2 9 16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name:

Address:

[redacted]

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEB. 10, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-8-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

By Me Living So high up the Wall Will Not AFFect Me.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓

Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/31/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

I LIVE IN A [redacted] Buildings
AN I LIVE ON THE 12TH Floor.
I dont know if this wall will Help
FOR THE NOISE, But Hope SO

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

No one wants To See or a t
A Wall all day won't be Safe
for The Cars exiting The Expressway
Without The Wall in not Safe To put
a Wall I vote no

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: 302

Comments:

none, because it will happen anyway, and anywhere that I may live or walk.
By the way, this is my first notice not 2nd

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: [redacted]

Comments:
This would help keep a lots of noise being heard in my building.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: [redacted] 1/28/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name:

Address:

Signature:

[redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-30-2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name:

Address:

Signature:

Owner of this property: [redacted] Tenant on this property: YES

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

HOME

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: YES

Comments: A lot of NOISE when you open the WINDOW

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

THE CONTINUOS C.T.A. TRAIN NOISE IS BOTHERSOME, THIS ~~WOULD~~ PROSECT COULD IMPROVE THE LIVES OF SENIORS IN THIS COMMUNITY BY REDUCING NOISE POLUTION. I SUPPORT THIS EFFORT, AND APPRECIATE THIS CONCERN.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: yes

Comments:

none

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: Yes

Comments:

NONE

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 22 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

Due to My Apartment being on the fourth floor the wall won't make any difference on the Noise Level

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2006

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-27-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Too much noise when your windows are open

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-29-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
Never Received The First Notice

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-30-2016

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: V

Comments:

I DON'T ~~DO~~ I WANT A WALL

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: NO Tenant on this property: Yes

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/27/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: [redacted] Apt

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: JAN 27, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-27-2016

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: YES

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
There is Noise From the Express Way.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: yes

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 27, 2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-15

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: I Think This is a Great Idea And Support To Continue

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: Will this noise wall block off any view? Of the area outside the building. Outside looking like the picture in this envelope. That am returning with my Receptor Viewpoint form.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: N/A Tenant on this property: YES

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: The trains are really loud. Ans. Noise.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Have to turn TV up on let windows down to here program

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: Thanks Now, We'll Be Able To Hear My T.V. & Sleep Better Thank you' all very Yes. Thanks

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B62 [redacted]

2nd Mailing

B63

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 27, 2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:
This takes away our view.
It also feels locked or boxed in.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEBRUARY 4, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: NO OBJECTIONS TO WALL.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/19/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

at present the owner is unknown. I speak for all the Tenants in the building. With the addition of the wall will there be any Vegetation added to aid in Sound Reduction? Pine Trees perhaps. If not it would be something to consider.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-07-2016

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 23/ 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

I believe the wall would reduce the noise level greatly and improve the quality of life around!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: January 13 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B63 [redacted]

2nd Mailing

B64

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B64 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-24-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02-24-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B64 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12/2/2015

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments: Thank You for this Great Idea.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]364 [redacted]

2nd Mailing

B65

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/18/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:
I THINK IT WILL BE A GOOD THING FOR NOISE CONTROL

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 10, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:
The park space is not indicated as a "benefitted receptor" on the aerial map provided. However, CPD leases the property from IDOT.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B65 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 28, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-16

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments: I think this will be a great idea only question will we still be able to park on both sides of the street?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 365 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: I definitly Feel The NOISE WALL would improve OUR NEIGHBOOD

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

Bldg

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: February 8, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:
To whom it May Concern regarding this Viewpoint: This is the second time you sent this Viewpoint form out to Residents & homeowner on the [redacted] I never received a form and I'm all tax paying Home owner. I phoned the office [redacted] months ago and the staff assured that he would send one out. I did not receive one yet. [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/9/15

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: X Tenant on this property: _____

Comments:
Would that increase danger of riding train. Decrease visiability when I walking.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-3-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

VIEW OBSTRUCT.
(FORM OF IMPRISONMENT)

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B66 [redacted]

2nd Mailing

B67

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 10, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Because the proposed construction will directly affect CPD property, the contractor must apply for and receive a CPD standard Access Permit prior to beginning any on-site activity. Documents for an Access Permit application can be found at chicagoparkdistrict.com, [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B67 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-24-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B68

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-16

Do you support the construction of the noise wall?

_____ Yes
✓
_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: NO Tenant on this property: yes

Comments:
NO because that not important I don't even hear the noise from the expressway We need that money for important thing like School Healthcare facilites ~~Hom~~ Housing for the people police on the Job Stuff I like that concern not to be Scare to come out my Da because they are shooting

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

SO NO NOP NO

Please return this form in the enclosed envelope, to:

don't need it

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B68 [redacted]

2nd Mailing

B69

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-6-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

NONE

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-28-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:
I LIKE TREES / NATURE.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B69 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/24/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B71

February 24, 2016

[redacted]

Not in favor of "The Wall". I feel it would cut off the view, a asset for those who participate in illegal activities, become a hangout for taggers and feel claustrophobic.

B71

[redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 12-13-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

The only problem that we are having with noise Vibration is the Union Pacific Railroad

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/9/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:
Great addition to the neighborhood.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: January 23, 2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: V Tenant on this property: _____

Comments:
I have lived in this area for over 40 yrs. I lived on [redacted] in front of the Eisenhower Express, before I moved on [redacted] It never bothered me. So, why is it needed and where is the money coming from for this huge job, US, the Tax payers. I vote NO.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-2015

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: ___1___

Comments:

I am saying NO to a Noise Wall because it's Not Noisy over there We are Not being Bothered by any Noises- it's Quiet over there,

I Suggest you use the Money for Something to Benefit our Children and Teachers.

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 25, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/26/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
If the work have to be done we can live with NOISE.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-23-2016

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: [redacted]

Comments: NO comment

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B71 [redacted]

2nd Mailing

B72

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Feb. 10, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/2/2016

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: ✓

Comments: I Do not Support the NOISE WALL Project.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

NO COMMENT

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-4-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: NO Well

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/8/2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: SAME Tenant on this property: _____

Comments:
THE WALL WOULD SIGNIFICANTLY RESTRICT THE VIEW FROM THE PROPERTY

I WOULD SUGGEST THE WALL BE CONSTRUCTED ALONG THE EXPRESSWAY (290) TO LIMIT NOISE WITHOUT RESTRICTING THE VIEW

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Select One: Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

[redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B72 [redacted]

2nd Mailing

B73

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-15-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B73 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01/27/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B73 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan. 29, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

Wall would be nice, very nice!
I can't open my bedroom windows for fresh air
for long because of the noise from the expressway!!

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B73 [redacted]

2nd Mailing

B74

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-15-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/28/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: NO

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-1-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 28-Jan-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

X Yes Does it Really Matter What I Say?

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: IF PROPERTY TAXES RISE BECAUSE OF the CONSTRUCTION - I VOTE NO!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-25-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: Yes

Comments: I live close to the corner and I don't believe barrier would be helpful.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: January 26, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

I'm a retired senior citizen, would I be responsible for more than my federal, state and property taxes will not cover the cost of?

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: Ma

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B74 [redacted]

2nd Mailing

B15

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 02/01/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B75 [redacted]

2nd Mailing

B76

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: The wall would suppress noise, but what about the air pollution from vehicles on the expresway? (I-290) Is there something you could do about the air quality as well? It's always worse in the summertime

Please respond by February 10, 2016. If you have already responded, please do not respond again.
Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-22-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments: I apologize for sending my form in after date.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/4/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-29-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

I just don't see a need for something such as that when the streets need repair in many different areas.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-31-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: 4

Comments:
I think that people need peace and Quiet because, if I lived on that side, I would want my peace and Quiet Cause I work in the morning and the body needs rest.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-28-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: It would be a great idea. Surely welcomed

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

Who like to hear all of this noise through the day or night You would like to rest and enjoy the T.V. in the eveing don't need a lot of noise around in your neighor. all the time. We would like quiet sometime Please keep the community safe to live in.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: I think it is great. Thank You

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 29, 2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: __X__

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-2-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-2-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/28/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

None

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01-28-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: __X__

Comments: Doesn't effect me one way or the other. I don't hear the expressway from here. Only the noise from Jackson and Western. Traffic of the I street not expressway.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B76 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

2nd Mailing

B80

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/30/16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
There is no need for the wall. Put that money into the public schools. Invest in our children. We can not hear any noise from the expressway and have lived here for many years.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2-7-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: [redacted]

Comments: [redacted]

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/31/16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: No

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-22-16

Do you support the construction of the noise wall?

_____ Yes

__/__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] enant on this property: _____

Comments:

I have seen this yet & my locate

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1.25.16

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-29-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: this will be good to keeps our kids Self. U have 100% of My Vote.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1-27-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:
We need the noise wall, sometimes I can't sleep ~~[redacted]~~ at night due to the traffic,

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B80 [redacted]

2nd Mailing

B81

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/29/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B81 [redacted]

2nd Mailing

B88

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/8/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/4/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

Am in favor of the wall as proposed plan for the reduction of noise level.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: FEBRUARY 4, 2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: YES

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/6/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: Yes [redacted]

Comments:

Can block some of the Noise from Expressway & Train perhaps.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Jan 27, 2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: NO! I do not support the construction of a noise wall. Please do not build! I feel very strongly about this. If others feel indifferent & its tough to get votes, please do not build and use the money for other projects around Chicago. Thank you.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 2/1/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: YES

Comments:

_____

_____

_____

_____

_____

_____

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: February 1st, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

If the wall reduces noise on the 2nd floor of my building and not just at the ground level then I will be very happy!

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] 888 Ext [redacted]

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 11/15/15

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Select One: Owner of this property: X Tenant on this property: _____

Comments:

I think your rendering is inaccurate. The photo indicates that there is a sound barrier existing across from the entrance ramp; however currently, there is only a fence.

Please respond by November 23, 2015.

Please return this form ONLY in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

★ please disregard if there was a prior vote mailed in

Benefitted Receptor Viewpoint Form

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 1/27/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
We are concerned with the aesthetics and possible decrease in property value.

Please respond by February 10, 2016. If you have already responded, please do not respond again. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B88 Ext [redacted]

3rd round

August 2016

B13

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9.4.16

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: V Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-9-2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: __Y__ Tenant on this property: _____

Comments:
I do not like the wall because it block my view north from where I live.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-7-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-5-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: BECAUSE OF RECENT ACCIDENTS I AM INTERESTED IN SEEING POSSIBLE GAURD RAILS OR PLANTERS BEING INSTALLED ON THE ~~EAST~~ SOUTH SIDE OF BALAAN ALONG RAMP TO 17TH AVE (FROM 18TH AVE TO 17TH AVE)

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/2/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: N/O comments

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-16-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-1-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 23, 2016

Do you support the construction of the noise wall?

____ Yes
__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: X

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:
We need the wall, to cut noise.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:
We must have a noise wall here and have voted for it before. This is not a political issue it is necessary for the noise now and for the noise to come.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/23/2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments: no walls Keep the View, 2nd Time

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-25-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-21-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/23/16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

I absolutely do not support construction of the noise wall its a form of imprisonment which is definitely not a beautiful sight nor is it peaceful to the mind plants and shrubs can be a noise barrier and much more pleasant to look at with the beauty of the greenery scene let the beauty of the land shine through not a prison wall

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08/25/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: Please do not close the entry & exit ramps on 17Th. Ave

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-25-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 30, 16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes

Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-27-16

Do you support the construction of the noise wall?

Yes
No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: _____

Comments:

The money is needed for ROAD REPAIRS on Mayworth

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/29/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Please Build the wall.
Please Build 4th travel lane.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-30-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/07/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: YES

Comments: THANKS

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

3rd round

August 2016

B14

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: Ø

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept 5, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: _____

Comments:
What I'm most concern about is flooding. The last time work was done on the 290 whenever there was a heavy rain the sewers on the block would backup & the streets would flood, which would cause worry about basement flooding.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/26/2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:
This area is already flood, concerns for more water pooling there also.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/26/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-31-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 22, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: NO

Comments:

I want the wall because it will help block noise especially in the wee hours of the morning. The noise from the cars, trucks, etc - is getting worse as traffic increases.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-23-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: As Long As Ours TAXes don't go up!!!

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-20-16

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

Always get visitors, who want me to shut my windows because of the noise traffic.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: GREAT ADDITION TO THE NEIGHBORHOOD.
A TRUE MUST FOR THE BENEFIT OF THE HOMEOWNER.

[redacted]

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-25-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

 Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

NONE

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 24th 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: None

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-2016

Do you support the construction of the noise wall?

V Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments: Much Needed
Thanks

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Aug. 25-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments: How would this effect my property being so close to the wall

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: N/A

Comments: Would like to keep the same. Thanks.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-26-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-29-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/29/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:
I am looking forward to the noise reduction wall. The trees and grass along the wall will beautify the neighborhood. Not to mention I will be able to leave my windows open as I watch TV. on the warm days!

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/28/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-8-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: AUG. 22 / 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signatur[redacted]

Owner of this property: Yes Tenant on this property: _____

Comments: NONE

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

3rd Round
August 2016

B15

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/7/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-6-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08-23-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

THANK YOU VERY MUCH, THERE A NEED FOR THIS WALL

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/23/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: NO

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/23/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Aug 23, 16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: no

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:
I support the noise walls only if the exit at 17th remains the same. Meaning that cars exiting should EXIT the 290 close to 15th Ave where it is at the present time. NOT at 13th OR 14th Avenue.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-26-16

Do you support the construction of the noise wall?

_____ Yes
X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____
_____
_____
_____
_____
_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/28/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/26/2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
Who is going to maintain the wall over the years? What about deterioration or graffiti? Who will remove any debris? I am sure within a few months, it will be an eye sore.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: owner Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

3rd Round
August 2016

B16

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/27/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-1-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-2-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-2-16

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: ____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-28-2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9.1.16

Do you support the construction of the noise wall?

X Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: AUGUST 22, 2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No !!!

Name: [redacted]

Address:

Signature:

Owner of this property: ___✓___ Tenant on this property: _____

Comments:

I AM AGAINST THE WALL BECAUSE THE NOISE LEVEL IS NOT OF THE LEVEL TO BE DISTURBING. MORE DISTURBING IS THE OVER GROWTH OF THE AREA OF TREES, BUSHES AND WEEDS. THE ILLINOIS DEPARTMENT MAKES NO EFFORT TO MAINTAIN THE LANDSCAPE IN MY AREA AND THE SAME LEVEL OF NON CARE WOULD OCCUR WITH THE WALL! THE ENCLOSED PICTURE SHOWS THAT! KEEPING IT LANDSCAPED WOULD BE A CHEAPER AND BETTER WAY TO IMPROVE THE AREA!

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 23 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

Not at this time

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/23/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: OWNER Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-15-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: NO Tenant on this property: YES

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

[redacted]

Name:

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

_____ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: NO Tenant on this property: NO

Comments:

I DO NOT Own the Property at [redacted] IL. Please Send to New Owner

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/24/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 26 AUG 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: X

Comments: Yes I Hope It Happen The Noise Off the E-Way IS very Annoying - And we Only Beer Out Here A Year - So Please Make It Happen. We SAY Yes :)

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

_____ Yes ✓

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:
It is a project 50 yrs over due

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/28/2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: THE WALL WILL ADD A LEVEL TO THE SURROUNDING PROPERTIES INSIDE IT DUE TO LOWERING NOISE LEVELS.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Aug. 24, 2016

Do you support the construction of the noise wall?

_____ Yes

No Noise Wall !!

X No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

I'm still trying to get potholes Filled.
I do not want any ramps closed.
I do not Want any Wall built in my area. We already have all of these Culdesacks built in our Area. Ridículo

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-22-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-31-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/29/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8.24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept 5, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: Can't wait.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08 - 23 - 16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: 1900 S 12 Ave Tenant on this property: _____

Comments: yes Good Construction wall

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-16-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:
I'm just now getting this information. This is my new address. ~~I~~ was getting information at my old address [redacted] for some reason when I move to the new Addess [redacted] I never recieve anything else from you.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

3rd Round

August 2016

B17

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-2-16

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address:

Signature:

Owner of this property: yes Tenant on this property: _____

Comments:

I Feel The Wall would become A CANVAS For GANG BANGERS AND PEOPLE TO USE For Free Advertisement And it Would be NEGATIVE To OUR COMMUNITY

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8.24.2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 5-6-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: I NEVER HEAR NOISE FROM THE I-290 NEVER

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: September 2, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: none at this time.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B17 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: August 23, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Aug 25, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/28/2016

Do you support the construction of the noise wall?

____ Yes
X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
THIS WALL WILL BE A NUSIANCE AND INCONVIENCE I like to see what the TRAFFIC FLOW ON THE EISENHOWER BEFORE I Get ON this WALL will always MAKE MY EXPERIENCE A SURPRISE TOO late for me to change MY MIND to take the STREETS!

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept. 1, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:
This form was addressed to [redacted] rather that me; the property owner. I am against the noise for the section of 9th Ave thru 5th Ave. & Bataan due to the fact that this area is above expressway level and currently ~~with dirt & foliage~~ barricaded with dirt & foliage to subdue sound/noise.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

3rd round
August 2016

B18

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/26/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:
Definitely would like the noise wall. Looks better and no traffic noise is great.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-24-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8-23-2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

No Comments

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08-24-2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

3rd Round

August 2016

B19

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/3/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments: I hope it works! :)

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8. 24 - 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/25/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/30/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

3rd Round

August 2016

B20

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-6-16

Do you support the construction of the noise wall?

_____ Yes

/ No

Name: [redacted]

Address:

Signature:

Owner of this property: OOOX Tenant on this property: _____

Comments:
Not a benefit
divid the community - closed in
two Way street
Block off @ 1st
eye sore

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Viewpoint Returns – 4th Round
September 2016

B13

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09/26/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/26/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/29/2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments: I do not want to be seeded as I like the view.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: SEPT. 27 2016

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: I DO NOT SUPPORT THE NOISE WALL PROJECT.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-30-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B13 [redacted]

Viewpoint Returns – 4th Round
September 2016

B14

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/8/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-2-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: The Noise wall would definitely quite some of the expressway noise. I also believe it would make the AREA more safer.

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address:

Signature:

Owner of this property: __X__ Tenant on this property: _____

Comments:

I DO NOT BELIEVE IT WILL STOP THE NOISE AND I PREFER THE VIEW OF THE EXPRESSWAY!!

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 8/22/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: Y Tenant on this property: _____

Comments:
I Can See that it a Beautiful Idea to Help Beautified the Neighborhood But not Sure is it a Great Idea Due to the Crime that in the area Adding this wall as is. I think it would increase Crime Rate in this Area Because of more Secluded

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-21-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09/26/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-27-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES O Tenant on this property: _____

Comments: WOULD LOVE TO SEE THE NEW WALLS AND NOISE REDUCED

THANK YOU

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: ✓

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09/26/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept 29th

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept 26, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

RUMP WILL PAY FOR IT!

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-4-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: _____

Comments:
IF [redacted] STREET AND THE NOISE WALL LOOKS LIKE THE PICTURE YOU SENT ME WITH TREES AND GRASS, THEN I AGREE. AGAIN WHEN WILL THE WORK START, AND HOW LONG WILL IT TAKE TO FINISH?

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-3-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-27-2016

Do you support the construction of the noise wall?

_____ Yes

__X__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/27/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: I highly favor the noise wall because of the lack of sleep because of the constr
Woken up throughout the night due to the noise from the expressway

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B14 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/28/2016

Do you support the construction of the noise wall?

✓ Yes *

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: YES Tenant on this property: _____

* Comments:
SUPPORT NOISE WALLS, ONLY IF EXISTING RAMPS BETWEEN 1ST & 25TH REMAIN OPEN. ALSO AS NOTED ON PHOTO, ROAD CONDITIONS ARE HAZARDOUS POTHOLES REQUIRE REPAIR. I TRY TO AVOID IF POSSIBLE, HIT DEEP POTHOLE DURING RAIN, FLATTEN BOTH FRONT TIRES, CRACKED AXLE, REQ'D NEW TIRES, FRONT END REALIGNMENT & AXLE REPLACED

Please respond by October 14, 2016. Thank you for your participation!

Thank You

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/10/2016

Do you support the construction of the noise wall?

✓✓✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: _____

Comments:
are not receiving the notices Second Notice sent to u

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Viewpoint Returns – 4th Round
September 2016

B15

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-28-16

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: Yes Tenant on this property: _____

Comments:

Please don't do this. I've owned this property for 34 years. And I like to look out at the Expressway. It's not noisy -

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/26/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: OCT 2 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: OCT 2 2016

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/4/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Oct. 4, 2016

Do you support the construction of the noise wall?

_____ Yes

✓ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-4-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property [redacted] Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

_____ Yes

_X_ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments:
The 1st form was sent. It may have been lost or looked over.
This project is a waste when Maywood really ~~need~~ needs to focus on pipes and clean water efforts. [redacted]

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B15 [redacted]

Viewpoint Returns – 4th Round
September 2016

B16

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-6-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: October 06, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

B16

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

_____ Yes

_X_ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: _____

Comments: Noise is good

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 08/21/2016

Do you support the construction of the noise wall?

✓ Yes

____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept. 27 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: Yes Tenant on this property: 2

Comments: yes that would be Nice for the Wall's if they want let the Vines take over the Wall.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/27/16

Do you support the construction of the noise wall?

____ Yes
_X_ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Sept. 26, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

(1) If this Barrier were to be Installed, how would this effect the proper Value?, and would this cost the property owners in the future; tha Benefit from This Wall? (2) why is it Just benefitting the Property owner on the Southside of Eisenhower Expressway from 18th Ave. To 16th Ave, BATH Dr. to Lexington St. and also a few homes Just South of Lexington St.; Why is it NOT Benefitting the property on the Northside of the Expressway as well, (3) are these property being Targeted for: STATE, County financial gains?

Please respond by October 14, 2016. Thank you for your participation! "Concern Citizen"

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09-26-2016

Do you support the construction of the noise wall?

yes Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-15-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/30/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments: A MUST !!!

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted]

316

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/3/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: None

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/30/16

Do you support the construction of the noise wall?

__X__ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: __X__ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-1-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: YES Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-25-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 01 OCT 16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: BLOCK BULLETS / clean air / BLOCK WIND!

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/1/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: yes Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-26-16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-05-16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:
I do not want the closing on 9th battle

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: _____

Do you support the construction of the noise wall?

__✓__ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments: Should be well lighted updated light poles

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/29/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: Excited about the NOISE Wall And changes to the community

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09/26/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: Oct 1, 2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: No Tenant on this property: Yes

Comments:
Because the neighborhood is inundated with rats, raccoons, rabbits and other burrowing wild animals that build their homes in forest-like surroundings it would make the area cleaner and brighter with cleanliness and less garbage being strewn about

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 09-29-2016

Do you support the construction of the noise wall?

____ Yes
X No → undecided

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:
Due to my current location
I am unaffected by the traffic
or the noise from the I-290 express.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/3/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: ✓

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: October 7, 2016

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: _____ Tenant on this property: X

Comments:

I think that the noise reduction wall is a good idea. I don't think that any ramps to the expressway should be closed or blocked For 3 miles (25 TO 1ST)

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/28/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:
The wall is needed, don't have the privelage of opening my windows because the noise is so unbearable. There is constant noise all night long. Big Trucks, motorcycle noise, constantly. Please, Please, Please put a wall up.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/8/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B16 [redacted]

Viewpoint Returns – 4th Round
September 2016

B17

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/2/16

Do you support the construction of the noise wall?

_____ Yes

X No

Name: [redacted]

Address:

Signature:

Owner of this property: X Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/23/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: I think there is a need to supress noise so I can sleep better

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B18 [redacted]

Viewpoint Returns – 4th Round
September 2016

B19

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10-3-16

Do you support the construction of the noise wall?

_____ Yes
✓
_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments:

TRAFFIC IS A ISSUE NOW, ADDING THE WALL WILL ONLY MAKE IT WORSE.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/26/16

Do you support the construction of the noise wall?

X Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: X Tenant on this property: _____

Comments: If clear walls are an option, please let us know, Thanks.

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9/26/2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B19 [redacted]

Viewpoint Returns – 4th Round
September 2016

B20

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 10/6/16

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: ✓ Tenant on this property: _____

Comments:

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: 9-28-2016

Do you support the construction of the noise wall?

✓ Yes

_____ No

Name: [redacted]

Address:

Signature:

Owner of this property: _____ Tenant on this property: ✓

Comments: THE OWNER DO NOT LIVE HERE AND I DID RETURN THE FIRST LETTER

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Benefitted Receptor Viewpoint Form
Revised Noise Wall Design

Project and Environmental Studies
Eisenhower Expressway (I-290)
West of Mannheim Road to Racine Avenue
Cook County

Date: October 7, 2016

Do you support the construction of the noise wall?

_____ Yes

__✓__ No

Name: [redacted]

Address: [redacted]

Signature: [redacted]

Owner of this property: 428

Tenant on this property: _____

Comments:

_____

_____

_____

_____

_____

_____

Please respond by October 14, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints
Illinois Department of Transportation
c/o Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

[redacted] B20 [redacted]

Appendix G

Natural Resource Review

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Huff & Huff, Inc.

WSP | Parsons Brinckerhoff

2015

Appendix G Table of Contents

NATURAL RESOURCES REVIEW

Appendix G-1 **Biological Clearances**

Appendix G-2 **Final 4(d) Rule for the Northern Long-Eared Bat**

Appendix G-1

Biological Clearances

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Huff & Huff, Inc.
WSP | Parsons Brinckerhoff

November 2015

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Illinois Department of Transportation

Memorandum

To:	John A. Fortmann	Attn: Peter A. Harmet
From:	John D. Baranzelli	By: Thomas C. Brooks
Subject:	Natural Resources Review	
Date:	December 13, 2013	

FAI 290 (I-290) (Eisenhower Expressway) Addendum D
Cook County
From IL 50 (Cicero Avenue) to Halsted Street
City of Chicago
T39N, R12E, S13, S14, S15, S16, R13E, S16, S17, S18
Sequence number 9274D

Project description. The project consists of additional project length from Cicero Ave. to Halsted St. for proposed operational improvements/managed lanes east and west bound for Addendum D. There is unknown additional right of way and unknown tree removal and no instream work. No additional wetland or WOUS survey was needed for Add. D. The Add. D project area is urban residential and commercial along a multi-lane expressway near downtown Chicago. Project trees within the ESR limits are limited to a thin strip along the expressway.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location that will be impacted. There are buffers of 3 peregrine falcon records, but they are far enough away that there will be no impacts. In addition, there is no suitable habitat in the project area for this species. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory does not show wetlands in the vicinity of the project location. **Therefore, the wetland review under Part 1090 is terminated for Add. D.**

Review for Endangered Species Act - Section 7

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that there may be suitable habitat for the Northern long-eared bat. Because of the urban environment, nearness to downtown Chicago, paucity of trees and their location adjacent to the multi-lane expressway, the suitability of habitat for this species is low. We conclude absence of Northern long-eared bat in the project area.

Attachments—USFWS species' county list

Illinois Department of Transportation

To:	John A. Fortmann	Attn: Peter E. Harmet
From:	John D. Baranzelli	By: Thomas C. Brooks
Subject:	Natural Resources Review	
Date:	April 10, 2014	Thomas C. Brooks

I-290 Addendum A,B and C
T39N/R12E/S13
Cook County
Seq. #9274, 9274A, 9274B, 9274C

The proposed project involves total reconstruction and adding one lane on US 12/20/45 (Manheim Road) to Illinois 50 (Cicero Avenue).

The amount of land acquisition is undetermined. There will be in-stream work. The amount of tree removal is undetermined. Land cover in the vicinity of the proposed improvement is residential.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated**.

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location. The INHS conducted wetland surveys previously. The WIE is still pending.

Review for Endangered Species Act - Section 7

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that listed species and critical habitat are not present.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment—USFWS species county list

VH

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Cook **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Northern long-eared bat *Myotis septentrionalis*	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	Piping plover *Charadrius melodus*	Endangered	Lakeshore beaches
	Eastern massasauga *(Sistrurus catenatus*)	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Hine's emerald dragonfly *(Somatochlora hineana*)	Endangered	Spring fed wetlands, wet meadows and marshes
	Hine's emerald dragonfly *(Somatochlora hineana*)	Critical Habitat Designated	Map and written description of the areas designated as Critical Habitat (PDF)
	Rattlesnake-master borer moth *(Papaipema eryngii)*	Candidate	Undisturbed prairie and woodland openings that contain their only food plant, rattlesnake-master (*Eryngium yuccifolium*).
	Eastern prairie fringed orchid *(Platanthera leucophaea*) Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone
	Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil

Appendix G-2

Final 4(d) Rule for the Northern Long-Eared Bat

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Huff & Huff, Inc.
WSP | Parsons Brinckerhoff

January 2016

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Synopsis

As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507), the FCC is notifying the public that it received final OMB approval on December 17, 2015, for the information collection requirements contained in the modifications to the Commission's rules in 47 CFR part 5. Under 5 CFR part 1320, an agency may not conduct or sponsor a collection of information unless it displays a current, valid OMB Control Number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act that does not display a current, valid OMB Control Number. The OMB Control Number is 3060–0065. The foregoing notice is required by the Paperwork Reduction Act of 1995, Public Law 104–13, October 1, 1995, and 44 U.S.C. 3507.

The total annual reporting burdens and costs for the respondents are as follows:

OMB Control Number: 3060–0065.

OMB Approval Date: December 17, 2015.

OMB Expiration Date: December 31, 2018.

Title: Radio Experimentation and Market Trials—Streamlining Rules.

Form Number: FCC Form 442.

Respondents: Business or other for-profit entities; not-for-profit institutions, and individuals or household.

Number of Respondents and Responses: 495 respondents; 560 responses.

Estimated Time per Response: 4 hours.

Frequency of Response: On-occasion reporting requirements; recordkeeping requirements; and third party disclosure.

Obligation to Respond: Required to obtain or retain benefits. The statutory authority for this information collection is contained in sections 47 U.S.C. Sections 4, 302, 303, 306, and 307 of the Communications Act of 1934, as amended.

Total Annual Burden: 3,049 hours.

Total Annual Cost: $41,600.

Nature and Extent of Confidentiality: There is no need for confidentiality, except for personally identifiable information individuals may submit, which is covered by a system of records, FCC/OET–1, ''Experimental Radio Station License Files,'' 71 FR 17234, April 6, 2006.

Privacy Act: No impact(s).

Needs and Uses: On January 31, 2013, the Commission adopted a Report and Order, in ET Docket No. 10–236 and 06–155; FCC 13–15, which updates part 5 of the CFR—''Experimental Radio Service'' (ERS). The Commission's recent Report and Order revises and streamlines rules for Experimental licenses. The new rules provide additional license categories to potential licensees. The new license categories are: (1) Program Experimental Radio License; (2) Medical Testing Experimental Radio License; and (3) Compliance Testing Experimental Radio License, including testing of radio frequency equipment in an Open Area Test Site.

Federal Communications Commission.

Sheryl Todd,

Deputy Secretary.

[FR Doc. 2015–33250 Filed 1–13–16; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS–R5–ES–2011–0024; 4500030113]

RIN 1018–AY98

Endangered and Threatened Wildlife and Plants; 4(d) Rule for the Northern Long-Eared Bat

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), finalize a rule under authority of section 4(d) of the Endangered Species Act of 1973 (Act), as amended, that provides measures that are necessary and advisable to provide for the conservation of the northern long-eared bat (*Myotis septentrionalis*), a bat species that occurs in 37 States, the District of Columbia, and 13 Canadian Provinces.

DATES: This rule is effective February 16, 2016.

ADDRESSES: This final 4(d) rule, the final environmental assessment, biological opinion, and list of references are available on the Internet at *http://www.regulations.gov* under Docket No. FWS–R5–ES–2011–0024 and at *http://www.fws.gov/midwest/Endangered.* Comments and materials we received, as well as supporting documentation we used in preparing this final 4(d) rule, are available for public inspection at *http://www.regulations.gov,* and by appointment, during normal business hours at: U.S. Fish and Wildlife Service, Twin Cities Ecological Services Field Office, 4101 American Blvd. East, Bloomington, MN 55425; telephone (612) 725–3548, ext. 2201; or facsimile (612) 725–3609.

FOR FURTHER INFORMATION CONTACT: Peter Fasbender, Field Supervisor, U.S. Fish and Wildlife Service, Twin Cities Ecological Services Field Office, 4101 American Blvd. East, Bloomington, MN 55425; telephone (612) 725–3548, ext. 2210; or facsimile (612) 725–3609. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 800–877–8339.

SUPPLEMENTARY INFORMATION:

Executive Summary

The need for the regulatory action and how the action will meet that need: Consistent with section 4(d) of the Act, this final 4(d) rule provides measures that are tailored to our current understanding of the conservation needs of the northern long-eared bat.

On April 2, 2015, we published a document that is both a final rule to list the northern long-eared bat as a threatened species and an an interim 4(d) rule to provide measures that are necessary and advisable to provide for the conservation of the northern long-eared bat. At that time, we opened a 90-day public comment period on the interim rule, and we committed to publish a final 4(d) rule by December 31, 2015, and to complete review pursuant to the National Environmental Policy Act (NEPA). Previously, on January 16, 2015, we published a proposed 4(d) rule with a 60-day public comment period. Therefore,we have had two comment periods totaling 150 days on two versions of the 4(d) rule.

Statement of legal authority for the regulatory action: Under section 4(d) of the Act, the Secretary of the Interior has discretion to issue such regulations she deems necessary and advisable to provide for the conservation of the species. The Secretary also has the discretion to prohibit by regulation, with respect to a threatened species, any act prohibited by section 9(a)(1) of the Act.

Summary of the major provisions of the regulatory action: This final species-specific 4(d) rule prohibits purposeful take of northern long-eared bats throughout the species' range, except in instances of removal of northern long-eared bats from human structures, defense of human life (including public health monitoring), removal of hazardous trees for protection of human life and property, and authorized capture and handling of northern long-eared bats by individuals permitted to conduct these same activities for other

bats until May 3, 2016. After May 3, 2016, individuals who wish to capture and handle northern long-eared bats for recovery purposes will need a permit pursuant to section 10(a)(1)(A) of the Act.

Incidental take resulting from otherwise lawful activities will not be prohibited in areas not yet affected by white-nose syndrome (WNS). WNS is a fungal disease affecting many hibernating U.S. bat species. Ninety- to one-hundred-percent mortality has been seen in bats affected by the disease in the eastern United States.

Take of northern long-eared bats in their hibernacula (which includes caves, mines, and other locations where bats hibernate in winter) is prohibited in areas affected by WNS, unless permitted under section 10(a)(1)(A) of the Act. Take of northern long-eared bats inside of hibernacula may include disturbing or disrupting hibernating individuals when they are present as well as the physical or other alteration of the hibernaculum's entrance or environment when bats are not present if the result of the activity will impair essential behavioral patterns, including sheltering northern long-eared bats.

For northern long-eared bats outside of hibernacula, we have established separate prohibitions from take for activities involving tree removal and activities that do not involve tree removal. Incidental take of northern long-eared bats outside of hibernacula resulting from activities other than tree removal is not prohibited. Incidental take resulting from tree removal is prohibited if it: (1) Occurs within a 0.25 mile (0.4 kilometer) radius of known northern long-eared bat hibernacula; or (2) cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot (45-meter) radius from the known maternity tree during the pup season (June 1 through July 31). Incidental take of northern long-eared bats as a result of the removal of hazardous trees for the protection of human life and property is also not prohibited.

Peer review and public comment: We sought comments on our proposed 4(d) rule from independent specialists to ensure that this rule is based on scientifically sound data, assumptions, and analyses. We also considered all comments and information we received during the comment periods on the proposed and interim 4(d) rules.

Previous Federal Actions

Please refer to the proposed (78 FR 61046; October 2, 2013) and final (80 FR17974; April 2, 2015) listing rules for the northern long-eared bat for a detailed description of previous Federal actions concerning this species. On January 16, 2015, we published a proposed 4(d) rule (80 FR 2371) for the northern long-eared bat and on April 2, 2015, we published an interim 4(d) rule (80 FR 17974) for this species.

Background

The northern long-eared bat is a wide-ranging species that is found in a variety of forested habitats in summer and hibernates in caves, mines, and other locations in winter. WNS is the main threat to this species and has caused a precipitous decline in bat numbers (in many cases, 90–100 percent) where the disease has occurred. Declines in the numbers of northern long-eared bats are expected to continue as WNS extends across the species' range. For more information on the northern long-eared bat, its habitat, and WNS, please refer to the October 2, 2013, proposed listing (78 FR 61046) and the April 2, 2015, final listing (80 FR 17974) rules.

The Act (16 U.S.C. 1531 *et seq.*) does not specify particular prohibitions, or exceptions to those prohibitions, for threatened species. Instead, under section 4(d) of the Act, the Secretary of the Interior has the discretion to issue such regulations as she deems necessary and advisable to provide for the conservation of such species. The Secretary also has the discretion to prohibit by regulation, with respect to any threatened wildlife species, any act prohibited under section 9(a)(1) of the Act with respect to endangered species. Exercising this discretion under section 4(d) of the Act, the Service developed general prohibitions (50 CFR 17.31) and exceptions to those prohibitions (50 CFR 17.32) under the Act that apply to most threatened wildlife species.

In addition, for threatened species, under the authority of section 4(d) of the Act, the Service may develop prohibitions and exceptions that are tailored to the specific conservation needs of the species. In such cases, some of the prohibitions and authorizations under 50 CFR 17.31 and 17.32 may be appropriate for the species and be incorporated into a separate, species-specific, rule under section 4(d) of the Act. These rules will also include provisions that are tailored to the specific conservation needs of the threatened species and may be more or less restrictive than the general provisions at 50 CFR 17.31.

Definitions

This final rule uses several definitions and provisions contained in the Act and its implementing regulations.

The Act and its implementing regulations (50 CFR part 17) define take as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct.

The term ''harass'' (50 CFR 17.3) means an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering.

The term ''harm'' (50 CFR 17.3) means an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

''Purposeful take'' includes the capture and handling of individual bats. Take in this manner includes both capture and handling to remove bats from human structures and take that is for research purposes (*e.g.,* attaching a radiotracking device). Other purposeful take would include intentional removal of bats from hibernacula or the intentional killing or harassing of bats under any circumstance.

''Human structures'' are defined as houses, garages, barns, sheds, and other buildings designed for human entry.

''Incidental take'' is defined at 50 CFR 17.3 as any taking otherwise prohibited, if such taking is incidental to, and not the purpose of, an otherwise lawful activity. Examples of incidental take (or non-purposeful take as it is sometimes referred to in this rule) include land-management actions, such as implementation of forestry practices, where bats may be harmed, harassed, or killed as a result of those otherwise lawful actions. The actions contemplated in this rule include a wide range of actions for purposes such as right-of-way development and maintenance, forestry, land use for development unrelated to wildlife management, management of lands as habitats other than bat habitat (*e.g.,* prairie), energy production and transmission, and other activities.

Incidental take within the context of this rule is regulated in distinct and separate manners relative to the geographic location of the activity in question. For the purposes of this rule, we have developed a map associated with the occurrence and spread of WNS. This map will be updated by the first of each month as the disease spreads throughout the range of the species and

posted at *http://www.fws.gov/midwest/Endangered.*

''Known hibernacula'' are defined as locations where northern long-eared bats have been detected during hibernation or at the entrance during fall swarming or spring emergence.

''Known, occupied maternity roost trees'' are defined as trees that have had female northern long-eared bats or juvenile bats tracked to them or the presence of females or juveniles is known as a result of other methods.

''Tree removal'' is defined as cutting down, harvesting, destroying, trimming, or manipulating in any other way the trees, saplings, snags, or any other form of woody vegetation likely to be used by northern long-eared bats.

WNS Zone

The WNS zone, as mapped, provides the boundary for the distinction of implementation of this rule. To estimate the area impacted by WNS, we have used data on the presence of the fungus causing the disease, called *Pseudogymnoascus destructans,* or *Pd,* or evidence of the presence of the disease (WNS) in the bats within a hibernaculum. Our final listing determination provides additional information concerning *Pd* and WNS (80 FR 17993; April 2, 2015). Confirmed evidence of infection at a location within a county is mapped as a positive detection for the entire county. In addition, we have added a 150-mile (241-kilometer (km)) buffer to the *Pd*-positive county line to account for the spread of the fungus from one year to the next. In instances where the 150-mile (241-km) buffer line bisects a county, the entire county is included in the WNS zone.

Over the past 5 years, an average of 96 percent of the new *Pd* or WNS counties in any single year were within 150 miles (241 km) of a county that was *Pd*- or WNS-positive in a prior year (Service 2015, unpublished data). *Pd* is generally present for a year or two before symptoms of WNS appear and mortality of bats begins to occur. Given the relatively short amount of time between detection and population-level impacts, it is important that we protect those buffer areas and the bats within them with the same regulations as those in known WNS positive counties. Therefore, the positive counties, plus a buffer around them, are the basis for the WNS zone map.

Summary Comparison of the Interim 4(d) Rule and This Final Rule

Based on information we received in comment periods on the proposed and interim 4(d) rules (see Summary of Comments and Recommendations below), we revised the provisions of the interim 4(d) rule to better reflect the disproportionate effect that the disease, WNS, has had and will continue to have, we believe, on northern long-eared bat populations.

In the interim rule, we used the term ''white-nose syndrome buffer zone'' to identify ''the portion of the range of the northern long-eared bat'' within 150 miles (241 km) of the boundaries of U.S. counties or Canadian districts where the fungus *Pseudogymnoascus destructans (Pd)* or WNS had been detected. For purposes of clarification, in this final rule, we have changed the term ''white-nose syndrome buffer zone'' to ''white-nose syndrome zone'' or ''WNS zone.'' And we state that the ''WNS zone'' is ''the set of counties within the range of the northern long-eared bat'' within 150 miles (241 km) of the boundaries of U.S. counties or Canadian districts where *Pd* or WNS had been detected.

The interim 4(d) rule generally applies the prohibitions of 50 CFR 17.31 and 17.32 to the northern long-eared bat, which means that the interim rule, among other things, prohibits the purposeful take of northern long-eared bats throughout the species' range, but the interim rule includes exceptions to the purposeful take prohibition. The exceptions for purposeful take are: (1) In instances of removal of northern long-eared bats from human structures (if actions comply with all applicable State regulations); and (2) for authorized capture, handling, and related activities of northern long-eared bats by individuals permitted to conduct these same activities for other bat species until May 3, 2016. Under the interim rule, incidental take is not prohibited outside the WNS zone if the incidental take results from otherwise lawful activities. Inside the WNS zone, there are exceptions for incidental take for the following activities, subject to certain conditions: Implementation of forest management; maintenance and expansion of existing rights-of-way and transmission corridors; prairie management; minimal tree removal; and removal of hazardous trees for the protection of human life and property.

This final 4(d) rule does not generally apply the prohibitions of 50 CFR 17.31 to the northern long-eared bat. This rule continues to prohibit purposeful take of northern long-eared bats throughout the species' range, except in certain cases, including instances of removal of northern long-eared bats from human structures and for authorized capture, handling, and related activities of northern long-eared bats by individuals permitted to conduct these same activities for other bat species until May 3, 2016. After May 3, 2016, a permit pursuant to section 10(a)(1)(A) of the Act is required for the capture and handling of northern long-eared bats. Under this rule, incidental take is still not prohibited outside the WNS zone.

We have revised the interim rule's language concerning incidental take inside the WNS zone. Under this final rule, within the WNS zone, incidental take is prohibited only if: (1) Actions result in the incidental take of northern long-eared bats in hibernacula; (2) actions result in the incidental take of northern long-eared bats by altering a known hibernaculum's entrance or interior environment if the alteration impairs an essential behavioral pattern, including sheltering northern long-eared bats; or (3) tree-removal activities result in the incidental take of northern long-eared bats when the activity either occurs within 0.25 mile (0.4 kilometer) of a known hibernaculum, or cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot (45-meter) radius from the maternity roost tree, during the pup season (June 1 through July 31). Take of northern long-eared bats in their hibernacula may include disturbing or disrupting hibernating individuals when they are in the hibernacula. Take of northern long-eared bat also includes the physical or other alteration of the hibernaculum's entrance or environment when bats are not present if the result of the activity will impair essential behavioral patterns, including sheltering northern long-eared bats. Any take resulting from otherwise lawful activities outside known hibernacula, other than tree removal, is not prohibited, as long as it does not change the bat's access to or quality of a known hibernaculum for the species. This final rule makes these revisions because, in areas impacted by WNS, the most important conservation actions for the northern long-eared bat are to protect bats in hibernacula and maternity roost trees, and to continue to monitor populations in summer habitat (*e.g.,* identify where the species continues to survive after the detection of *Pd* or WNS and determine the factors influencing its resilience), while developing methods to abate WNS as quickly as possible.

Under this rule, we individually set forth prohibitions on possession and other acts with unlawfully taken northern long-eared bats, and on import and export of northern long-eared bats. These prohibitions were included in the interim 4(d) through the general application of the prohibitions of 50 CFR 17.31 to the northern long-eared bat. Under this rule, take of the northern

long-eared bat is also not prohibited for the following: Removal of hazardous trees for protection of human life and property; take in defense of life; and take by an employee or agent of the Service, of the National Marine Fisheries Service, or of a State conservation agency that is operating a conservation program pursuant to the terms of a cooperative agreement with the Service. Regarding these three exceptions, take in defense of life was not included in the interim 4(d) rule, but the other two exceptions were, either through the general application of 50 CFR 17.31 or through a specific exception included in the interim 4(d) rule.

Provisions of the 4(d) Rule for the Northern Long-Eared Bat

For a threatened species, the Act does not specify prohibitions, or exceptions to those prohibitions, relative to take of the species. Instead, under Section 4(d) of the Act, the Secretary has discretion to issue regulations deemed to be necessary and advisable for the conservation of a threatened species. By regulation, the Secretary has determined that take prohibitions for endangered species are also applicable to threatened species unless a special rule is issued under section 4(d) for a particular threatened species. Under this 4(d) rule, we have applied several of the prohibitions specified in the Act for endangered species and the provisions of 50 CFR 17.32 (permit regulations) to the northern long-eared bat as described below.

For this 4(d) rule, the Service has completed a biological opinion under Section 7 of the Act on our action of finalizing this rule. In addition, the biological opinion provides for streamlined consultation for all federal agency actions that may affect the northern long-eared bat; therefore, the scope of the biological opinion included the finalization and implementation of the 4(d) rule. The biological opinion resulted in a non-jeopardy determination. Provided Federal action agencies follow the criteria outlined in this rule and implement the streamlined consultation process outlined in the biological opinion, their section 7 consultation requirements will be met. If unable to follow these criteria, standard section 7 procedures will apply.

Exceptions to the Purposeful Take Prohibition

We have exempted the purposeful take of northern long-eared bats related to the protection of human health and safety. A very small percentage of bats may be infected with rabies or other diseases that can be transmissible to humans. When there is the possibility that a person has been exposed to a diseased bat, it is important that they coordinate with medical professionals (*e.g.,* doctor, local health department) to determine the appropriate response. When warranted to protect human health and safety, we have exempted from the take prohibition of northern long-eared bats in defense of one's own life or the lives of others, including for public health monitoring purposes (*i.e.,* collecting a bat after human exposure and submitting for disease testing).

We have also exempted the purposeful take of northern long-eared bats related to removing the species from human structures, but only if the actions comply with all applicable State regulations. Northern long-eared bats have occasionally been documented roosting in human-made structures, such as houses, barns, pavilions, sheds, cabins, and bat houses (Mumford and Cope 1964, p. 480; Barbour and Davis 1969, p. 77; Cope and Humphrey 1972, p. 9; Amelon and Burhans 2006, p. 72; Whitaker and Mumford 2009, p. 209; Timpone et al. 2010, p. 119; Joe Kath 2013, pers. comm.). We conclude that the overall impact of bat removal from human structures is not expected to adversely affect conservation and recovery efforts for the species. In addition, we provide the following recommendations:

- Minimize use of pesticides (*e.g.,* rodenticides) and avoid use of sticky traps as part of bat evictions/exclusions.
- Conduct exclusions during spring or fall unless there is a perceived public health concern from bats present during summer and/or winter.
- Contact a nuisance wildlife specialist for humane exclusion techniques.

We have exempted the purposeful take that results from actions relating to capture, handling, and related activities for northern long-eared bats by individuals permitted to conduct these same activities for other species of bats until May 3, 2016. Under the interim rule, for a period of 1 year from the interim rule's effective date (May 3, 2016), we had exempted the purposeful take that is caused by the authorized capture, handling, and related activities (*e.g.,* attachment of radio transmitters for tracking) of northern long-eared bats by individuals permitted to conduct these same activities for other bats. We have continued the exemption through the expiration date established by the interim rule. After May 3, 2016, a permit pursuant to section 10(a)(1)(A) of the Act is required for the capture and handling of northern long-eared bats,except that associated with bat removal from human structures. We determined that it was important to regulate the intentional capture and handling of northern long-eared bats through the Act's scientific permit process to help ensure that the surveyor's qualifications and methods used are adequate to protect individual bats and provide reliable survey results.

Incidental Take Outside of the WNS Zone Not Prohibited

Incidental take in areas that have not yet been impacted by WNS (*i.e.,* in areas outside the WNS zone) is not prohibited by this final rule. We believe the level of take associated with on-going land management and development actions, including all actions that may incidentally take the northern long-eared bat, do not individually or cumulatively affect healthy bat populations. As noted in our decision to list the northern long-eared bat as a threatened species, WNS is the primary cause of the species' decline, and we would not have listed the northern long-eared bat if not for the impact of WNS. In addition, we conclude that regulating incidental take in areas not affected by WNS is not expected to change the rate at which WNS progresses across the range of the species. In other words, regulating incidental take outside the WNS zone will not influence the future impact of the disease throughout the species' range or the status of the species. For these reasons, we have concluded that the prohibition of incidental take outside of the WNS zone is not necessary and advisable for the protection and recovery of the species. Incidental take, therefore, is not prohibited outside of the WNS zone.

Prohibitions and Exemptions Related to Incidental Take Inside the WNS Zone

Our approach to designing the regulatory provisions for the northern long-eared bat inside the WNS zone reflects the significant role WNS plays as the central threat affecting the species. For other threatened species, habitat loss or other limiting factors usually contribute to the decline of a species. In these situations, regulations are needed to address either the habitat loss or the other limiting factors.

The northern long-eared bat is not habitat-limited and has demonstrated a great deal of plasticity within its environment (*e.g.,* living in highly fragmented forest habitats to contiguous forest blocks from the southern United States to Canada's Yukon Territory) in the absence of WNS. For the northern long-eared bat, land management and

development actions that have been ongoing for centuries (*e.g.,* forest management, forest conversion) have not been shown to have significant negative impacts to northern long-eared bat populations.

As WNS continues to move across the range of the species, northern long-eared bat populations have declined and will continue to decline. Declines in northern long-eared bat populations in WNS-positive regions have been significant, and northern long-eared bats are now relatively rare on those landscapes. As populations decline as a result of WNS, the chances of any particular activity affecting northern long-eared bats becomes more remote. Therefore, in the WNS zone, we focused the regulatory provisions on sensitive life stages at known, occupied maternity roost trees and hibernacula.

We developed regulations that provide some level of protection to the species where it persists in the face of WNS. However, we have provided flexibility so that the regulated public will seek to conserve the species and foster its recovery at sites where it has been lost should tools to address WNS become available or where the species shows signs of resilience. Further, because we believe recovery of this species will require many partnerships across the species' range, minimizing regulatory impacts on activities inconsequential to northern long-eared bat populations provides an important step in building partnerships for the species' recovery.

The northern long-eared bat is a forest-dependent species, typically roosting in trees. In establishing regulations that are necessary and advisable for the conservation of the species, we have tailored species-specific regulatory provisions toward potential impacts to trees. For the incidental take of bats outside of hibernacula, we have specifically established two sets of provisions: the first set applies to activities that do not involve tree removal and the second applies to activities that do involve tree removal. By tree removal, we mean cutting down, harvesting, destroying, trimming, or manipulating in any other way the trees, saplings, snags, or any other form of woody vegetation that is likely to be used by the northern long-eared bat.

In this final 4(d) rule, we have limited the prohibition of incidental take of northern long-eared bats to specific circumstances. This does not mean that all activities that could result in the incidental take of the northern long-eared bat will do so. The relative exposure of the species and the species response to a potential stressor are critical considerations in evaluating the potential for incidental take to occur. For example, under the discussion of tree removal, below, we describe what is prohibited by the final 4(d) rule in the WNS zone and provide examples of how other activities could be implemented in a way that avoids the potential for incidental take.

Hibernacula

Northern long-eared bats predominantly overwinter in hibernacula that include caves and abandoned mines. For additional details about the characteristics of the hibernacula selected by northern long-eared bats, see the final listing determination (80 FR 17974; April 2, 2015). Northern long-eared bats have shown a high degree of philopatry (using the same site over multiple years) for a hibernaculum (Pearson 1962, p. 30), although they may not return to the same hibernaculum in successive seasons (Caceres and Barclay 2000, p. 2).

Hibernacula are so significant to the northern long-eared bat that they are considered a primary driver in the species distribution (*e.g.,* Kurta 1982, p. 302). Northern long-eared bats are documented in hibernacula in 29 of the 37 states in the species' range. Other States within the species' range have no known hibernacula, which may reflect that no suitable hibernacula are present, a limited survey effort, or the northern long-eared bat's use of sites not previously identified as suitable.

In general, bats select hibernacula because they have characteristics that allow the bats to meet specific life-cycle requirements. Factors influencing a hibernaculum's suitability include its physical structure (*e.g.,* openings, interior space, depth), air circulation, temperature profile, and location relative to foraging sites (Tuttle and Stevenson 1978, pp. 108–121).

Overwinter survival can be a particularly challenging period in the northern long-eared bat's life cycle. Hibernating bats appear to balance their physical condition (*e.g.,* fat reserves upon entering hibernation), hibernacula characteristics (*e.g.,* temperature variation, humidity), social resources (*e.g.,* roosting singly or in groups), and metabolic condition (*i.e.,* degree of torpor, which is the state of mental or physical inactivity) to meet overwinter survival needs. The overwinter physiological needs of the species include maintaining body temperature above freezing, minimizing water loss, meeting energetic needs until prey again become available, and responding to disturbance or disease. Because of this complex interplay of hibernacula characteristics and bat physiology, changes to hibernacula can significantly impact their suitability as well as the survival of any hibernating bats.

In general, northern long-eared bats arrive at hibernacula in August or September, enter hibernation in October and November, and emerge from the hibernacula in March or April (Caire et al. 1979, p. 405; Whitaker and Hamilton 1998, p. 100; Amelon and Burhans 2006, p. 72). However, hibernation may begin as early as August (Whitaker and Rissler 1992b, p. 56). Northern long-eared bats have been observed moving among hibernacula throughout the winter (Griffin 1940a, p. 185; Whitaker and Rissler 1992a, p. 131; Caceres and Barclay 2000, pp. 2–3). Whitaker and Mumford (2009, p. 210) found that this species flies in and out of some mines and caves in southern Indiana throughout the winter.

Human disturbance of hibernating bats has long been considered a threat to cave-hibernating bat species like the northern long-eared bat. Modifications to bat hibernacula can affect the microclimate (*e.g.,* temperature, humidity) of the subterranean habitat, and thus the ability of the cave or mine to support hibernating bats, including the northern long-eared bat. Anthropogenic modifications to cave and mine entrances may not only alter flight characteristics and access (Spanjer and Fenton 2005, p. 1110), but may change airflow and alter internal microclimates of the caves and mines, eliminating their utility as hibernacula (Service 2007, p. 71). For example, Richter et al. (1993, p. 409) attributed the decline in the number of Indiana bats at Wyandotte Cave, Indiana (which harbors one of the largest known population of hibernating Indiana bats (*Myotis sodalis*)), to an increase in the cave's temperature resulting from restricted airflow caused by a stone wall erected at the cave's entrance. In addition to the direct access modifications to caves discussed above, debris buildup at entrances or on cave gates can also significantly modify the cave or mine site characteristics by restricting airflow and the course of natural water flow. Water-flow restriction could lead to flooding, thus drowning hibernating bats (Amelon and Burhans 2006, p. 72). Thomas (1995, p. 942) used infrared detectors to measure flight activity in hibernating northern long-eared bats and little brown bats in response to the presence of a human observer. Flight activity significantly increased with the presence of an observer, beginning within 30 minutes

of the visit, peaking 1.0 to 7.5 hours later, and remaining significantly above baseline level for 2.5 to 8.5 hours. These results suggest that hibernating bats are sensitive to non-tactile stimuli and arouse and fly following human visits. Boyles and Brack's (2009) model predicted that the survival rate of hibernating little brown bats drops from 96 percent to 73 percent with human visitations to hibernacula. Prior to the outbreak of WNS, Amelon and Burhans (2006, p. 73) indicated that ''the widespread recreational use of caves and indirect or direct disturbance by humans during the hibernation period pose the greatest known threat to [the northern long-eared bat].''

Hibernacula and surrounding forest habitats play important roles in the life cycle of the northern long-eared bat beyond the time when the bats are overwintering. In both the early spring and fall, the hibernacula and surrounding forested habitats are the focus of bat activity in two separate periods referred to as ''spring staging'' and ''fall swarming.''

During the spring staging, bats begin to gradually emerge from hibernation, exit the hibernacula to feed, but re-enter the same or alternative hibernacula to resume daily bouts of torpor (Whitaker and Hamilton 1998, p. 100). The staging period for the northern long-eared bat is likely short in duration (Whitaker and Hamilton 1998, p. 100; Caire et al. 1979, p. 405). In Missouri, Caire et al. (1979, p. 405) found that northern long-eared bats moved into the staging period in mid-March through early May. In Michigan, Kurta et al. (1997, p. 478) determined that by early May, two-thirds of the *Myotis* species, including the northern long-eared bat, had dispersed to summer habitat.

Beginning in mid to late summer, after their young have gained some level of independence, northern long-eared bats exhibit a behavior near hibernacula referred to as swarming. Both male and female northern long-eared bats are present at swarming sites (often with other species of bats). During this period, heightened activity and congregation of transient bats around caves and mines is observed, followed later by increased sexual activity and bouts of torpor prior to winter hibernation (Fenton 1969, p. 601; Parsons et al. 2003, pp. 63–64; Davis and Hitchcock 1965, pp. 304–306). The purposes of swarming behavior may include introduction of juveniles to potential hibernacula, copulation, and stopping over sites on migratory pathways between summer and winter regions (Kurta et al. 1997, p. 479; Parsons et al. 2003, p. 64; Lowe 2012, p. 51; Randall and Broders 2014, pp. 109–110). The swarming season for some species of the genus *Myotis* begins shortly after females and young depart maternity colonies (Fenton 1969, p. 601). For the northern long-eared bat, the swarming period may occur between July and early October, depending on latitude within the species' range (Fenton 1969, p. 598; Kurta et al. 1997, p. 479; Lowe 2012, p. 86; Hall and Brenner 1968, p. 780; Caire et al. 1979, p. 405). The northern long-eared bat may investigate several cave or mine openings during the transient portion of the swarming period, and some individuals may use these areas as temporary daytime roosts or may roost in forest habitat adjacent these sites (Kurta et al. 1997, pp. 479, 483; Lowe 2012, p. 51). Little is known about northern long-eared bat roost selection outside of caves and mines during the swarming period (Lowe 2012, p. 6).

Based on the importance of hibernacula to northern long-eared bats, take is prohibited in and around the hibernacula within the WNS zone, including activities that may alter the hibernacula at any time of the year. Further, we have determined that when the conservation measures for the northern long-eared bat included in this final 4(d) rule are applied to areas within 0.25 mile (0.4 km) of the hibernacula, the potential for negative impacts to individuals is significantly reduced.

Activities Not Involving Tree Removal Are Not Prohibited

Under this final 4(d) rule, activities within the WNS zone not involving tree removal are not prohibited provided they do not result in the incidental take of northern long eared bats in hibernacula or otherwise impair essential behavioral patterns at known hibernacula. In our final listing determination (80 FR 17974; April 2, 2015), we identified a number of activities not involving tree removal that may have direct or indirect effects on northern long-eared bats. These activities have the potential to cause the incidental take of northern long-eared bats and include activities such as the operation of utility-scale wind-energy turbines, application of pesticides, and prescribed fire (this is not an exhaustive list; it is merely representative of activities that may result in take of northern long-eared bats).

At the time of our listing determination and the interim 4(d) rule (80 FR 17974; April 2, 2015), we stated that we had no compelling evidence that these activities would have significant effects on the northern long-eared bat when considered alone. However, we thought these factors may have a cumulative effect on this species when considered in concert with WNS. After additional consideration and our review of public comments received on the proposed and interim 4(d) rules, we did not find compelling evidence that regulating these potential cumulative effects would result in significant impacts at the species level. Effects to relatively small numbers of individuals are not anticipated to impair conservation efforts or the recovery potential of the species.

Wind-Energy Facilities

Wind-energy facilities are found scattered throughout the range of the northern long-eared bat, and many new facilities are anticipated to be constructed over the next 15 years (United States Department of Energy 2008, unpaginated). We reviewed post-construction mortality monitoring studies conducted at various times from 1998 through 2014 at 81 unique operating wind-energy facilities in the range of the northern long-eared bat in the United States and Canada (Service 2015, unpublished data). In these studies, 43 northern long-eared bat mortalities were documented at 19 of the sites. The northern long-eared bat fatalities comprised less than 1 percent of all documented bat mortalities. In most cases, the level of effort for most post-construction monitoring studies is not sufficient to confidently exclude the possibility that infrequent fatalities are being missed, but finding none or only small numbers over many sites and years can suggest the order of what may be missed. Thus while sustained mortality at particular facilities could potentially cause declines in local populations of the northern long-eared bat, if that is in fact occurring, it does not appear to be wide-spread at least when compared to other bat species which are nearly always found in fatality monitoring at wind facilities. At those sites with a northern long-eared bat fatality where multiple years of monitoring data were also available for review (n = 12), fatalities of northern long-eared bats were only reported in multiple years at two of the sites and for the other 10 sites only a single fatality was reported over multiple years of monitoring. For example, one site reported one northern long-eared bat fatality in 2008, but none in 2009, 2010, or 2011. Further, the number of fatalities of northern long-eared bats found at any given site has been relatively small (*e.g.,* most often a single fatality was found, but in all cases no more than six), and typically most sites (62 out of 81) found

no northern long-eared bat fatalities at all. There is a great deal of uncertainty related to extrapolating these numbers to generate an estimate of total northern long-eared bat mortality at wind-energy facilities due to variability in post-construction survey effort and methodology (Huso and Dalthorp 2014, pp. 546–547). Further, bat mortality can vary between years and between sites, and detected carcasses are only a small percentage of total bat mortalities. However, even with those limitations, northern long-eared bats were rarely detected as mortalities, even when they were known to be common on the landscape around the wind-energy facility.

We recognize that several wind energy facilities have completed, or are currently working to complete, habitat conservation plans (HCPs; permit pursuant to section 10(a)(1)(B) of the Act) for other listed bat species where the number of fatalities reported is also very low. When the take of an endangered species is reasonably certain to occur, we recommend that a project proponent secure incidental take coverage pursuant to section 10 of the Act. Over the operational life of a wind energy facility (typically anticipated to be at least 20 to 30 years), the take of listed species may be reasonably certain to occur, even if the level of mortalities annually is anticipated to be quite low. However, this does not mean that prohibiting that incidental take in the case of a threatened species is necessary and advisable for the conservation of such a species. For the northern long-eared bat, we do not anticipate that the fatalities that will be caused by wind energy would meaningfully change the species' status in the foreseeable future.

In addition, the wind industry has recently published best management practices establishing voluntary operating protocols, which they expect ''to reduce impacts to bats from operating wind turbines by as much as 30 percent'' (AWEA 2015, unpaginated). Given the large numbers of other bat species impacted by wind energy (Hein et al. 2013, p. 12) and the economic importance of bats in controlling agricultural or forest pest species (Boyles et al. 2011, pp. 41–42; Maine and Boyles, 2015, p. 12442), we anticipate that these new standards will be adopted by the wind-energy sector and ultimately required by wind-energy-siting regulators at State and local levels. We recommend that wind facilities adopt these operating protocols.

Our primary reason for not establishing regulatory criteria for wind-energy facilities is that the best available information does not indicate significant impacts to northern long-eared bats from such operations. We conclude that there may be adverse effects posed by wind-energy development to individual northern long-eared bats; however, there is no evidence suggesting that effects from wind-energy development has led to significant declines in this species, nor is there evidence that regulating the incidental take that is occurring would meaningfully change the conservation or recovery potential of the species in the face of WNS. Furthermore, with the adoption by wind-energy facilities of the new voluntary standards, risk to all bats, including the northern long-eared bat, should be further reduced.

Environmental Contaminants

Environmental contaminants, in particular insecticides, pesticides, and inorganic contaminants, such as mercury and lead, may also have detrimental effects on individual northern long-eared bats. However, across the wide-range of the species, it is unclear whether environmental contaminants, regardless of the source (*e.g.,* pesticide applications, industrial waste-water), would be expected to cause population-level impacts to the northern long-eared bat either independently or in concert with WNS. Historically, the most intensively-studied contaminants in bats have been the organochlorine insecticides (OCs; O'Shea and Clark 2002, p. 238). During wide-spread use of OCs in the 1960s and 1970s, lethal pesticide poisoning was demonstrated in gray bats (*Myotis grisescens*), Mexican free-tailed bats (*Tadarida brasiliensis*), and Indiana bats (*Myotis sodalis*) (O'Shea and Clark 2002, p. 239, 242). Since the phasing out of OCs in the United States, the effects of chemical contaminants on bats have been less well studied (O'Shea and Johnston 2009, p. 501); however, a few recent studies have demonstrated the accumulation of potentially toxic elements and chemicals in North American bats. For instance, Yates et al. (2014, pp. 48–49) quantified total mercury (Hg) levels in 1,481 fur samples and 681 blood samples from 10 bat species captured across 8 northeastern U.S. States and detected the highest Hg levels in tri-colored bats (*Perimyotis subflavus*), little brown bats (*Myotis lucifugus*) and northern long-eared bats. More recently, Secord et al. (2015) analyzed tissue samples from 48 northeastern bat carcasses of four species, including northern long-eared bats, and detected accumulations of several contaminants of emerging concern (CECs), including most commonly polybrominated diphenyl ethers (PDBEs; 100 percent of samples), salicylic acid (81 percent), thiabendazole (50 percent), and caffeine (23 percent). Digoxigenin, ibuprofen, warfarin, penicillin V, testosterone, and N,N-diethyl-meta-toluamide (DEET) were also present in at least 15 percent of samples. Compounds with the highest concentrations were bisphenol A (397 ng/g), PDBE congeners 28, 47, 99, 100, 153, and 154 (83.5 ng/g), triclosan (71.3 n/g), caffeine (68.3 ng/g), salicylic acid (66.4 ng/g), warfarin (57.6 ng/g), sulfathiazole (55.8 ng/g), tris(1-chloro-2-propyl) phosphate (53.8 ng/g), and DEET (37.2 ng/g).

Although there is the potential for direct and indirect contaminant-related effects, mortality or other population-level impacts have not been reported for northern long-eared bats. Long-term sublethal effects of environmental contaminants on bats are largely unknown; however, environmentally relevant exposure levels of various contaminants have been shown to impair nervous system, endocrine, and reproductive functioning in other wildlife (Yates et al. 2014, p. 52; Köhler and Triebskorn 2013, p. 761; Colborn et al. 1993, p. 378). Moreover, bats' high metabolic rates, longevity, insectivorous diet, migration-hibernation patterns of fat deposition and depletion, and immune impairment during hibernation, along with potentially exacerbating effects of WNS, likely increase their risk of exposure to and accumulation of environmental toxins (Secord et al. 2015, p. 411, Yates et al. 2014, p. 46, Geluso et al. 1976, p. 184; Quarles 2013, p. 4, O'Shea and Clark 2002, p. 238). Following WNS-caused population declines in northeastern little brown bats, Kannan et al. (2010) investigated whether exposure to toxic contaminants could be a contributing factor in WNS-related mortality. Although high concentrations of polychlorinated biphenyls (PCBs), PBDEs, polybrominated biphenyls (PBBs), and chlordanes were found in the fat tissues of WNS-infected bats in New York, relative concentrations in bats from an uninfected population in Kentucky were also high (Kannan et al. 2010, p. 615). The authors concluded that the study's sample sizes were too small to accurately associate contaminant exposure with the effects of WNS in bats (Kannan et al. 2010, p. 618), but argued that additional research is needed. Despite the lack of knowledge on the effects of various contaminants on northern long-eared bats, we recognize the potential for direct and indirect consequences.

However, contaminant-related mortality has not been reported for northern long-eared bats. Additionally, Ingersoll (2013, p. 9) suggested it was unclear what other threats or combination of threats other than WNS (*e.g.,* changes to critical roosting or foraging habitat, collisions, effects from chemicals) may be responsible for recent bat declines.

Prescribed Fire

Prescribed fire is a useful forest-management tool. However, there are potential negative effects from prescribed burning, including direct mortality to the northern long-eared bat. Therefore, when using prescribed burning as a management tool, fire frequency, timing, location, and intensity all need to be considered to lower the risk of incidental take of bats. Carter et al. (2002, pp. 140–141) suggested that the risk of direct injury and mortality to southeastern forest-dwelling bats resulting from summer prescribed fire is generally low. During warm temperatures, bats are able to arouse from short-term torpor quickly. Northern long-eared bats use multiple roosts, switch roost trees often, and could likely use alternative roosts in unburned areas, should fire destroy the current roost. Non-volant pups are likely the most vulnerable to death and injury from fire. Although most eastern bat species are able to carry their young for some time after they are born (Davis 1970, pp. 187–189), the degree to which this behavior would allow females to relocate their young if fire threatens the nursery roost is unknown. The potential for death or injury resulting from prescribed burning depends largely on site-specific circumstances, *e.g.,* fire intensity near the maternity roost tree and the height above ground of pups in the maternity roost tree. Not all fires through maternity roosting areas will kill or injure all pups present.

Bats are known to take advantage of fire-killed snags and continue roosting in burned areas. Boyles and Aubrey (2006, pp. 111–112) found that, after years of fire suppression, initial burning created abundant snags, which evening bats (*Nycticeius humeralis*) used extensively for roosting. Johnson et al. (2010, pp. 115) found that after burning, male Indiana bats roosted primarily in fire-killed maples. In the Daniel Boone National Forest, Lacki et al. (2009, p. 5) radio-tracked adult female northern long-eared bats before and after prescribed fire, finding more roosts (74.3 percent) in burned habitats than in unburned habitats. Burning may create more suitable snags for roosting through exfoliation of bark (Johnson et al. 2009a, p. 240), mimicking trees in the appropriate decay stage for roosting bats. In addition to creating snags and live trees with roost features, prescribed fire may enhance the suitability of trees as roosts by reducing adjacent forest clutter. Perry et al. (2007, p. 162) found that five of six species, including northern long-eared bat, roosted disproportionately in stands that were thinned and burned 1 to 4 years prior but that still retained large overstory trees.

The use of prescribed fire, where warranted, will, in any given year, impact only a small proportion of the northern long-eared bat's range during the bats active period. In addition, there are substantial benefits of prescribed fire for maintaining forest ecosystems. For example, the U.S. Forest Service's Southern Region manages approximately 10.9 million acres (4.4 million hectares (ha)) of land, and the maximum estimate of acres where prescribed fire is employed annually during the active period of northern-long eared bats (April through October) was 320,577 acres (129,732 ha), which is less than 3 percent of the National Forest regional lands. Similarly, the Forest Service's Eastern Region manages 15 Forests in 13 States that include about 12.2 million acres (4.88 million ha), of which 11.3 million acres (4.52 million ha) are forested habitat. The U.S. Forest Service anticipates applying prescribed burning to 107,684 acres (43,073 ha) or about 1percent of the forested habitat across the eastern region annually. In addition, only 17,342 acres (6937 ha) (*i.e.,* 0.15 percent of the forested habitat) of prescribed burning annually is anticipated to occur during the non-volant period on the eastern forests.

Further, there are substantial benefits of prescribed fire for maintaining forest ecosystems, such as providing the successional and disturbance processes that renew the supply of suitable roost trees (Silvis et. al. 2012, pp.6–7), as well as helping to ensure a varied and reliable prey base (Dodd et. al. 2012, p. 269). There is no evidence that prescribed fire has led to population-level declines in this species nor is there evidence that regulating the incidental take that might occur would meaningfully change the conservation status or recovery potential of the species in the face of WNS.

Hazardous Tree Removal Is Not Prohibited

Under this final 4(d) rule, incidental take that is caused by removal and management of hazardous trees is not prohibited. The removal of these hazardous trees may be widely dispersed, but limited, and should result in very minimal incidental take of northern long-eared bats. We recommend, however, that removal of hazardous trees be done during the winter, wherever possible, when these trees will not be occupied by northern long-eared bats. We conclude that the overall impact of removing hazardous trees is not expected to adversely affect conservation and recovery efforts for the species.

Activities Involving Tree Removal

We issued the interim species-specific rule under section 4(d) of the Act in recognition that WNS is the primary threat to the species' continued existence. We further recognized that all other (non-WNS) threats cumulatively were not impacting the species at the population level. Therefore, we apply the take prohibitions only to activities that we have determined may impact the species in its most vulnerable life stages, allowing for management flexibility and a limited regulatory burden.

In this final 4(d) rule, we have determined that the conservation of the northern long-eared bat is best served by limiting the prohibitions to the most vulnerable life stages of the northern long-eared bat (*i.e.,* while in hibernacula or in maternity roost trees) within the WNS zone and to activities, tree removal in particular, that are most likely to affect the species. We have also revised some of the conservation measures. To further simplify the regulation, we have established separate prohibitions for activities involving tree removal and those that do not involve tree removal. Within the WNS zone incidental take outside of hibernacula that results from tree removal is only prohibited when it (1) Occurs within 0.25 miles (0.4 km) of known northern long-eared bat hibernacula; or (2) cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot (45-meter) radius from the known occupied maternity trees, during the pup season (June 1 through July 31).

Forest Management

Forest management maintains forest habitat on the landscape, and the impacts from management activities are, for the most part, temporary in nature. Forest management is the practical application of biological, physical, quantitative, managerial, economic, social, and policy principles to the regeneration, management, utilization, and conservation of forests to meet specified goals and objectives (Society of American Foresters, *http://dictionaryofforestry.org/dict/term/forest_*

management). It includes a broad range of silvicultural practices and this discussion specifically addresses tree-removal practices (*e.g.,* timber harvest) associated with forest management. Timber harvesting includes a wide variety of practices from selected removal of individual trees to clearcutting. Impacts to northern long-eared bats from forest management would be expected to range from positive (*e.g.,* maintaining or increasing suitable roosting and foraging habitat within northern long-eared bat home ranges) to neutral (*e.g.,* minor amounts of forest removal, forest management in areas outside northern long-eared bat summer home ranges, forest management away from hibernacula) to negative (*e.g.,* death of adult females or pups or both resulting from the removal of maternity roost trees).

The best available data indicate that the northern long-eared bat shows a varied degree of sensitivity to timber-harvesting practices. For example, Menzel et al. (2002, p. 112) found northern long-eared bats roosting in intensively managed stands in West Virginia, indicating that there were sufficient suitable roosts (primarily snags) remaining for their use. At the same study site, Owen et al. (2002, p. 4) concluded that northern long-eared bats roosted in areas with abundant snags, and that in intensively managed forests in the central Appalachians, roost availability was not a limiting factor. Northern long-eared bats often chose black locust and black cherry as roost trees, which were quite abundant and often regenerate quickly after disturbance (*e.g.,* timber harvest). Similarly, Perry and Thill (2007, p. 222) tracked northern long-eared bats in central Arkansas and found roosts were located in eight forest classes with 89 percent occurring in three classes of mixed pine-hardwood forest. The three classes of mixed pine-hardwood forest that supported the majority of the roosts were partially harvested/thinned, unharvested (50 to 99 years old), and group-selection harvested (Perry and Thill 2007, pp. 223–224).

Certain levels of timber harvest may result in canopy openings, which could result in more rapid development of young bats. In central Arkansas, Perry and Thill (2007, pp. 223–224) found female bat roosts were more often located in areas with partial harvesting than males, with more male roosts (42 percent) in unharvested stands than female roosts (24 percent). They postulated that females roosted in relatively more open forest conditions because they may receive greater solar radiation, which may increase developmental rates of young or permit young bats a greater opportunity to conduct successful initial flights (Perry and Thill 2007, p. 224). Cryan et al. (2001, p. 49) found several reproductive and non-reproductive female northern long-eared bat roost areas in recently harvested (less than 5 years) stands in the Black Hills of South Dakota in which snags and small stems (diameter at breast height (dbh)) of 2 to 6 inches (5 to 15 centimeters) were the only trees left standing; however, the largest colony (n = 41) was found in a mature forest stand that had not been harvested in more than 50 years.

Forest size and continuity are also factors that define the quality of habitat for roost sites for northern long-eared bats. Lacki and Schwierjohann (2001, p. 487) stated that silvicultural practices could meet both male and female roosting requirements by maintaining large-diameter snags, while allowing for regeneration of forests. Henderson et al. (2008, p. 1825) also found that forest fragmentation affects northern long-eared bats at different scales based on sex; females require a larger unfragmented area with a large number of suitable roost trees to support a colony, whereas males are able to use smaller, more fragmented areas. Henderson and Broders (2008, pp. 959–960) examined how female northern long-eared bats use the forest-agricultural landscape on Prince Edward Island, Canada, and found that bats were limited in their mobility and activities are constrained when suitable forest is limited. However, they also found that bats in a relatively fragmented area used a building for colony roosting, which suggests an alternative for a colony to persist in an area with fewer available roost trees.

In addition to impacts on roost sites, we considered effects of forest-management practices on foraging and traveling behaviors of northern long-eared bats. In southeastern Missouri, the northern long-eared bat showed a preference for contiguous tracts of forest cover (rather than fragmented or wide open landscapes) for foraging or traveling, and different forest types interspersed on the landscape increased likelihood of occupancy (Yates and Muzika 2006, p. 1245). Similarly, in West Virginia, female northern long-eared bats spent most of their time foraging or travelling in intact forest, diameter-limit harvests (70 to 90 year-old stands with 30 to 40 percent of basal area removed in the past 10 years), and road corridors, with no use of deferment harvests (similar to clearcutting) (Owen et al. 2003, p. 355). When comparing use and availability of habitats, northern long-eared bats preferred diameter-limit harvests and forest roads. In Alberta, Canada, northern long-eared bats avoided the center of clearcuts and foraged more in intact forest than expected (Patriquin and Barclay 2003, p. 654). On Prince Edward Island, Canada, female northern long-eared bats preferred open areas less than forested areas, with foraging areas centered along forest-covered creeks (Henderson and Broders 2008, pp. 956–958). In mature forests in South Carolina, 10 of the 11 stands in which northern long-eared bats were detected were mature stands (Loeb and O'Keefe 2006, p. 1215). Within those mature stands, northern long-eared bats were more likely to be recorded at points with sparse or medium vegetation rather than points with dense vegetation, suggesting that some natural gaps within mature forests can provide good foraging habitat for northern long-eared bats (Loeb and O'Keefe 2006, pp. 1215–1217). However, in southwestern North Carolina, Loeb and O'Keefe (2011, p. 175) found that northern long-eared bats rarely used forest openings, but often used roads. Forest trails and roads may provide small gaps for foraging and cover from predators (Loeb and O'Keefe 2011, p. 175). In general, northern long-eared bats appear to prefer intact mixed-type forests with small gaps (*i.e.,* forest trails, small roads, or forest-covered creeks) in forest with sparse or medium vegetation for forage and travel rather than fragmented habitat or areas that have been clearcut.

Impacts to northern long-eared bats from forest management would be expected to vary depending on the timing of tree removal, location (within or outside northern long-eared bat home range), and extent of removal. While bats can flee during tree removal, removal of occupied roosts (during spring through fall) may result in direct injury or mortality to some percentage of northern long-eared bats. This percentage would be expected to be greater if flightless pups or inexperienced flying juveniles were also present. Forest management outside of northern long-eared bat summer home ranges or away from hibernacula would not be expected to affect the conservation of the species.

Forest management is not usually expected to result in a permanent loss of suitable roosting or foraging habitat for northern long-eared bats. On the contrary, forest management is expected to maintain a forest over the long term for the species. However, localized temporary reductions in suitable roosting and/or foraging habitat can occur from various forest practices (*e.g.,*

clearcuts). As stated above, northern long-eared bats have been found in forests that have been managed to varying degrees, and as long as there is sufficient suitable roosting and foraging habitat within their home range and travel corridors between those areas, we would expect northern long-eared bat colonies to continue to occur in managed landscapes. However, in areas with WNS, northern long-eared bats may be less resilient to stressors and maternity colonies are smaller. Given the low inherent reproductive potential of northern long-eared bats (one pup per female per year), death of adult females or pups or both during tree felling could reduce the long-term viability of some of the WNS-impacted colonies if they are also in the relatively small percentage of forest habitat directly affected by forest management.

As we documented in the interim 4(d) rule, forestry management and silviculture are vital to the long-term survival and recovery of the species. Based on information obtained during comment periods, approximately 2 percent of forests in States within the range of the northern long-eared bat are impacted by forest management activities annually (Boggess et al., 2014, p.9). Of this amount, in any given year, a smaller fraction of forested habitat would be impacted during the active season when female bats and pups are most vulnerable. Therefore, we have determined that when the prohibitions for the northern long-eared bat included in this final 4(d) rule are applied to forest management activities, the potential impacts will be significantly reduced.

Forest Conversion

In our listing determination for the northern long-eared bat, we noted that current and future forest conversion may have negative additive impacts where the species has been impacted by WNS (80 FR 17991; April 2, 2015). Our assessment was based largely on the species' summer-home-range fidelity and the potential for increased energetic demands for individuals where the loss of summer habitat had been removed or degraded (*e.g.,* fragmentation). We noted that forest conversion ''can result in a myriad of effects to the species, including direct loss of habitat, fragmentation of remaining habitat, and direct injury or mortality'' (80 FR 17993; April 2, 2015). In the interim 4(d) rule we exempted most forest-management activities except for the conversion of mature hardwood or mixed forest into intensively managed monoculture-pine plantation stands, or non-forested landscape (80 FR 18025; April 2, 2015).

Many of the comments on the proposed and interim 4(d) rules noted that habitat is not limiting for the northern long-eared bat. As we documented in the final listing determination (80 FR 1802; April 2, 2015), the extent of conversion from forest to other land cover types has been fairly consistent with conversion to forest (cropland reversion/plantings). Further, the recent past and projected amounts of forest loss to conversion was, and is anticipated to be, only a small percentage of the total amount of forest habitat. For example by 2060, 4 to 8 percent of the forested area found in 2007 across the conterminous United States is expected to be lost (U.S Forest Service 2012, p. 12). The northern long-eared bat has been documented to use a wide variety of forest types across its wide range. Therefore, we agree that the availability of forested habitat does not now, nor will it likely in the future, limit the conservation of the northern long-eared bat.

We have determined that when the prohibitions for the northern long-eared bat included in this final 4(d) rule are applied to forest-conversion activities, the potential for negative additive impacts to individuals or colonies is significantly reduced. As WNS impacts bat populations, unoccupied, suitable forage and roosting habitat will be increasingly available for remaining bats.

Tree-Removal Conservation Measures

Under this final 4(d) rule, incidental take within the WNS zone involving tree removal is not prohibited if two conservation measures are followed. The first measure is the application of a 0.25 mile (0.4 km) buffer around known occupied northern long-eared bat hibernacula. The second conservation measure is that the activity does not cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot (45-m) radius around the maternity roost tree, during the pup season (June 1 through July 31). The rationale for these measures is discussed below.

Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula

''Known hibernacula'' are defined as locations where one or more northern long-eared bats have been detected during hibernation or at the entrance during fall swarming or spring emergence. Given the documented challenges of surveying for northern long-eared bats in the winter (use of cracks, crevices that are inaccessible to surveyors), any hibernacula with northern long-eared bats observed at least once, will continue to be considered ''known hibernacula'' as long as the hibernacula remains suitable for the northern long-eared bat. A hibernaculum remains suitable for northern long-eared bats even when *Pd* or WNS has been detected.

We have adopted the 0.25-mile (0.4-km) buffer around known northern long-eared bat hibernacula for several reasons: (1) It will help to protect micro-climate characteristics of the hibernacula; (2) for many known hibernacula, bats use multiple entrances that may not be reflected in the primary location information (*e.g.,* bats may use other smaller entrances that are often spread out from the main entrance accessed for surveys or other purposes) and the hibernacula may have extensive underground features that extend out from known entrances; (3) in the late summer and fall when bat behavior begins to center on hibernacula (swarming), it appears that northern long-eared bats may roost in a widely dispersed area, which may reduce the potential that any activity outside of this buffer would significantly affect the species; (4) outside of the maternity period, northern long-eared bats have demonstrated the ability to adapt to forest-management-related and other types of disturbances; and (5) regardless of the buffer size, bats will remain fully protected from take while in the hibernacula, when they are most vulnerable.

The microclimate, temperature, humidity, and air and water flow within a hibernaculum are all important variables that could potentially be impacted by forest management or other activities when conducted in proximity to a hibernaculum. A 0.25-mile (0.4-km) buffer will protect the hibernaculum's microclimate. Studies that have evaluated the depth of edge influence from forest edge or tree removal on temperature, humidity, wind speed, and light penetration suggest that although highly variable among forest types and other site-specific factors (such as aspect and season), the depth of edge influence can range from 164 feet (50 m) (Matlack 1993, p. 193) to over 1,312 feet (400 m) (Chen et al. 1995, p. 83). However, the hibernacula often selected by northern long-eared bats are ''large, with large passages'' (Raesly and Gates 1987, p. 20), and may be less affected by relatively minor surficial micro-climatic changes that might result from the limited exempted activities outside of the 0.25-mile (0.4-km) buffer. Further, bats rarely hibernate near the entrances of structures (Grieneisen 2011, p. 10), as these areas can be subject to greater

predation (Grieneisen 2011, p. 10; Kokurewicz 2004, p. 131) and daily temperature fluctuations (Grieneisen 2011, p. 10). Davis et al. (1999, p. 311) reported that partial clearcutting ''appears not to affect winter temperatures deep in caves.'' Caviness (2003, p. 130) reported that prescribed burns were found to have no notable influence on bats hibernating in various caves in the Ozark National Forest. All bats present in caves at the beginning of the burn were still present and in ''full hibernation'' when the burn was completed, and bat numbers increased in the caves several days after the burn. There were minute changes in relative humidity and temperature during the burn, and elevated short-term levels of some contaminants from smoke were noted.

Northern long-eared bat hibernacula can be large and complex and, spatially, may not be fully represented in locational information contained in species records by State or Federal agencies or by natural heritage programs. A 0.25-mile (0.4-km) buffer will help protect the spatial extent of many known hibernacula. For example, one limestone mine in Ohio used by northern long-eared bats had approximately 44 miles (71 km) of passages and multiple entrances (Brack 2007, p. 740). In northern Michigan, bats (including northern long-eared bats) occupied mines that were more structurally complex and longer (1,007 ft ± 2,837 ft (307m ± 865 m) than mines that were unoccupied, and the occupied mines had a total length of passages that ranged from 33 feet to 4 miles (10 meters to 6.4 kilometers) (Kurta and Smith 2014, p. 592).

Only a relatively small proportion of the areas where swarming northern long-eared bats may occur are likely to be affected by tree-removal activity. There are over 1,500 known hibernacula for the species in the United States (Service 2015, unpublished data), several known in Canada, and potentially many others yet to be identified. Lowe (2012, p. 58) reported that the roosts of northern long-eared bats were evenly distributed over distances within 4.6 miles (7.3 km) from a swarming site. If the northern long-eared bat's potential swarming habitat (including foraging habitat during that period) can be approximated as the forest habitat within 5 miles (8.1 km) of hibernacula, that equates to a 50,265 acre (20,342 ha) area per hibernaculum. In any given year, only a small proportion of the forest habitat within the potential swarming habitat is likely to be impacted by tree-removal activities (*e.g.,* generally 2 percent of forests are managed in any given year and over 1,500 hibernacula documented as used by the species). Similarly, forest conversion is anticipated to be relatively small compared to available habitat; therefore, based on our current understanding of potential swarming-habitat, on the scale of 50,000 acres (20,342ha) per hibernaculum, the relatively small foot-print of activities not prohibited by this final rule are unlikely to affect the conservation or recovery potential of the species. Raesly and Gates (1987, p. 24) evaluated external habitat characteristics of hibernacula and reported that for the northern long-eared bat the percentage of cultivated fields within 0.6 miles (1 km) of the hibernacula was greater (52.6 percent) for those caves used by the species, than for those caves not used by the species (37.7 percent), suggesting that the removal of some forest around a hibernacula can be consistent with the species needs.

Outside of the maternity period, northern long-eared bats have demonstrated the ability to respond successfully to forest-management-related and other types of disturbances. Therefore, the limited disturbance associated with incidental-take exceptions outside of the 0.25-mile (0.4-km) buffer on hibernacula is consistent with the conservation of the species. For example, Silvis et al.'s (2015, p.1) experimental removal of roosts suggested that the ''loss of a primary roost or 20 percent of secondary roosts in the dormant season may not cause northern long-eared bats to abandon roosting areas or substantially alter some roosting behaviors in the following active season when tree-roosts are used.''

Prior to WNS, the most significant risk identified for northern long-eared bat conservation was direct human disturbance while bats are hibernating (*e.g.,* Olson et al. 2011, p. 228; Bilecki 2003, p. 55; Service 2012, unpublished data). This final 4(d) rule (within the WNS zone) addresses these impacts.

We have prohibited incidental take of northern long-eared bats under specific tree-removal circumstances; however, that does not mean that all activities involving tree-removal activities within the 0.25-mile (0.4-k) buffer of hibernacula will result in take. For example, a timber harvest might be conducted within 0.25 miles (0.4 km) of a hibernaculum at a time when bats are unlikely to be roosting in trees within the buffer (*e.g.,* winter), which fully protects any bats in the hibernaculum as well as the hibernaculum's suitability for bats (*i.e.,* access, microclimate), and does not significantly change the suitability of the habitat for foraging by northern long-eared bats or perhaps even improves prey availability. In such a case, the timber harvest, although closer than 0.25 miles (0.4 km) to the hibernaculum, is not likely to result in incidental take so we would not recommend that the harvester seek authorization for incidental take pursuant to the Act. For activities planned within 0.25 miles (0.4 km) of hibernaculum, we encourage you to contact the local Ecological Services Field Office (*http://www.fws.gov/offices*) to help evaluate the potential for take of northern long-eared bats.

Conservation Measure 2: Tree Removal Near Known Maternity Roost Trees

Female northern long-eared bats roost communally in trees in the summer (Foster and Kurta 1999, p. 667) and exhibit fission-fusion behavior (Garroway and Broders 2007, p. 961), where members frequently roost together (fusion), but the composition and size of the groups is not static, with individuals frequently departing to be solitary or to form smaller or different groups (fission) (Barclay and Kurta 2007, p. 44). As part of this behavior, northern long-eared bats switch tree roosts often (Sasse and Pekins 1996, p. 95), typically every 2 to 3 days (Foster and Kurta 1999, p. 665; Owen et al. 2002, p. 2; Carter and Feldhamer 2005, p. 261; Timpone et al. 2010, p. 119). In Missouri, the longest time spent roosting in one tree was 3 nights (Timpone et al. 2010, p. 118). Bats switch roosts for a variety of reasons, including temperature, precipitation, predation, parasitism, sociality, and ephemeral roost sites (Carter and Feldhamer 2005, p. 264).

Maternity colonies, consisting of females and young, are generally small, numbering from about 30 (Whitaker and Mumford 2009, p. 212) to 60 individuals (Caceres and Barclay 2000, p. 3); however, one group of 100 adult females was observed in Vermilion County, Indiana (Whitaker and Mumford 2009, p. 212) and Lereculeur (2013, p. 25) documented a colony of at least 116 northern long-eared bats. In West Virginia, maternity colonies in two studies had a range of 7 to 88 individuals (Owen et al. 2002, p. 2) and 11 to 65 individuals, with a mean size of 31 (Menzel et al. 2002, p. 110). Lacki and Schwierjohann (2001, p. 485) found that the number of bats within a given roost declined as the summer progressed. Pregnant females formed the largest aggregations (mean=26) and post-lactating females formed the smallest aggregation (mean=4). Their largest overall reported colony size was 65 bats.

Northern long-eared bats change roost trees frequently, but use roost areas repeatedly and to a lesser extent, reuse specific roosts (*e.g.,* Cryan et al. 2001, p. 50; Foster and Kurta 1999, p. 665). The northern long-eared bat appears to be somewhat flexible in tree-roost selection, selecting varying roost tree species and types of roosts throughout its range. Females tend to roost in more open areas than males, likely due to the increased solar radiation, which aids pup development (Perry and Thill 2007, p. 224). Fewer trees surrounding maternity roosts may also benefit juvenile bats that are starting to learn to fly (Perry and Thill 2007, p. 224). Female roost-site selection, in terms of canopy cover and tree height, changes depending on reproductive stage; relative to pre- and post-lactation periods, lactating northern long-eared bats have been shown to roost higher in tall trees situated in areas of relatively less canopy cover and lower tree density (Garroway and Broders 2008, p. 91).

The northern long-eared bat's tendency for frequent roost switching may help them avoid or respond effectively to disturbance by people outside of the maternity season. The frequent-roost-switching behavior of northern long-eared bat suggests that they are adapted to responding quickly to changes in roost availably (ephemeral roosts), changing environmental conditions (temperature), prey availability, or physiological needs (torpor, reproduction). In a study of radio-tracked northern long-eared bats responding to the disturbance from prescribed fire (Dickinson et al. 2009, pp. 55–57), the bats appeared ''to limit their exposure to conditions created by fire. At no point did they fly outside of their typical home range area, nor did they travel far from the burn itself.'' While some of the bats soon returned to areas recently burned, by day 6 and 7 post burn, they ''appeared to return to pre-burn norms in terms of emergence time, length of foraging bouts, and use of the burn unit and adjacent habitats.'' Carter et al. (2000, pp 139–140), noted that ''During the summer months, bats are able to arouse quickly as the difference between the ambient temperature and active body temperature of bats is less. Most bat species utilizing trees and snags have multiple roosts throughout the forest (Sasse and Pekins 1996; Callahan et al. 1997; Menzel et al. 1998; Foster and Kurta 1999, Menzel et al. 2001), providing alternate roosts should the current roost be destroyed by fire.'' Sparks et al. (2008, pp. 207–208) documented that northern long-eared bats released in the open during the day demonstrated a successful rapid ''flight-to-cover'' response.

Adult females give birth to a single pup (Barbour and Davis 1969, p. 104). Birthing within the colony tends to be synchronous, with the majority of births occurring around the same time (Krochmal and Sparks 2007, p. 654). Parturition (birth) likely occurs in late May or early June (Caire et al. 1979, p. 406; Easterla 1968, p. 770; Whitaker and Mumford 2009, p. 213), but may occur as late as July (Whitaker and Mumford 2009, p. 213). Upon birth, the pups are unable to fly, and females return to nurse the pups between foraging bouts at night. In other *Myotis* species, mother bats have been documented carrying flightless young to a new roosting location (Humphrey et al. 1977, p. 341). The ability of a mother to move young may be limited by the size of the growing pup. Juvenile volancy (flight) often occurs by 21 days after birth (Krochmal and Sparks 2007, p. 651; Kunz 1971, p. 480) and has been documented as early as 18 days after birth (Krochmal and Sparks 2007, p. 651). Prior to gaining the ability to fly, juvenile bats are particularly vulnerable to tree-removal activities. Based on this information, we have determined that the most sensitive period to protect pups at maternity roost trees is from June 1 through July 31 (the ''pup season'').

Known occupied maternity roost trees are defined as trees that have had female northern long-eared bats or juvenile bats tracked to them or the presence of female or juvenile bats is known as a result of other methods. Once documented, northern-long eared bats are known to continue to use the same roosting areas. Therefore, a tree will be considered to be a ''known, occupied maternity roost'' as long as the tree and surrounding habitat remain suitable for northern long-eared bats. The incidental take prohibition for known, occupied maternity roosts trees applies only during the during the pup season (June 1 through July 31).

In addition to protecting the known roosts, we have also included in this conservation measure avoiding the cutting or destroying of any other trees within a 150-foot (45-meter) radius from the known, occupied maternity roost tree during the pup season (June 1 through July 31). Leaving a buffer of other trees around the maternity roost tree will help to protect the roost tree from damage or destruction that may be caused by other nearby trees being removed as well as helping protect the roost tree from wind throw and micro-climate changes. O'Keefe (2009 p. 42) documented that a 39-foot (12-meter) buffer around a maternity roost tree during a harvest in May allowed the roost to be successfully used through late July and that one buffered tree was used 2 years in a row. We have adopted a standard for exception of take that is almost four times that which proved effective in this example, in order to better account for the variation in forest types used by the northern long-eared bat and a variety of slopes that might influence how large a buffer may need to be in order to prove effective. Roost trees used by northern long-eared bats are often in fairly close proximity to each other within the species' summer home range. For female northern long-eared bats, the mean distance between roosts was reported as 63m to 600m from a variety of studies published 1996 through 2014 (Foster and Kurta 1999 p. 665; Cryan et al. 2001, p. 46; Swier 2003, pp. 58–59; Jackson 2004, p. 89; Henderson and Broders 2008, p. 958; Johnson et al. 2009, p. 240; Badin 2014, p. 76; Bohrman and Fecske, unpublished data). Further, within that data, the distance between roosts was reported as small as 5 meters in one study (Badin 2014, p. 76) and 36 meters in another (Jackson 2004, p. 89). As Sasse 1995, p. 23, noted ''some roost sites appeared to be 'clustered' together.'' Therefore, even this modest additional buffer may also protect other roosts trees used by female northern long-eared bats during the maternity period that have not yet been documented. In addition, because colonies occupy more than one maternity roost in a forest stand and individual bats frequently change roosts, in some cases a portion of a colony or social network is likely to be protected by multiple 150-foot buffers during the maternity season.

Currently, since most States and natural heritage programs do not track roosts and many have not tracked any northern long-eared bat occurrences, we recognize that not all northern long-eared bat maternity roost sites are known. Therefore, this measure will not protect an unknown maternity roosts unless it falls under one of the buffers related to protecting a known roost or hibernaculum.

Although not fully protective of every individual, the conservation measures identified in this final rule help protect maternity colonies. This final species-specific rule under section 4(d) of the Act provides the regulatory flexibility for certain activities to occur that have not been the cause of the species' imperilment, while allowing us to focus conservation efforts on WNS, promoting

conservation of the species across its range.

Additional Prohibitions and Exceptions

In this final 4(d) rule we carry forward other standard prohibitions and exceptions that are typically applied to threatened species and are currently applicable under the interim rule for the northern long-eared bat. These prohibitions included the possession of and other acts with unlawfully taken northern long-eared bats, as well as import and export. We also included standard exemptions, including all the permitting provisions of 50 CFR 17.32 and the exemption for employees or agents of the Service, of the National Marine Fisheries Service, or of a State conservation agency when acting in the course of their official duties to take northern long-eared bats covered by an approved cooperative agreement to carry out conservation programs.

Summary of Comments and Recommendations on the Proposed and Interim 4(d) Rules

The northern long-eared bat was listed as a threatened species under the Act, with an interim rule under section 4(d) of the Act, on April 2, 2015 (80 FR 17974). At that time, the Service invited public comments on the interim 4(d) rule for 90 days, ending July 1, 2015. The Service had already received comments for 60 days on its proposed 4(d) rule (80 FR 2371, January 16, 2015). In total, the Service received approximately 40,500 comments on the proposed and interim 4(d) rules. We discuss them below.

Peer Reviewer Comments

1. *Comment:* Peer reviewer(s) commented that the 0.25-mile (radius) around hibernacula is an inadequate buffer. There were additional suggestions for alternative buffer distances as well as more detail on how activities might be limited within those buffers. A specific suggestion of a 1.6-mile buffer was made, with a statement that most forest practices could occur within the buffer provided that the trees were not completely removed (conversion). In addition, a suggestion of 0.5-mile buffer was made.

Our Response: We have revised the approach used in this final 4(d) rule to ensure that hibernating northern long-eared bats in the WNS zone are protected from incidental take independent of the buffer size used in the conservation measure. In addition, all northern long-eared bats both in and outside of the WNS zone are protected from purposeful take (*e.g.,* killing or intentionally harassing northern long-eared bats), including while in the hibernacula where they are most vulnerable. We have retained the 0.25-mile buffer (0.25-mile radius around known hibernacula entrance/access points used by bats) to further protect the hibernaculum and associated forested habitat for several reasons (see discussion above under *Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula*). Some of the peer-reviewers recommended that within the hibernacula buffer that certain limited activities should be allowed (*e.g.,* timber harvest that only removes a small percentate of the forest habitat when bats are not active). As discussed above under *Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula,* not all tree-removal activities within the buffer of hibernacula will result in take. For example, a timber harvest might be conducted within the buffer when bats are unlikely to be roosting in trees (*e.g.,* winter) that fully protects any bats in the hibernaculum as well as the hibernaculum's suitability for bats (*i.e.,* access, microclimate), and does not significantly change the suitability of the habitat for foraging by northern long-eared bats or perhaps even improves prey availability. In such a case, the timber harvest, although within the buffer, is not likely to result in incidental take so we would not recommend that the harvester seek authorization for incidental take pursuant to the Act. Because the buffer only applies to actions that result in incidental take of the northern long-eared bat, we determined that there was no need to attempt to exempt activities (*e.g.,* a limited timber harvest) where incidental take is unlikely.

2. *Comment:* Peer reviewer(s) commented that the WNS buffer zone should be removed and protections should occur throughout the range of the species.

Our Response: We have established prohibitions on the purposeful take of northern long eared bats throughout the species range. However, because WNS is the most significant threat known to be imperiling the species, we have determined that in areas where WNS has not been detected, additional prohibitions are not warranted. We recognize that the WNS zone will change over time. We remain committed to regularly updating the WNS zone map as new information about the spread of the *Pd* fungus becomes known.

3. *Comment:* Peer reviewer(s) commented that the WNS buffer zone should be expanded and/or changed to accommodate a more site-specific approach, based on proximity to hibernacula, for example.

Our Response: We reevaluated the approach to the WNS zone in this final rule and determined that the 150-mile buffer used for the interim 4(d) rule appears to be very effective in capturing counties where new *Pd* detections are reported, in particular when looking at the new occurrences over the last 5 years. For more details of this analysis, please see our discussion in the WNS Zone section of this rule.

4. *Comment:* Peer reviewer(s) commented that the Service's definitions relative to forestry practices should be more precise and should use silviculture terminology.

Our Response: We have revised the prohibitions to no longer use specific forestry practices or silviculture terminology. Take of the northern long-eared bat within the context of forest management is not prohibited provided that conservation measures to protect hibernacula and known maternity roost trees are implemented as described in this rule.

5. *Comment:* Peer reviewer(s) recommended that the seasonal restrictions for the northern long-eared bat ''pup season'' be expanded and/or based on climate and geography within the species' range.

Our Response: We recognize that in some areas or in some years the period when young northern long-eared bats are non-volant may be earlier or later than the June and July timeframe. The timing of when northern long-eared bats give birth is likely a complex interplay of a variety of factors affecting fetal development (*e.g.,* condition of the mother, temperature, prey availability), and similar factors may also influence the time required for young to develop the ability to fly. In addition, a study in West Virginia documented that the peak pregnancy and lactation dates shifted post WNS (Francl et al. 2012, p. 36). However, looking across a variety of studies, the June and July timeframe appears to generally capture what is typically reported as the non-volant period for northern long-eared bats across much of their range within the United States. We have determined that a single timeframe for implementing the prohibition on maternity roost tree removal provides clarity for the regulated public. In addition, while it does not modify the incidental take prohibition established in these regulations, our local field offices may be able to provide more refined local estimates of the non-volant period for specific areas. Project planners may choose to use these local estimates for

planning purposes where they are available.

6. *Comment:* Peer reviewer(s) recommended year-round protections for maternity roost trees or conversely that we remove entirely the protections for maternity trees because it is ineffective and serves as a disincentive for conducting surveys.

Our Response: Although northern long-eared bats have been documented to use some roost trees over multiple years, in many cases it is because the tree is dead or dying or has structural defects that provides the roosting features attractive to the species. Further, maternity roost trees are used only briefly (*e.g.,* northern long-eared bats typically change roosts every few days, and only a relatively small percentage of those are used more than once in any one season). Given that maternity roosts trees are ephemeral on the landscape and used for very short periods of time in the active season, we determined that year-round protections for known, occupied maternity roost trees are not warranted. We considered removing the protections for known, occupied maternity roosts as recommended by another peer reviewer, but instead modify the protection so as to minimize the disincentive for conducting surveys. In developing this final rule, we kept protections for known, occupied maternity roosts for two reasons: (1) While it may be unlikely, in cases where a tree was about to be removed, but was known to be occupied by northern long-eared bats, they would have some protections while the young could not fly; and (2) we wanted known, occupied maternity roosts to be given consideration because they help to signal to project planners an area that is likely to be used by northern long-eared bats in the future (as this species has a high degree of site fidelity). We refined the protection for known, occupied maternity roosts to make it as practical to implement as possible in order to minimize the disincentive created for conducting surveys. Many forest managers implement similar types of relatively small seasonal buffers to protect other species of sensitive wildlife (*e.g.,* around nesting raptors) and therefore we do not view this provision as a real disincentive to conducting surveys. Please see the *Conservation Measure 2: Tree Removal Near Known Maternity Roost Trees* section of this rule for additional details. We believe that the seasonal restriction helps to protect the most vulnerable life stages, in this case the non-volant pups, and is adequate for the purposes of this rule.

7. *Comment:* Peer reviewer(s) recommended that pregnant females should be protected as part of the seasonal restriction criteria.

Our Response: We recognize that pregnant females may be in torpor or less able to flee in early spring. However, we did not have information on how pregnancy in northern long-eared bats influenced the degree of torpor or their ability to flee from disturbance. As discussed in this rule, we expect only a small percentage of the species' forested habitat to be affected by activities (*e.g.,* tree removal, prescribed fire) that might impact a pregnant northern long-eared bats in torpor and, therefore, we expect only small proportion of the species' population to be potentially exposed to these activities. Because of the relatively small exposure and uncertainty about how pregnancy affects degree of torpor or ability to flee, we have not expanded the seasonal protections for this purpose. We believe that seasonal restrictions help protect the vulnerable pup stage, when young pups cannot fly, and are adequate for the purposes of this rule.

8. *Comment:* Peer reviewer(s) stated that the conservation efforts will not be effective because the natural heritage data are limited with respect to known maternity roost trees and hibernacula.

Our Response: We agree that the data are limited and this can be challenging from the implementation and/or project planning perspective. However, we have purposefully limited protections where possible, to minimize the potential disincentive to continue to survey for the species. However, we anticipate that information in State natural heritage data bases will continue to improve post-listing.

9. *Comment:* Peer reviewer expressed concern with allowing lethal take of northern long-eared bats from human dwellings.

Our Response: We encourage the non-lethal removal of northern long-eared bats from human structures, preferably by excluding them outside of the maternity period, whenever possible. However, because of the potential for human health considerations, we have not required this as part of the exception to the purposeful take prohibition. We have limited this take to houses, garages, barns, sheds, and other buildings designed for human entry.

Public Comments

General

10. *Comment:* Commenters from many development sectors requested that their activities be included in the suite of exempted activities under the 4(d) rule (specific sectors addressed below).

Our Response: In general, this final rule has been restructured to clarify prohibitions to take rather than to rely on a list of excepted activities. Prohibitions are applied in this final rule where necessary and advisable for the conservation of the species. Therefore, the various ''sectors'' do not need to be identified or ''excepted'' to apply rule provisions.

Forest Management

11. *Comment:* Several commenters recommended that forest conversion be included as an excepted activity. Comments were specific to conversion of hardwood forests to pine plantations, managed pine forest, pine ecosystem, and the Service's characterization of pine stands as monoculture stands representing poor bat habitat.

Our Response: Incidental take resulting from forest management, including forest conversion, is not a prohibited action pursuant to this final 4(d) rule provided conservation measures to protect known hibernacula and known, occupied maternity roost trees are employed. Please see sections above titled Forest Management and Forest Conversion.

12. *Comment:* Commenters stated that forest management must occur to avoid habitat deterioration to poor quality bat habitat. They further stated that forest health depends upon active management including tree removal and clearcutting.

Our Response: We agree that forest management can be very important in creating or maintaining forest successional patterns that help to ensure suitable trees are available for roosting northern long-eared bats. Further, forest management can help to increase prey availability or suitability of foraging habitat. Please see our discussion above under Forest Management for additional details. Incidental take resulting from forest management is not prohibited pursuant to this final 4(d) rule provided conservation measures to protect known hibernacula and known maternity roost trees are employed.

13. *Comment:* Commenters suggested that the Service consider exemptions for sustainable forest practices implemented under a sustainable forest management plan or sustainable forestry certificate program.

Our Response: We considered incorporating other possible conservation measures related to forest management and conversion. However, given the overall small percentage of the species' range potentially affected by

these activities in any given year, it was not clear that additional conditions related to incidental take from forest management or conversion would meaningfully change the conservation outlook for the species. Further, adding protections with uncertain benefits, but with large potential public impacts can hinder support for species conservation. Incidental take resulting from forest management is not prohibited pursuant to this final 4(d) rule provided conservation measures to protect known hibernacula and known, occupied maternity roost trees are employed.

14. *Comment:* Commenters stated that the Service should focus on the elimination of WNS rather than regulating timber harvest in summer habitat.

Our Response: Efforts to address the threat posed by WNS are on-going by the Service and many partners across the species range. Incidental take resulting from forest management or forest conversion is not prohibited pursuant to this final 4(d) rule provided conservation measures to protect known hibernacula and known, occupied maternity roost trees are employed.

15. *Comment:* A commenter stated that the Service should halt commercial timber harvest and another commenter suggested restricting the removal of snags and coarse woody debris in areas populated by the species.

Our Response: The northern long-eared bat is not limited in terms of habitat availability for feeding, breeding, and sheltering in the summer (non-hibernating) months. Please see the discussions under Forest Management and Forest Conversion above in this rule. We have carefully considered the value of habitat protection for the species. We have determined that protection of summer habitat is not required for species conservation except where trees may be occupied by young, non-volant (flightless) pups and for areas immediately surrounding hibernacula where they swarm and feed just prior to hibernation and when they emerge from hibernation in the spring. Due to this swarming behavior and the vulnerability of bats when hibernating, we have determined that take prohibitions are necessary and advisable in winter habitat (hibernacula), where bats are subject to the effects of WNS. In addition, we have determined that protection of known, occupied maternity roost trees is necessary and advisable in order to protect young pups.

16. *Comment:* The Service should increase protections to avoid impacts to bats from the point that they emerge from hibernation to the end of the maternity/pup season. Forest management should only be done in a manner that retains sufficient vegetative cover and protects northern long-eared bats at the maternity colony level.

Our Response: We considered incorporating other possible conservation measures related to forest management and conversion. However, given the overall small percentage of the species' range potentially affected by these activities in any given year, it was not clear that additional conditions related to the incidental take from forest management or conversion would meaningfully change the conservation outlook for the species. Further, adding protections with uncertain benefits, but with large potential public impacts can hinder support for the species conservation. We have determined that protection of known, occupied maternity roost trees during the months of June and July is an adequate conservation measure for the protection of non-volant pups.

17. *Comment:* Commenter(s) suggested an exemption for invasive species management in forested landscapes.

Our Response: Outside of hibernacula, this final rule does not prohibit take from activities other than tree removal. Therefore, incidental take associated with management of invasive species using pesticides or other interventions is not prohibited. Where intervention involves tree removal, conservation measures must be followed to comply with this rule. However, entities that cannot apply the required conservation measures have other means to have take excepted, such as section 10 permits or section 7 incidental take authorization.

Human Structures

18. *Comment:* Commenters suggested expansion of the definition of human structures/dwellings to include bridges, culverts, cattle passes, and other human-made structures.

Our Response: This final rule does not prohibit direct take of northern long-eared bats occupying human structures defined as houses, garages, barns, sheds, and other buildings designed for human entry. While we encourage landowners and project proponents to find other mechanisms to avoid killing or injuring bats that occupy bridges, culverts, and other structures, incidental take is not prohibited by this rule. While bridge and culvert use for the species has been documented, it is relatively uncommon compared to tree or other types of roost sites (*e.g.,* barns) and, therefore, did not warrant specific provisions in this final rule. Within the WNS zone, however, project proponents must apply conservation measures to avoid habitat removal around hibernacula and to avoid cutting or destroying known, occupied maternity roost trees or any other trees within a 150-foot radius from the maternity roost tree during June and July.

19. *Comment:* Commenters stated that take of northern long-eared bat in human dwellings should not be exempted and requested that the Service provide rationale for determining that this exemption is necessary.

Our Response: We encourage the non-lethal removal of northern long-eared bats from human structures whenever possible, preferably by excluding them from the structure outside of the maternity period. However, because of the potential for human health considerations, we have not required this as part of the exception to the purposeful take prohibition. Please see the discussion under Exceptions to the Purposeful Take Prohibition in this rule for additional details. Take of northern long-eared bats to remove them from human structures is not prohibited.

Hazardous Tree Removal

20. *Comment:* Several comments requested clarification and/or expansion of the exception to take for removal of hazardous trees.

Our Response: Our intent is to provide for the removal of hazardous trees for the protection of human life and property. This is not the same as hazard tree removal within the context of forest management or rights-of-way management where hazard trees are identified as trees that are in danger of falling. Incidental take of northern long-eared bats from hazardous tree removal in the context of rights-of-way management is not prohibited by the final 4(d) rule provided conservation measures to protect known hibernacula and known, occupied maternity roost trees are applied.

Minimal Tree Removal

21. *Comment:* Several commenters requested that minimal tree removal be expanded to a larger acreage.

Our Response: Conversion of forested cover to alternate uses is not prohibited under this final rule, provided that conservation measures are followed when those activities occur within the WNS zone. For a discussion of this issue, please see Forest Conversion section in this rule.

22. *Comment:* Several commenters stated that the exemption for minimal tree removal should be expanded to other (non-forest) industry entities and should include all activities that have a

minimal effect on the northern long-eared bat.

Our Response: Conversion of forested acreages to alternate uses is not prohibited under this final rule, provided that conservation measures are followed. This is applicable to all entities that may engage in activities that remove trees or convert forested acres. See the Forest Conversion section in this rule.

Oil and Gas Industry

23. *Comment:* A number of commenters from the oil and gas industry stated that the industry should be included within exemptions from take prohibitions because: (1) Their impact on northern long-eared bat habitat is small compared to forest management impacts; (2) habitat is re-vegetated following pipeline installation; (3) oil and gas exploration and transport are not the stated primary threat to the species (WNS is the primary threat); and (4) adequate regulatory mechanisms exist for mitigating industry environmental impacts.

Our Response: Take of northern long-eared bats attributable to habitat conversion and habitat loss is not prohibited under this final 4(d) rule, provided that developers and project proponents follow conservation measures described herein when activities occur within the WNS zone. See the Forest Conversion section in this rule.

Rights-of-Way

24. *Comment:* Commenter(s) stated that loss of habitat attributable to clearing for linear projects is miniscule compared to habitat conversion due to forest management.

Our Response: Incidental take attributable to maintenance, development, and rights-of-way expansion is not prohibited by this final 4(d) rule, provided conservation measures contained herein are followed when activities occur within the WNS zone.

25. *Comment:* Commenter(s) stated that the exception, as proposed and implemented via the interim rule, should be expanded to greater than 100-feet and should be clarified.

Our Response: Incidental take attributable to maintenance, development, and rights-of-way expansion is not prohibited by this final 4(d) rule, provided conservation measures contained herein are followed when activities occur within the WNS zone.

26. *Comment:* Commenter(s) stated that the exception for rights-of-way should be expanded to include new rights-of-way and transmission corridors.

Our Response: Incidental take attributable to maintenance, development, and rights-of-way expansion is not prohibited by this final 4(d) rule, provided conservation measures contained herein are followed when activities occur within the WNS zone.

27. *Comment:* Commenter(s) disagree with the Service's assertion that vegetation removal within or adjacent to rights-of-way is a small-scale alteration of habitat.

Our Response: It is within the context of the species range and potential for available habitat that right-of-way development, maintenance or expansion are small scale alterations of forest habitat. The extent of conversion from forest to other land cover types has been fairly consistent with conversion to forest (cropland reversion/plantings). Further, the recent past and projected amounts of forest loss to conversion from all sources was and is anticipated to be only a small percentage of the total amount of forest habitat. For example by 2060, 4 to 8 percent of forest area found in 2007 across the conterminous United States is expected to be lost (U.S Forest Service 2012, p. 12). We have not broadened the incidental prohibition related to habitat loss because WNS is the predominant threat to the species. Summer habitat does not now or in the future appear likely to be a limiting factor for the species; therefore, we have focused the protections on vulnerable individuals in summer habitat and protecting the winter habitat, where sensitivity to the effects of WNS is heightened.

28. *Comment:* Commenter(s) requested that the Service expand the rights-of-way exemption to include access roads and infrastructure required to deliver services.

Our Response: Incidental take attributable to maintenance, development, and rights-of-way expansion is not prohibited by this final 4(d) rule, provided conservation measures contained herein are followed when activities occur within the WNS zone. This includes related activities such as access road clearing and facilities related to delivery of services. In the case where tree removal is the activity in question, incidental take is not prohibited provided that the conservation measures herein are followed when those activities occur within the WNS zone.

29. *Comment:* Commenter suggested that the final 4(d) rule should prohibit all tree clearing activities related to the maintenance, repair, and creation of rights-of-way.

Our Response: The northern long-eared bat is not limited in terms of habitat availability for feeding, breeding, and sheltering in the summer (non-hibernating) months. We have carefully considered the value of habitat protection for the species. We have determined that protection of summer habitat is not required for species conservation except where trees are known to be occupied by northern long-eared bats when the young are non-volant (flightless) and for areas immediately surrounding hibernacula where they swarm and feed just prior to hibernation and when they emerge from hibernation in the spring.

Solar Energy

30. *Comment:* Commenter(s) requested that solar energy development be provided an exemption under the 4(d) rule.

Our Response: Solar energy developers will need to consider the impacts of their development and operations in light of the prohibitions of this rule. Incidental take outside of the WNS zone is not prohibited. Incidental take from tree-removal activities within the WNS zone is prohibited under specific conditions related to known hibernacula and known, occupied maternity roost trees (see Activities Involving Tree Removal section above for details).

Agriculture

31. *Comment:* Commenter(s) requested that agricultural activities be included in the suite of exempted activities under the 4(d) rule.

Our Response: We have substantially revised the prohibitions and exceptions in this final rule that may apply to agricultural activities. Agricultural producers/operators will need to consider the impacts of their activities in light of the prohibitions of this rule. Incidental take outside of the WNS zone is not prohibited. Incidental take from tree removal activities within the WNS zone is prohibited under specific conditions related to known hibernacula and known, occupied maternity roost trees (see Activities Involving Tree Removal, above, for details). This final rule has been restructured in a manner that it applies prohibitions where necessary and advisable for conservation of the species. Therefore, agricultural development and operations do not need to be specifically ''excepted'' in order to apply the rule's provisions.

Caves and Mines

32. *Comment:* Commenter(s) requested an exemption for show caves and cave tours.

Our Response: Hibernating bats are very sensitive to disturbance as discussed in greater detail under the Hibernacula section of this document. This final rule prohibits the incidental take of northern long-eared bats in hibernacula inside the WNS zone as well as the purposeful take (*e.g.,* purposefully harassing or killing) of northern long-eared bats in hibernacula both inside and outside of the WNS zone. When this species occupies caves or mines used by people regardless of the purpose, the provisions of this 4(d) rule apply. Show cave or mine activities inside the WNS zone that do not result in the incidental take of northern long-eared bats are not prohibited. In other words, if northern long-eared bats are not being disrupted from their normal hibernation behaviors (*e.g.,* by avoiding areas with hibernating bats, limiting noise and lighting in areas used by bats), we do not consider human use of the cave or mine to be a ''take'' of the bats.

33. *Comment:* Commenter(s) stated that an exemption should be made available for mining, mineral exploration, and coal extraction activities.

Our Response: Incidental take of northern long-eared bats that results from tree-removal activity, including mining operations, is prohibited in some circumstances (see Activities Involving Tree Removal, above). However, hibernating bats are very sensitive to disturbance, as discussed in greater detail under the Hibernacula section of this rule. This final rule prohibits the incidental take of northern long-eared bats in hibernacula inside the WNS zone as well as the purposeful take (*e.g.,* purposefully harassing or killing) of northern long-eared bats in hibernacula both inside and outside of the WNS zone. Inside the WNS zone, the take of northern long-eared bats in mines and man-made tunnels for mineral or coal extraction includes any activity that kills, injures, harms, or harasses the species. Mining, mineral exploration, and coal extraction activities will need to work with the Service to find alternative means to authorize take, such as through a section 10 permitting process or section 7 process where applicable. Mining activities inside the WNS zone that do not result in the incidental take of northern long-eared bats are not prohibited. In other words, if northern long-eared bats are not being killed, injured, or otherwise disrupted from their normal hibernation behaviors by the mining operations, we do not consider those activities to be a ''take'' of the bats.

34. *Comment:* Commenter(s) suggested that activities designed to reclaim abandoned mines or maintain cave environments for the benefit of wildlife species should be exempt under the 4(d) rule.

Our Response: We agree that beneficial reclamation and maintenance should be encouraged. However, exception from take prohibitions through a species-specific 4(d) rule is not the appropriate mechanism for authorizing this activity. Where abandoned mines and cave environments are in use by northern long-eared bats, take associated with maintenance is prohibited; however, we encourage project proponents to work with the Service to implement best management practices to avoid or minimize the effects of their actions in the interest of habitat improvement. We will work with project proponents to determine alternate ways to authorize activities, such as section 10 permits or section 7 incidental take authorization.

Mosquito Control

35. *Comment:* Commenter challenges the Service's assertion that chemicals used in mosquito control (malathion and others of comparable risk to mammals) pose a risk to northern long-eared bats; commenter further requests an exemption for mosquito control activities, especially where there is a public health risk.

Our Response: Please see the Environmental Contaminants section of this rule for details concerning our evaluation of the risks from pesticide applications. After careful consideration of the available information, we do not include in this rule a prohibition on the incidental take of northern long-eared bats as result of pesticide application provided the application is a ''lawful activity,'' that is, it must comply all applicable State laws. Any northern long-eared bat unlawfully taken pursuant to a State pesticide law would be a violation of this final 4(d) rule.

Adequacy and Clarity of 0.25 Mile Hibernacula Buffer

36. *Comment:* Commenter(s) suggested that this buffer is too restrictive for landowners.

Our Response: The Service has determined that a protective buffer around known hibernacula is necessary and advisable for the conservation of the species. Please see the discussion under *Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula* of this rule for our explanation of the need for this buffer. As described in that section, we have prohibited incidental take of northern long-eared bats under specific tree-removal circumstances; however, that does not mean that all activities involving tree-removal activities within the 0.25-mile (0.4-km) buffer of hibernacula will result in take. For example, a timber harvest might be conducted within 0.25 miles (0.4 km) of a hibernaculum at a time when bats are unlikely to be roosting in trees within the buffer (*e.g.,* winter) that fully protects any bats in the hibernaculum as well as the hibernaculum's suitability for bats (*i.e.,* bat's access, microclimate), and does not significantly change the suitability of the habitat for foraging by northern long-eared bats or perhaps even improves prey availability. In such a case, the timber harvest, although closer than 0.25 miles (0.4 km) to the hibernaculum, is not likely to result in incidental take, so we would not recommend that the timber harvester seek authorization for incidental take pursuant to the Act. Further, while incidental take of northern long-eared bats within that buffer is prohibited (in the WNS zone), it may be authorized on a case-by-case basis with further coordination with the Service at a local level. Take may be authorized through section 10 or section 7 of the Act. In addition, it is our expectation that project modifications may be made that would protect the hibernaculum and allow for the project proponent's objectives to be met.

37. *Comment:* Commenter(s) seek clarification on whether the buffer and prohibition to clearcutting (within the buffer) is a year-round restriction.

Our Response: Yes, the protection of the hibernaculum and a buffer around it is a year round protective measure and applies to all types of tree-removal activities in the WNS zone.

38. *Comment:* Commenter(s) suggested that the buffer around hibernacula be limited to fall swarming and spring emergence when northern long-eared bats are present.

Our Response: We have determined that protective measures must be considered year-round for several reasons, including that habitat lost outside of the spring emergence and fall swarming period could affect the suitability of those habitats later during spring emergence or fall swarming. Further, we have included the buffer on hibernacula for several reasons beyond protecting foraging habitat during fall swarming and spring emergence. In particular, the buffer will help to protect the micro-climate characteristics of

hibernacula and other entrances used by bats that may not be reflected in the primary location information for hibernacula. For example, many caves or abandoned mines used may have entrances used by bats that are not reflected in the general location information for those sites that are used by people; a buffer helps to protect less prominent features that may be important to bats. Projects may be able to be planned or modified within those buffer areas to retain sufficient habitat and avoid harm; however, the Service considers coordination on a case-by-case basis to be important to assure necessary conservation.

39. *Comment:* Several commenter(s) suggested an increased buffer area around hibernacula would be more appropriate.

Our Response: We have revised the approach used in this final 4(d) rule to ensure that hibernating northern long-eared bats in the WNS zone are protected from incidental take independent of the buffer size used in the conservation measure. In addition, all northern long-eared bats both inside and outside of the WNS zone are protected from purposeful take (*e.g.,* killing or intentionally harassing northern long-eared bats), including while in hibernacula where they are most vulnerable. We have retained the 0.25-mile buffer (0.25-mile radius from known hibernacula entrance/access points used by bats) to further protect the hibernacula and associated forested habitat for several reasons (see discussion above under *Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula*).

40. *Comment:* Commenter(s) expressed concern with implementing measures when they do not have data/information on known hibernacula.

Our Response: The Service recognizes the challenges associated with data sharing and data management. Many states share data management concerns and guard data carefully. We encourage landowners to continue to work with your State natural resources and natural heritage staff to evaluate your ownership for the presence of these important resources. When seeking information on the presence of hibernacula within your project boundary, our expectation is that a project proponent will complete due diligence to determine available data. However, if information is not available, we recognize that the project proponent that has made reasonable efforts to determine whether there are known hibernacula on the property is in the position of not knowing if no data have been provided.

Maternity Roost Tree Restrictions

41. *Comment:* Commenter(s) expressed concerns about having adequate information to identify maternity roost trees.

Our Response: We recognize the challenges associated with data sharing. Please see response to Comment 40. While not required by this rule, the Service recommends summer surveys to definitively locate maternity roost trees.

42. *Comment:* Commenter(s) requested that we clarify that roost trees means maternity roost trees.

Our Response: We have made this final 4(d) rule specific to maternity roost trees.

43. *Comment:* Commenter(s) expressed disagreement with the 0.25 mile buffer around known, occupied roost trees. Some commented that this buffer was too small, while some commented that it was too large.

Our Response: In the interim 4(d) rule (80 FR 17974; April 2, 2015), the buffer around known, occupied roost trees applied only to some types of tree-removal activities (*e.g.,* forest management, rights-of-ways, prairie management) and excluded only clearcuts (and similar harvest methods). Given the relatively small percent of forest habitat anticipated to be impacted by forest management or conversion (see Forest Management and Forest Conversion, above of this rule for more details), we revised the buffer around the known maternity roost trees. As explained in more detail under *Conservation Measure 2: Tree Removal Near Known Maternity Roost Trees,* we have made the buffer more broadly applicable to all tree-removal activities, but have narrowed it in size to provide protection for the maternity roost tree, while minimizing the potential that the protective measure would serve as impediment to conducting new surveys. We have reduced the buffer around known, occupied maternity roost trees to a radius of 150 feet around the known, occupied maternity roost tree.

44. *Comment:* Commenter(s) stated that the Service should require surveys to determine where roost trees are located.

Our Response: The Act does not require a private landowner to survey his or her property to determine whether endangered or threatened wildlife and plants occupy their land. We encourage landowners to voluntarily seek additional information to conserve natural resources in their land use/land management actions; however, we will not require surveys to locate northern long-eared bats and maternity roost trees on private property.

Residential Housing Development

45. *Comment:* Commenter(s) requested that northern long-eared bat take be excepted for the purposes of residential housing development.

Our Response: Take resulting from removal of summer habitat (tree removal) is not prohibited provided the conservation measures set forth in this rule are followed when the habitat removal occurs within the WNS zone. The provisions of this final rule have been restructured to clarify prohibitions rather than rely on a list of excepted activities.

Wind Energy Development

46. *Comment:* Commenter(s) requested that northern long-eared bat take be excepted for the purposes of renewable energy development and operation (wind energy).

Our Response: Incidental take resulting from wind energy development and operation is not prohibited, provided that the conservation measures set forth in this rule are followed to protect hibernacula and known, occupied maternity roost trees. We strongly encourage voluntary conservation measures and best management practices such as feathering or elevated cut-in speeds to reduce impacts to northern long-eared bats and other bats; however, we have not prohibited incidental take attributable to wind energy in this final rule. Please see the Wind Energy Facilities section of this rule for additional details.

Natural Resource Management

47. *Comment:* Commenter(s) requested that northern long-eared bat take be excepted when activities are included in Department of Defense integrated natural resource management plans, providing for activities such as recreational activities, burns, and other temporary but insignificant effects on the northern long-eared bat.

Our Response: Incidental take resulting from activities described as recreational activities and beneficial wildlife habitat management/maintenance is not prohibited, provided that the conservation measures set forth in this rule are followed when the activity occurs inside the WNS zone. We have completed a section 7 analysis on the provisions of this final 4(d) rule to ensure that actions completed in accordance with the final rule are not likely to jeopardize the continued existence of the species. Where these resource management activities do not fit within the final rule, section 7 consultation would need to be

completed to authorize incidental take of the northern long-eared bat.

Compliance and Monitoring

48. *Comment:* Commenter(s) recommended that surveys be required and that landowners be required to report on their activities in order to receive the benefits of the 4(d) rule.

Our Response: While we welcome landowners' efforts to determine where bats may be located on their property, the Act does not require that a landowner survey his or her property to find species. We are not mandating that surveys be completed as part of this rule.

Alternate Section 4(d) Provisional Language

49. *Comment:* One organization commented on behalf of its members and 14 other environmental organizations (collectively referenced as ''the Center'') in support of the adoption of a different 4(d) rule and in opposition of the Service's proposed and the interim 4(d) rules.

Our Response: The remaining paragraphs (under the heading Summary of Comments and Recommendations on the Proposed and Interim4(d) Rules) pertain to the comments we received from the Center. With respect to the overarching comment that our 4(d) rule does not conserve the species, we believe that our final 4(d) rule provides for the ''necessary and advisable'' conservation of the species, as described herein. For further information, please see our Determination section, below.

With respect to the Center's proposed 4(d) language, we note that the proposed language defines specific prohibitions and would make a regulatory determination of ''take'' to include a number of actions. These include cave and mine entry without implementing decontamination protocols; transporting equipment into caves and mines or between caves and mines between the WNS zone and non-WNS zone; cave and mine entry during hibernation periods; activities associated with hydraulic fracturing within 5 miles of a hibernaculum, within 1.5 miles of an occupied roost tree, or within 3 miles of an acoustic detection or bat capture record; noise disturbance activities within a 0.5-mile radius of a hibernaculum during the hibernation period; and disruption of water sources within hibernacula. With respect to protection of hibernacula, take of northern long-eared bats is prohibited. Establishing the causal connection between a variety of activities such as those the Center proposed to be defined as prohibitions is beyond the scope of this rule. We have addressed hibernacula protection provisions in this rule under the section entitled *Conservation Measure 1: Tree Removal Near Known Northern Long-eared Bat Hibernacula.* Protections in this final rule are adequate to protect the species.

In addition to the Center's suggested language for hibernacula prohibitions, they recommended language regarding prohibitions for prescribed burning and aerial spraying. Based on our analysis, we conclude that prescribed burning and aerial spraying do not have a measurable population-level impact on the species and regulation of those activities will not meaningfully impact the species' ability to recover. For further information on prescribed fire impacts, see Prescribed Fire above. For further information on aerial spraying of pesticides, please see the Environmental Contaminants section above.

The final prohibition suggested by the Center was the operation of utility-scale wind projects, specifically during the hours from dusk to sunrise during the fall swarming season, at low wind speeds, and within 5 miles of a hibernaculum. Incidental take resulting from the operation of wind energy facilities is not prohibited by this final 4(d) rule and a complete discussion of known impacts to the species may be found in the Wind Energy Facilities section above.

Finally, the Center provided suggested regulatory text for exemptions from prohibitions that included language for seasonal restrictions, clearing restrictions, mandatory measures for hibernacula protection (gate installation), water quality protection measures, and data collection and reporting requirements. We recognize the effort that has gone into the development of this alternative language. However, we have carefully considered the measures that are necessary for the protection of the species. Our final rule has been developed based on the Service's desire to implement protective measures that will make a meaningful impact on species conservation and recovery. As stated elsewhere in this document (see Determination section, below), we have provided regulatory flexibility while implementing protective measures where we have determined those measures to be necessary and advisable for conservation of the species.

Determination

Section 4(d) of the Act states that ''the Secretary shall issue such regulations as she deems 'necessary and advisable to provide for the conservation' '' of species listed as threatened species. Conservation is defined in the Act to mean ''to use and the use of all methods and procedures which are necessary to bring any endangered species or threatened species to the point at which the measures provided pursuant to [the Act] are no longer necessary.''

The courts have recognized the extent of the Secretary's discretion under this standard to develop rules that are appropriate for the conservation of a species. For example, the Secretary may find that it is necessary and advisable not to include a taking prohibition, or to include a limited taking prohibition. See Alsea Valley Alliance v Lautenbacher, 2007 U.S. Dist. Lexis 60203 (D. Or. 2007); Washington Environmental Council v. National Marine Fisheries Service, 2002 U.S. Dist. Lexis 5432 (W.D. Wash. 2002). In addition, as affirmed in State of Louisiana v. Verity, 853 F. 2d 322 (5th Cir. 1988), the rule need not address all the threats to the species. As noted by Congress when the Act was initially enacted, ''once an animal is on the threatened list, the Secretary has an almost infinite number of options available to him [her] with regard to the permitted activities for those species. [She] may, for example, permit taking, but not importation of such species,'' or she may choose to forbid both taking and importation but allow the transportation of such species, as long as the prohibitions, and exceptions to those prohibitions, will ''serve to conserve, protect, or restore the species concerned in accordance with the purposes of the Act'' (H.R. Rep. No. 412, 93rd Cong., 1st Sess. 1973).

Section 9 prohibitions make it illegal for any person subject to the jurisdiction of the United States to violate any regulation pertaining to any threatened species of fish or wildlife listed pursuant to section 4 of the Act and promulgated by the Secretary pursuant to authority provided by the Act. Under this final 4(d) rule, incidental take of the northern long-eared bat will not be prohibited outside the WNS zone. Incidental take also will not it be prohibited within the WNS zone, outside of hibernacula, provided that it occurs more than 0.25 miles (0.4 km) from a known hibernacula and does not result from an activity that cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot (45-m) radius from the maternity tree, during the pup season (June 1 through July 31).

Accordingly, we have determined that this provision is necessary and advisable for the conservation of the northern long-eared bat as explained below.

Although not fully protective of every individual, the conservation measures identified in this final rule help protect maternity colonies. This final species-specific rule under section 4(d) of the Act provides the flexibility for certain activities to occur that have not been the cause of the species' imperilment, while still promoting conservation of the species across its range.

The northern long-eared bat was listed as a threatened species under the Act, with an interim rule under section 4(d), on April 2, 2015 (80 FR 17974). At that time, the Service invited public comment on the interim 4(d) rule for 90 days, ending July 1, 2015. The Service had already received comments for 60 days on its proposed 4(d) rule (80 FR 2371; January 16, 2015). In total, the Service received approximately 40,500 comments on the proposed and interim 4(d) rules. For a complete discussion of the comments, as well as the Service's response to comments, see Summary of Comments and Recommendations on the Proposed and Interim 4(d) Rules, above.

Because the primary threat to the northern long-eared bat is a fungal disease known as WNS, the Service has tailored the final 4(d) rule to prohibit the take of northern long-eared bats from certain activities within areas where they are in decline, as a result of WNS, and within these areas we apply incidental take protection only to known, occupied maternity roost trees and known hibernacula. These protections will help to conserve the northern long-eared bat during its most vulnerable life stages (from birth to flight, or volancy) and during spring and fall swarming (near hibernacula).

In summary, this 4(d) rule is necessary and advisable to provide for the conservation of the northern long-eared bat because it provides for protection of known maternity roost trees and known hibernacula within the WNS zone. In addition, promulgation of this rule allows the conservation community to provide for species conservation where it can affect change, namely during the northern long-eared bat's most vulnerable life stages and where hibernation occurs. This final 4(d) rule allows the regulated public to manage lands in a manner that is lawful and compatible with species' survival, and it allows for protection of the species in a manner that the Secretary deems to be necessary and advisable for the conservation of the northern long-eared bat. By this rule, the Secretary deems that the prohibition of certain take, which is incidental to otherwise lawful activities that take bat habitat, is not necessary for the long-term survival of the species. Furthermore, she acknowledges the importance of addressing the threat of WNS as the primary measure to arrest and reverse the decline of the species. Nothing in this 4(d) rule affects other provisions of the Act, such as designation of critical habitat under section 4, recovery planning under section 4(f), and consultation requirements under section 7.

Required Determinations

Regulatory Planning and Review

(Executive Orders 12866 and 13563)

Executive Order 12866 provides that the Office of Information and Regulatory Affairs (OIRA) in the Office of Management and Budget will review all significant rules. OIRA has determined that this rule is not significant. Executive Order 13563 reaffirms the principles of E.O. 12866 while calling for improvements in the nation's regulatory system to promote predictability, to reduce uncertainty, and to use the best, most innovative, and least burdensome tools for achieving regulatory ends. The executive order directs agencies to consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public where these approaches are relevant, feasible, and consistent with regulatory objectives. E.O. 13563 emphasizes further that regulations must be based on the best available science and that the rulemaking process must allow for public participation and an open exchange of ideas. We have developed this final 4(d) rule in a manner consistent with these requirements.

Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*)

Listing and status determinations under the Endangered Species Act of 1973, as amended (Act; 16 U.S.C. 1531 *et seq.*), and any prohibitions or protective measures afforded the species under the Act are exempt from the Regulatory Flexibility Act (RFA; 5 U.S.C. 601 *et seq.,* as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996). However, as this final 4(d) rule is being promulgated following the final listing of the northern long-eared bat, we evaluate whether the Regulatory Flexibility Act applies to this rulemaking.

Under the Regulatory Flexibility Act, whenever an agency must publish a notice of rulemaking for any proposed or final rule, it must prepare and make available for public comment a regulatory flexibility analysis that describes the effects of the rule on small entities (small businesses, small organizations, and small government jurisdictions). However, no regulatory flexibility analysis is required if the head of the agency certifies the rule will not have a significant economic impact on a substantial number of small entities. SBREFA amended the RFA to require Federal agencies to provide a statement of the factual basis for certifying that the rule will not have a significant economic impact on a substantial number of small entities. Thus, for a regulatory flexibility analysis to be required, impacts must exceed a threshold for ''significant impact'' and a threshold for a ''substantial number of small entities.'' See 5 U.S.C. 605(b). Based on the information that is available to us at this time, we certify that this rule will not have a significant economic impact on a substantial number of small entities. The following discussion explains our rationale.

On April 2, 2015 (80 FR 17974), we published the final determination to list the northern long-eared bat as a threatened species and an interim 4(d) rule. That rule became effective on May 4, 2015, and the interim 4(d) rule will remain in effect until this final rule becomes effective (see **DATES**, above). The interim 4(d) rule generally applies the prohibitions of 50 CFR 17.31 and 17.32 to the northern long-eared bat, which means that the interim rule, among other things, prohibits the purposeful take of northern long-eared bats throughout the species' range, but the interim rule includes exceptions to the purposeful take prohibition. The exceptions for purposeful take are: (1) In instances of removal of northern long-eared bats from human structures (if actions comply with all applicable State regulations); and (2) for authorized capture, handling, and related activities of northern long-eared bats by individuals permitted to conduct these same activities for other bat species until May 3, 2016. Under the interim rule, incidental take is not prohibited outside the WNS zone if the incidental take results from otherwise lawful activities. Inside the WNS zone, there are exceptions for incidental take for the following activities, subject to certain conditions: Implementation of forest management; maintenance and expansion of existing rights-of-way and transmission corridors; prairie management; minimal tree removal; and removal of hazardous trees for the protection of human life and property.

This final 4(d) rule does not generally apply the prohibitions of 50 CFR 17.31 to the northern long-eared bat. This rule continues to prohibit purposeful take of

northern long-eared bats throughout the species' range, except in certain cases, including in instances of removal of northern long-eared bats from human structures and for authorized capture, handling, and related activities of northern long-eared bats by individuals permitted to conduct these same activities for other bat species until May 3, 2016. After May 3, 2016, a permit pursuant to section 10(a)(1)(A) of the Act is required for the capture and handling of northern long-eared bats. Under this rule, incidental take is still not prohibited outside the WNS zone. Within the WNS zone, incidental take is prohibited only if: (1) Actions result in the incidental take of northern long-eared bats in hibernacula; (2) actions result in the incidental take of northern long-eared bats by altering a known hibernaculum's entrance or interior environment if the alteration impairs an essential behavioral pattern, including sheltering northern long-eared bats; or (3) tree-removal activities result in the incidental take of northern long-eared bats when the activity either occurs within 0.25 mile (0.4 kilometer) of a known hibernaculum, or cuts or destroys known, occupied maternity roost trees or any other trees within a 150-foot (45-meter) radius from the maternity roost tree during the pup season (June 1 through July 31). This approach allows more flexibility to affected entities and individuals in conducting activities within the WNS zone. Under this rule, we individually set forth prohibitions on possession and other acts with unlawfully taken northern long-eared bats, and on import and export of northern long-eared bats. These prohibitions were included in the interim 4(d) through the general application of the prohibitions of 50 CFR 17.31 to the northern long-eared bat. Under this rule, take of the northern long-eared bat is also not prohibited for the following: Removal of hazardous trees for protection of human life and property; take in defense of life; and take by an employee or agent of the Service, of the National Marine Fisheries Service, or of a State conservation agency that is operating a conservation program pursuant to the terms of a cooperative agreement with the Service. Regarding these three exceptions, take in defense of life was not included in the interim 4(d) rule, but the other two exceptions were, either through the general application of 50 CFR 17.31 or through a specific exception included in the interim 4(d) rule. Therefore, this final 4(d) rule will result in less restrictive regulations under the Act than those set forth in the interim 4(d) rule.

We completed an analysis of the forested land area that may be impacted by this rulemaking. There are approximately 400,000,000 acres (161,874,256 ha) of forested habitat across the range of the northern long-eared bat, which includes 37 States and the District of Columbia. This rule may restrict land use activities on approximately 200,000 acres (80,937 ha). This area constitutes less than 0.05 percent of all forested habitat across the extensive range of the northern long-eared bat. Any impact in this very small portion of forested habitat is not expected to affect a substantial number of entities in any given sector, nor result in a significant economic impact on any given entity. For the above reasons, we certify that the final rule will not have a significant economic impact on a substantial number of small entities. Therefore, a final regulatory flexibility analysis is not required.

Energy Supply, Distribution, or Use—Executive Order 13211

Executive Order 13211 (Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use) requires agencies to prepare Statements of Energy Effects when undertaking certain actions. For reasons discussed within this final rule, we believe that the rule will not have any effect on energy supplies, distribution, or use. Therefore, this action is not a significant energy action, and no Statement of Energy Effects is required.

Unfunded Mandates Reform Act

In accordance with the Unfunded Mandates Reform Act (2 U.S.C. 1501 *et seq.*), we make the following findings:

(1) This final rule will not produce a Federal mandate. In general, a Federal mandate is a provision in legislation, statute, or regulation that would impose an enforceable duty upon State, local, or Tribal governments, or the private sector, and includes both ''Federal intergovernmental mandates'' and ''Federal private sector mandates.'' These terms are defined in 2 U.S.C. 658(5)–(7). ''Federal intergovernmental mandate'' includes a regulation that ''would impose an enforceable duty upon State, local, or [T]ribal governments'' with two exceptions. It excludes ''a condition of Federal assistance.'' It also excludes ''a duty arising from participation in a voluntary Federal program,'' unless the regulation ''relates to a then-existing Federal program under which $500,000,000 or more is provided annually to State, local, and [T]ribal governments under entitlement authority,'' if the provision would ''increase the stringency of conditions of assistance'' or ''place caps upon, or otherwise decrease, the Federal Government's responsibility to provide funding,'' and the State, local, or Tribal governments ''lack authority'' to adjust accordingly. At the time of enactment, these entitlement programs were: Medicaid; AFDC work programs; Child Nutrition; Food Stamps; Social Services Block Grants; Vocational Rehabilitation State Grants; Foster Care, Adoption Assistance, and Independent Living; Family Support Welfare Services; and Child Support Enforcement. ''Federal private sector mandate'' includes a regulation that ''would impose an enforceable duty upon the private sector, except (i) a condition of Federal assistance or (ii) a duty arising from participation in a voluntary Federal program.''

(2) This final 4(d) rule will result in less restrictive regulations under the Act, as it pertains to the northern long-eared bat, than would otherwise exist without a 4(d) rule or under the interim 4(d) rule. As a result, we do not believe that this rule will significantly or uniquely affect small government entities. Therefore, a Small Government Agency Plan is not required.

Takings

In accordance with Executive Order 12630, this final rule will not have significant takings implications. We have determined that the rule has no potential takings of private property implications as defined by this Executive Order because this 4(d) rule will result in less-restrictive regulations under the Act than would otherwise exist. A takings implication assessment is not required.

Federalism

In accordance with Executive Order 13132, this final 4(d) rule does not have significant Federalism effects. A federalism summary impact statement is not required. This rule will not have substantial direct effects on the State, on the relationship between the Federal Government and the State, or on the distribution of power and responsibilities among the various levels of government.

Civil Justice Reform

In accordance with Executive Order 12988, the Office of the Solicitor has determined that this final rule does not unduly burden the judicial system and meets the requirements of sections 3(a) and 3(b)(2) of the Order.

Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

This rule does not contain collections of information that require approval by the Office of Management and Budget (OMB) under the Paperwork Reduction Act. This rule will not impose recordkeeping or reporting requirements on State or local governments, individuals, businesses, or organizations. An agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number.

National Environmental Policy Act (42 U.S.C. 4321 et seq.)

We have prepared a final environmental assessment, as defined under the authority of the National Environmental Policy Act of 1969. For information on how to obtain a copy of the final environmental assessment, see **ADDRESSES**, above. The final environmental assessment will also be available on the Internet at *http://www.regulations.gov* and at *http://www.fws.gov/midwest/Endangered.*

Government-to-Government Relationship With Tribes

In accordance with the President's memorandum of April 29, 1994 (Government-to-Government Relations with Native American Tribal Governments; 59 FR 22951), Executive Order 13175 (Consultation and Coordination With Indian Tribal Governments), and the Department of the Interior's manual at 512 DM 2, we readily acknowledge our responsibility to communicate meaningfully with recognized Federal Tribes on a government-to-government basis. In accordance with Secretarial Order 3206 of June 5, 1997 (American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act), we readily acknowledge our responsibilities to work directly with tribes in developing programs for healthy ecosystems, to acknowledge that tribal lands are not subject to the same controls as Federal public lands, to remain sensitive to Indian culture, and to make information available to tribes.

In October 2013, Tribes and multi-tribal organizations were sent letters inviting them to begin consultation and coordination with the service on the proposal to list the northern long-eared bat. In August 2014, several Tribes and multi-tribal organizations were sent an additional letter regarding the Service's intent to extend the deadline for making a final listing determination by 6 months. A conference call was also held with Tribes to explain the listing process and discuss any concerns. Following publication of the proposed rule, the Service established three interagency teams (biology of the northern long-eared bat, non-WNS threats, and conservation measures) to ensure that States, Tribes, and other Federal agencies were able to provide input into various aspects of the listing rule and potential conservation measures for the species. Invitations for inclusion in these teams were sent to Tribes within the range of the northern long-eared bat and a few tribal representatives participated on those teams. Two additional conference calls (in January and March 2015) were held with Tribes to outline the proposed species-specific 4(d) rule and to answer questions. Through this coordination, some Tribal representatives expressed concern about how listing the northern long-eared bat may impact forestry practices, housing development programs, and other activities on Tribal lands.

References Cited

A complete list of references cited in this document is available on the Internet at *http://www.regulations.gov* and upon request from the Twin Cities Ecological Services Field Office (see **FOR FURTHER INFORMATION CONTACT**).

Authors

The primary authors of this document are the staff members of the Midwest Region of the U.S. Fish and Wildlife Service.

List of Subjects in 50 CFR Part 17

Endangered and threatened species, Exports, Imports, Reporting and recordkeeping requirements, Transportation.

Regulation Promulgation

Accordingly, we amend part 17, subchapter B of chapter I, title 50 of the Code of Federal Regulations, as follows:

PART 17—ENDANGERED AND THREATENED WILDLIFE AND PLANTS

■ 1. The authority citation for part 17 continues to read as follows:

Authority: 16 U.S.C. 1361–1407; 1531–1544; and 4201–4245, unless otherwise noted.

■ 2. Amend § 17.40 by revising paragraph (o) to read as follows:

§ 17.40 Special rules—mammals.

* * * * *

(o) Northern long-eared bat (*Myotis septentrionalis*). The provisions of this rule are based upon the occurrence of white-nose syndrome (WNS), a disease affecting many U.S. bat populations. The term ''WNS zone'' identifies the set of counties within the range of the northern long-eared bat within 150 miles of the boundaries of U.S. counties or Canadian districts where the fungus *Pseudogymnoascus destructans* (*Pd*) or WNS has been detected. For current information regarding the WNS zone, contact your local Service ecological services field office. Field office contact information may be obtained from the Service regional offices, the addresses of which are listed in 50 CFR 2.2.

(1) *Prohibitions.* The following prohibitions apply to the northern long-eared bat:

(i) Purposeful take of northern long-eared bat, including capture, handling, or other activities.

(ii) Within the WNS zone:

(A) Actions that result in the incidental take of northern long-eared bats in known hibernacula.

(B) Actions that result in the incidental take of northern long-eared bats by altering a known hibernaculum's entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats.

(C) Tree-removal activities that result in the incidental take of northern long-eared bats when the activity:

(*1*) Occurs within 0.25 mile (0.4 kilometer) of a known hibernaculum; or

(*2*) Cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot (45-meter) radius from the maternity roost tree, during the pup season (June 1 through July 31).

(iii) Possession and other acts with unlawfully taken northern long-eared bats. It is unlawful to possess, sell, deliver, carry, transport, or ship, by any means whatsoever, any northern long-eared bat that was taken in violation of this section or State laws.

(iv) Import and export.

(2) *Exceptions from prohibitions.* (i) Any person may take a northern long-eared bat in defense of his own life or the lives of others, including for public health monitoring purposes.

(ii) Any person may take a northern long-eared bat that results from the removal of hazardous trees for the protection of human life and property.

(iii) Any person may take a northern long-eared bat by removing it from human structures, but only if the actions comply with all applicable State regulations.

(iv) Purposeful take that results from actions relating to capture, handling, and related activities for northern long-eared bats by individuals permitted to

conduct these same activities for other species of bat until May 3, 2016.

(v) All of the provisions of § 17.32 apply to the northern long-eared bat.

(vi) Any employee or agent of the Service, of the National Marine Fisheries Service, or of a State conservation agency that is operating a conservation program pursuant to the terms of a cooperative agreement with the Service in accordance with section 6(c) of the Act, who is designated by his agency for such purposes, may, when acting in the course of his official duties, take northern long-eared bats covered by an approved cooperative agreement to carry out conservation programs.

* * * * *

Dated: January 7, 2016.

Karen Hyun,

Acting Principal Deputy Assistant Secretary for Fish and Wildlife and Parks.

[FR Doc. 2016–00617 Filed 1–13–16; 8:45 am]

BILLING CODE 4333–15–P

Appendix H

Water Quality Data

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Huff & Huff, Inc.

September 2016

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APPENDIX H
TABLE 1: SELDM INPUTS
Des Plaines River
I-290 Project Corridor: September 2016

Tab	Input (Existing)	Input (Build)	Source	Notes	Reference
Highway Site Characteristics	41°52'19.40"N	87°49'32.12"W	H&H GIS		
Latitude	41.872056	41.872056	H&H GIS		
Longitude	-87.825589	-87.825589	H&H GIS		
Drainage Area (acres)	307,200	307,200	Driscoll Input Table		
Drainage Length (ft)	35,376	35,376	H&H GIS	Drainage length of watershed (existing), Drainage length of watershed (proposed)	
Mean Basin Slope (ft per mile)	8.68	8.14	Chloride Calcs - PB/CBBEL data		
Impervious Fraction (0-1)	0.464	0.549	Driscoll Input Table	11.56 (impervious) /71.88 (ROW)	
Basin Development Factor	-1	-1	SELDM Manual	Input of -1 indicates use of TIA within SELDM	
Total Lanes	4	7	PB	See "New Lane Miles"	
Lane Width (ft)	12	12	H&H GIS/PB CADD files		
ADT	185,720	197,540	PB	See "Traffic Data"	
Pavement Material	Concrete	Concrete	PB		
Type of Curb					
Other Characteristics					
Grid	Uses Site Lat/Long	Uses Site Lat/Long	SELDM Default		
Eco Region	Uses Site Lat/Long	Uses Site Lat/Long	SELDM Default		
Upstream Basin Characteristics					
Drainage Area (miles squared)	360	360	USGS stream stats	Closest USGS gauge with present streamflow data is Des Plaines River near Des Plaines (05529000)	U.S. Geological Survey (2015)
Drainage Length (ft)	334435.2	334435.2	USGS stream stats	63.34	U.S. Geological Survey (2015)
Mean Basin Slope (ft per mile)	1.11	1.11	USGS stream stats	Unadjusted	U.S. Geological Survey (2015)
Impervious Fraction (0-1)	0.16	0.16	*Total Maximum Daily Loads for the East Branch of the DuPage River, Illinois* (October 2004) CH2MHill with Applied Environmental Engineering, LLC and AQUA TERRA Consultants		
Basin Development Factor	-1	-1			
Hydrograph Recession					
Minimum			SELDM Default		Granato (2013)
MPV			SELDM Default		Granato (2013)
Maximum			SELDM Default		Granato (2013)
Empirical Loading & Dilution					
Rain Zone			Per the model and Lat/Long		
Model has rainfall data pre-loaded					

APPENDIX H
TABLE 1: SELDM INPUTS
Des Plaines River
I-290 Project Corridor: September 2016

Tab	Input (Existing)	Input (Build)	Source	Notes	Reference
Synoptic Storm-Event Precipitation Statistics: Select Statistics					
Precipitation-Statistics Datasets	FHWA, 2010	FHWA, 2010	SELDM Default		
	Avg. of Ecoregion: 54 Central Corn Belt				
Basis (i.e Rain Region, Eco-Region, Station, etc)	Plains DS:3		SELDM Default		Granato (2013)
Storm Event Volume, Average (inches)	0.61		SELDM Default		Granato (2013)
Storm Event Volume, COV	0.96		SELDM Default		Granato (2013)
Storm Event Duration Average (hours)	7.07		SELDM Default		Granato (2013)
Storm Event Duration COV	0.86		SELDM Default		Granato (2013)
Time Between Storm Events, Average (hours)	173		SELDM Default		Granato (2013)
Time Between Storm Events, COV	1.25		SELDM Default		Granato (2013)
Storm Events Per Year, Average	49		SELDM Default		Granato (2013)
Storm Events Per Year, COV	0.25		SELDM Default		Granato (2013)
Total Annual Precipitation, Average (inches)	29.78		SELDM Default		Granato (2013)
Total Annual Precipitation, COV	0.27		SELDM Default		Granato (2013)
Number of Stations Used for Calculation	41		SELDM Default		Granato (2013)
Synoptic Storm-Event Precipitation Options					
Selected Station Average	(X) User-defined	(X) User-defined	User-defined	Generate Statistics	
Streamflow Statistics				Station look-up or **manual input**	
Selection Options					
Fraction of Daily-Mean Zero Flow	(X) User-defined	(X) User-defined	User-defined		
Arithmetric:				Based on USGS Station Number: 05529000	
Mean	401	401	USGS daily discharge	1978 through 2014	U.S. EPA DFLOW 3.1 (2006)
Median	231	231	USGS daily discharge	1978 through 2014	U.S. EPA DFLOW 3.1 (2006)
Std Dev	478	478	USGS daily discharge	1978 through 2014	U.S. EPA DFLOW 3.1 (2006)
Skew	2.987	2.987	USGS daily discharge		U.S. EPA DFLOW 3.1 (2006)
Log 10				Retransformed to Arithmetic Space	
Mean	2.389	2.389	USGS daily discharge	244.9	U.S. EPA DFLOW 3.1 (2006)
Median	2.364	2.364	USGS daily discharge	231.2	U.S. EPA DFLOW 3.1 (2006)
Std Dev	0.421	0.421	USGS daily discharge	2.6	U.S. EPA DFLOW 3.1 (2006)
Skew	0.334	0.334	USGS daily discharge	2.5	U.S. EPA DFLOW 3.1 (2006)
Low Flow					
7Q10	47	47	USGS daily discharge	1978 through 2014	U.S. EPA DFLOW 3.1 (2006); U.S. EPA (1986)
1B3	40	40	USGS daily discharge	1B3 is a biologically-based 1-day average flow event which occurs (on average) once every 3 years. Period: 1978 through 2014	U.S. EPA DFLOW 3.1 (2006); U.S. EPA (1986)
4B3	46.1	46.1	USGS daily discharge	4B3 is a biologically-based 4-day average flow event which occurs (on average) once every 3 years. Period: 1978 through 2014	U.S. EPA DFLOW 3.1 (2006); U.S. EPA (1986)
Number of streamgages used	1	1			

APPENDIX H
TABLE 1: SELDM INPUTS
Des Plaines River
I-290 Project Corridor: September 2016

Tab	Input (Existing)	Input (Build)	Source	Notes	Reference
Water Quality Consitutents					
TSS			*Select Highway Dependent; SSC from TSS*		
Phosphorous			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Phosphorous			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
SSC			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Cadmium			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Chromium			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Copper			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Hardness			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Lead			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Nitrogen			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
Zinc			HRDB or ProUCL		FHWA (2009), U.S. EPA (2013)
pH			Select pH (random) Eco: 54		
Best Management Practices (BMPs)					
Hydraulics	**Detention Basin (Trapezoidal)** ***Ratio of BMP outflow to inflow***	**Detention Basin (Trapezoidal)** ***Flow weighted (Existing)***	**Detention Basin (Trapezoidal)** ***Flow weighted (Proposed)***	**Notes**	
NR	13	13	13	number of sites with at least three storms used to calculate the median ratio statistics	Granato (2014)
Min	0.1466	0.983	0.889	minimum value	Granato (2014)
Lower MPV	0.1466	0.983	0.889	lower bound of the most probable value	Granato (2014)
Upper MPV	0.657	0.993	0.955	upper bound of the most probable value	Granato (2014)
Max[1]	1.000	1.000	1.000	Maximum value	Granato (2014)
Rank Correlation to inflow volume	0.070	0.070	0.070	Spearman's rho (min)	Granato (2014)
Percent GT	5.9	5.9	5.9	Pct GT 1, the percentage of storms in which outflows exceed inflows and thus, ratio is greater than 1	
BMP fraction	100%	2%	13%		
BMPs	**Detention Basin (Trapezoidal)** ***Median stormflow extension statistics***	**Detention Basin (Trapezoidal)** ***Median stormflow extension statistics (Existing)***	**Detention Basin (Trapezoidal)** ***Median stormflow extension statistics (Proposed)***	**Notes**	
NR	12	12	12	number of sites with at least three storms used to calculate the median ratio statistics	Granato (2014); Table 3
Min	0	0.980	0.870	minimum value	Granato (2014); Table 3
Lower MPV	0	0.980	0.870	lower bound of the most probable value	Granato (2014); Table 3
Upper MPV	0	0.980	0.870	upper bound of the most probable value	Granato (2014); Table 3
Max	18	1.340	3.210	Maximum value	Granato (2014); Table 3
Rank Correlation to inflow volume	0.565	0.565	0.565	Spearman's rho (min)	Granato (2014); Table 3
BMP fraction	100%	2%	13%		
BMPs	**Detention Basin (Spearman's rho)**		**Source**	**Notes**	
NR	8		Statistics from International BMP Database	number of sites with at least three storms used to calculate the median ratio statistics	Granato (2014); Table 3
Min	0.07		Statistics from International BMP Database	minimum value	Granato (2014); Table 3
Lower MPV	-0.57		Statistics from International BMP Database	lower bound of the most probable value	Granato (2014); Table 3
Upper MPV	0.48		Statistics from International BMP Database	upper bound of the most probable value	Granato (2014); Table 3

APPENDIX H
TABLE 1: SELDM INPUTS
Des Plaines River
I-290 Project Corridor: September 2016

Tab	Input (Existing)	Input (Build)	Source	Notes	Reference
BMPs-Trapezoidal Distribution	**Detention Basin (Cu)**	**Detention Basin (Cu)-Flow Weighted (Existing)[3]**	**Detention Basin (Cu)-Flow Weighted (Proposed)[4]**	**Notes**	
N	11	11	11	sample size	Granato (2014)
Min	0.151	0.983	0.890	minimum value	Granato (2014)
Lower MPV	0.415	0.988	0.924	lower bound of the most probable value	Granato (2014)
Upper MPV	0.628	0.993	0.952	upper bound of the most probable value	Granato (2014)
Max[1]	1.000	1.000	1.000	Maximum value	Granato (2014)
Rho	-0.366	-0.366	-0.366	Rho distribution statistics	Granato (2014)
MIC	1.100	1.100	1.100	Minimum irreducible concentration	Granato (2014)
BMP fraction	100%	2%	13%	Fraction of flow to BMP	
BMPs-Trapezoidal Distribution	**Detention Basin (TSS)**	**Detention Basin (TSS)-Flow Weighted (Existing)[3]**	**Detention Basin (TSS)-Flow Weighted (Proposed)[4]**	**Notes**	
N	16	16	16	sample size	Granato (2014)
Min	0.056	0.981	0.877	minimum value	Granato (2014)
Lower MPV	0.073	0.981	0.879	lower bound of the most probable value	Granato (2014)
Upper MPV	0.110	0.982	0.884	upper bound of the most probable value	Granato (2014)
Max[1]	1.000	1.000	1.000	Maximum value	Granato (2014)
Rho	-0.514	-0.514	-0.514	Rho distribution statistics	Granato (2014)
MIC	0.890	0.890	0.890	Minimum irreducible concentration	Granato (2014)
BMP fraction	100%	2%	13%	Fraction of flow to BMP	
BMPs-Trapezoidal Distribution	**Detention Basin (Pb)**	**Detention Basin (Pb)-Flow Weighted (Existing)[3]**	**Detention Basin (Pb)-Flow Weighted (Proposed)[4]**	**Notes**	
N	9	9	9	sample size	Granato (2014)
Min	0.058	0.981	0.878	minimum value	Granato (2014)
Lower MPV	0.278	0.986	0.906	lower bound of the most probable value	Granato (2014)
Upper MPV	0.335	0.987	0.914	upper bound of the most probable value	Granato (2014)
Max[1]	1.000	1.000	1.000	Maximum value	Granato (2014)
Rho	-0.289	-0.289	-0.289	Rho distribution statistics	Granato (2014)
MIC	0.760	0.760	0.760	Minimum irreducible concentration	Granato (2014)
BMP fraction	100%	2%	13%	Fraction of flow to BMP	
BMPs-Trapezoidal Distribution	**Detention Basin (Zn)**	**Detention Basin (Zn)-Flow Weighted (Existing)[2]**	**Detention Basin (Zm)-Flow Weighted (Proposed)[3]**	**Notes**	
N	12	12	12	sample size	Granato (2014)
Min	0.060	0.981	0.878	minimum value	Granato (2014)
Lower MPV	0.102	0.982	0.883	lower bound of the most probable value	Granato (2014)
Upper MPV	0.213	0.984	0.898	upper bound of the most probable value	Granato (2014)
Max[1]	1.000	1.000	1.000	Maximum value	Granato (2014)
Rho	-0.560	-0.560	-0.560	Rho distribution statistics	Granato (2014)
MIC	2.800	2.800	2.800	Minimum irreducible concentration	Granato (2014)
BMP fraction	100%	2%	13%	Fraction of flow to BMP	

[1]Assume Maximum value is based on literature value (Granato, 2014) if less than 1.0 or otherwise set to 1.0.

[2]Two percent of stormwater runoff from existing roadway drains into a detention basin. If warranted, review Granato's recent publication on BMP factors for SELDM model

[3]Thirteen percent of stormwater runoff from proposed roadway drains into a detention basin.

APPENDIX H
TABLE 2: SELDM INPUT REFERENCES

I-290 Project Corridor: September 2016

Source	Citation
FHWA (2009)	FHWA, 2009. Highway-Runoff Database (HRDB Version 1.0): A Data Warehouse and Preprocessor for the Stochastic Empirical Loading and Dilution Model. FHWA-HEP-09-004-2009.
Granato (2013)	Granato, G.E., 2013, Stochastic empirical loading and dilution model (SELDM) version 1.0.0: U.S. Geological Survey Techniques and Methods, book 4, chap. C3, 112 p.,
Granato (2014)	Granato, G. 2014. Statistics for Stochastic Modeling of Volume Reduction, Hydrograph Extension, and Water-Quality Treatment by Structural Stormwater Runoff Best Management Practices (BMPs). USGS. 2-14-5037.
U.S. EPA (1986)	U.S. EPA, 1986. Technical Guidance Manual for Performing Wasteload Allocations, Book VI: Design Conditions-Chapter : Stream Design Flow for Steady-State Modeling. EPA440/4/86-014
U.S. EPA (2006)	U.S. EPA, 2006. DFLOW 3.1. Available at: http://water.epa.gov/scitech/datait/models/dflow/
U.S. EPA (2013)	U.S. EPA,2013. ProUCL Version 5.0.00 Technical Guide. Statistical Software for Environmental Applications for Data Sets with and without Nondetect Observations.
U.S. Geological Survey (2015)	U.S. Geological Survey, 2015. The StreamStats program, online at http://streamstats.usgs.gov

APPENDIX H

TABLE 3: I-290 Annual Average Daily Traffic Comparison

I-290 Project Corridor: September 2016

Subwatershed	I-290 Mainline Segment		2012 Base All Lanes	2040 Base All Lanes
Salt Creek	I-88	Mannheim	**150,100**	**159,600**
Des Plaines River-W	Mannheim	25th	182,400	194,300
Des Plaines River-W	25th	1st	183,100	192,600
Des Plaines River	1st	Harlem	178,200	191,500
Des Plaines River-E	Harlem	Austin	185,100	198,600
	Austin	Central	199,800	210,700
	Average		**185,720**	**197,540**
S. Branch Chicago River	Central	Cicero	196,700	215,900
	Cicero	Kostner	191,300	210,000
	Kostner	Independence	210,600	228,000
	Independence	Sacramento	217,700	232,500
	Sacramento	Western	217,700	232,500
	Western	Oakley	194,100	204,200
	Oakley	Damen	204,500	216,400
	Damen	Racine	176,200	185,700
	Racine	Halsted	177,800	190,900
	Average		**198,511**	**212,900**

Source: Traffic data provided by PB, based on the CMAP Expressway Atlas 2012, Part 3.

APPENDIX H

TABLE 3B: I-290 Annual Average Daily Traffic Frontage Rd (25th Ave to 1st Street)

I-290 Project Corridor: September 2016

Subwatershed	I-290 Mainline Segment[1]	2040 Base All Lanes
Des Plaines River-W	Harrison St[1]	2,990
Des Plaines River-W	Bataan Dr[1]	3,023
	Average	**3,007**

Source: Traffic data provided by PB, based on the CMAP Expressway Atlas 2012, Part 3.

[1] Traffic Data for Frontage Roads (Harrison St and Bataan Dr.) are included to account for proposed sewer collecting stormwater runoff from 25th Ave to 1st Avenue and discharge to the Des Plaines River (2040 Base).

APPENDIX H

Table 4:Watersheds Receiving Project Corridor Storm Water

I-290 Project Corridor: September 2016

Watershed	Miles of I-290 in Watershed	Miles of I-290 Runoff Reaching Stream
Salt Creek	0	1.5
Addison Creek	3.4	0
Des Plaines River	2.1	6.7
Chicago Ship & Sanitary Canal	3.9	0
South Branch Chicago River	1.2	2.4
TOTAL:	10.6	10.6

APPENDIX H
TABLE 5: Lane Mile Calculations
Existing to Build

I-290 Project Corridor: September 2016

I-290 Lane Mile Calculations
Existing to Build

0.000189

Butterfield to Mannheim (does not include CD road or Mannheim interchange as there are no changes to those) (Salt Creek)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
Eastbound (EB)	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***Eastbound (EB)***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
I-290 to I-290 ML, to Mannheim (2 lanes ex)	1.68	8844	2	17688	3.4	I-290 to I-290 ML, to Mannheim (no changes other than lane shift)	1.67	8823	2	17646	3.3	I-290 to I-290 ML (2 lanes ex, 3 lanes by butterfield)	3.53	18650	1	18650.0	3.53	I-290 to I-290 (no changes other than minor lane shift)	3.53	18650	1	18650	3.5
I-290 to CD Road (no changes)	0.44	2305	1	2305	0.4	I-290 to CD Road (no changes)	0.44	2305	1	2305	0.4	I-290 to I-88 ML (2 lanes ex)	1.58	8332	2	16664.0	3.16	I-290 to I-88 (no changes other than minor lane shift)	1.58	8332	2	16664	3.2
I-88 (from Darmstadt Rd) to I-290 ML, to Mannheim (1 lane ex, 2 lanes ex	1.45	7650	1	7650	1.4	I-88 (from Darmstadt Rd) (no changes other than lane shift)	1.57	8264	1	8264	1.6												
I-88 (from OH sign on I-88) to CD road (no changes)	0.38	2006	1	2006	0.4	I-88 (from OH sign on I-88) to CD road (no changes)	0.38	2006	1	2006	0.4												
TOTAL FOR SECTION				**29649**	**5.6**	**TOTAL FOR SECTION**				**30221**	**5.7**	**TOTAL FOR SECTION**				**35314.0**	**6.7**	**TOTAL FOR SECTION**				**35314.0**	**6.7**

Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Mannheim to 25th ML (3 lanes ex)	1.02	5400	3	16200	3.1	Mannheim to 25th ML (3 lanes Mann to CD road, 4 lanes CD to 25th)	3.66	19322	1	19322	3.7	Mannheim to 25th ML (3 lanes)	1.02	5408	3	16224.0	3.07	Mannheim to 25th ML (4 lanes)	1.02	5408	4	21632	4.1
25th EB exit ramp to Indian Joe, gore to local street (1 lane)	0.11	560	1	560	0.1	25th NEW EB exit ramp (DDI, includes 2 lane LT ramps)	0.39	2035	1	2035	0.4	WB exit loop ramp to SB	0.20	1040	1	1040.0	0.20	25th NEW WB enter ramp (DDI, includes 2 lane LT ramps)	0.41	2170	1	2170	0.4
25th SB to EB enter loop ramp	0.21	1093	1	1093	0.2							WB enter ramp (Harrison to gore)	0.18	926	1	926.0	0.18						
TOTAL FOR SECTION				**17853**	**3.4**	**TOTAL FOR SECTION**				**21357**	**4.0**	**TOTAL FOR SECTION**				**18190.0**	**3.4**	**TOTAL FOR SECTION**				**23802**	**4.5**

25th to 17th (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
25th to 17th ML (3 lanes)	0.51	2693	3	8079	1.5	25th to 17th ML (4 lanes)	0.51	2693	4	10772	2.0	25th to 17th ML (3 lanes)	0.51	2690	3	8070.0	1.53	25th to 17th (4 lanes)	0.51	2690	4	10760	2.0
25th EB exit loop ramp	0.18	960	1	960	0.2	25th NEW EB enter ramp (DDI, includes 2 lane LT ramps)	0.47	2490	1	2490	0.5	17th WB enter ramp (from Harrison)	0.18	960	1	960.0	0.18	25th NEW WB exit ramp (DDI, includes 2 lane	0.38	1990	1	1990	0.4
25th EB enter ramp	0.29	1527	1	1527	0.3							25th WB exit ramp	0.20	1035	1	1035.0	0.20						
17th EB exit ramp	0.25	1332	1	1332	0.3																		
TOTAL FOR SECTION				**11898**	**2.3**					**13262**	**2.5**	**TOTAL FOR SECTION**				**10065.0**	**1.9**	**TOTAL FOR SECTION**				**12750**	**2.4**

17th to 9th (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
17th to 9th ML (3 lanes)	0.51	2685	3	8055	1.5	17th to 9th ML (4 lanes)	0.51	2685	4	10740	2.0	17th to 9th ML (3 lanes)	0.43	2273	3	6819.0	1.29	17th to 9th ML (4 lanes)	0.43	2273	4	9092	1.7
17th EB enter ramp (Bataan to gore)	0.16	825	1	825	0.2	17th EB enter ramp (Bataan to gore)	0.33	1765	1	1765	0.3	17th WB exit ramp (gore to Harrison)	0.14	725	1	725.0	0.14	17th WB exit ramp (gore to Harrison)	0.28	1460	1	1460	0.3
TOTAL FOR SECTION				**8880**	**1.7**					**12505**	**2.4**	**TOTAL FOR SECTION**				**7544.0**	**1.4**	**TOTAL FOR SECTION**				**10552**	**2.0**

9th to 1st (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
9th to 1st ML (3 lanes)	0.51	2678	3	8034	1.5	9th to 1st ML (4 lanes, shifted north)	1.52	8034	4	32136	6.1	9th to 1st (3 lanes)	0.51	2674	3	8022.0	1.52	9th to 1st (4 lanes, shifted north)	0.51	2674	4	10696	2.0
9th EB enter ramp (Bataan to gore)	0.17	910	1	910	0.2	1st EB Exit ramp (SPUI ramp, includes two lane LT ramp)	0.45	2350	1	2350	0.4	1st WB enter ramp (Harrison to gore)	0.14	740	1	740.0	0.14	1st WB Enter ramp (SPUI ramp, includes two lane LT ramp)	0.49	2590	1	2590	0.5
1st EB exit ramp (gore to Bataan)	0.16	825	1	825	0.2							9th WB exit ramp (gore to Harrison)	0.18	958	1	958.0	0.18						
TOTAL FOR SECTION				**9769**	**1.9**					**34486**	**6.5**	**TOTAL FOR SECTION**				**9712.0**	**1.8**	**TOTAL FOR SECTION**				**13286**	**2.5**

1st to Des Plaines River Bridge (1st interchange modified to SPUI from diamond) (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
1st to Des Plaines River Bridge ML (3 lanes)	0.42	2235	3	6705	1.3	1st to Des Plaines River Bridge ML (4 lanes, shifted far north in parts)	0.42	2229	4	8916	1.7	1st to Des Plaines River Bridge ML (3 lanes)	0.42	2216	3	6648.0	1.26	1st to Des Plaines River Bridge ML (4 lanes, shifted far north in parts)	0.42	2230	4	8920	1.7
1st EB enter ramp (plus right turn ramp)	0.30	1570	1	1570	0.3	1st EB Enter ramp (SPUI ramp, includes two lane LT ramp)	0.36	1880	1	1880	0.4	1st WB exit ramp	0.22	1153	1	1153.0	0.22	1st WB exit ramp (SPUI ramp, includes two lane LT ramp)	0.36	1895	1	1895	0.4
TOTAL FOR SECTION				**8275**	**1.6**	**TOTAL FOR SECTION**				**10796**	**2.0**	**TOTAL FOR SECTION**				**7801**	**1.5**	**TOTAL FOR SECTION**				**10815**	**2.0**

Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Des Plaines River Bridge to Des Plaines Ave ML (3 lanes)	0.53	2806	3	8418	1.6	Des Plaines River Bridge to Des Plaines Ave ML (4 lanes, shifted	0.53	2824	4	11296	2.1	Des Plaines River Bridge to Des Plaines Ave ML (3 lanes)	0.54	2841	3	8523.0	1.61	Des Plaines River Bridge to Des Plaines Ave ML (4 lanes, shifted far north in parts)	0.53	2821	4	11284	2.1
Des Plaines EB exit ramp	0.21	1120	1	1120	0.2	Des Plaines EB exit ramp (shifted and lengthened)	0.22	1180	1	1180	0.2	Des Plaines WB enter ramp plus rt turn ramp	0.22	1176	1	1176.0	0.22	Des Plaines WB enter ramp (plus rt ramp)	0.24	1290	1	1290	0.2
TOTAL FOR SECTION				**9538**	**1.8**	**TOTAL FOR SECTION**				**12476**	**2.4**	**TOTAL FOR SECTION**				**9699**	**1.8**	**TOTAL FOR SECTION**				**12574**	**2.4**

Des Plaines to Austin (Des Plaines River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Des Plaines to Austin ML (3 lanes)	2.15	11330	3	33990	6.4	Des Plaines to Austin ML (4 lanes)	2.15	11330	4	45320	8.6	Des Plaines to Austin ML (3 lanes)	2.14	11300	3	33900.0	6.42	Des Plaines to Austin ML (4 lanes)	2.14	11300	4	45200	8.6
Harlem EB exit ramp (1 lane, splits to 2 lanes)	0.25	1325	1	1325	0.3	Harlem EB exit ramp (1 lane, splits to 3 lanes)	0.41	2160	1	2160	0.4	Austin WB enter ramp	0.31	1650	1	1650.0	0.31	Austin WB enter ramp	0.36	1900	1	1900	0.4
Harlem EB enter ramp	0.36	1900	1	1900	0.4	Harlem EB enter ramp (1 lane)	0.35	1860	1	1860	0.4	Harlem WB exit ramp (1 lane to 2 lanes)	0.32	1705	1	1705.0	0.32	Harlem WB exit ramp (1 lane to 2 lanes)	0.48	2515	1	2515	0.5
Austin EB exit ramp (1 lane, splits to 2)	0.31	1650	1	1650	0.3	Austin EB exit ramp (1 lane, splits to 2)	0.51	2680	1	2680	0.5	Harlem WB enter ramp	0.27	1400	1	1400.0	0.27	Harlem WB enter ramp	0.27	1450	1	1450	0.3
TOTAL FOR SECTION				**38865**	**7.4**					**52020**	**9.9**	**TOTAL FOR SECTION**				**38655**	**7.3**	**TOTAL FOR SECTION**				**51065**	**9.7**

Austin to Central (Des Plaines River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Austin to Central ML (3 lanes to end of Austin EB enter ramp, 4 lanes to e	1.71	9010	1	9010	1.7	Austin to Central ML (4 lanes)	0.50	2615	4	10460	2.0	Austin to Central ML (3 lanes to end of Austin WB exit ramp, 4 lanes to east)	1.68	8884	1	8884.0	1.68	Austin to Central ML (4 lanes)	0.51	2690	4	10760	2.0
Austin EB enter ramp	0.27	1425	1	1425	0.3	Austin EB enter ramp (two lanes merge to one)	0.44	2330	1	2330	0.4	Austin WB exit ramp	0.35	1859	1	1859.0	0.35	Austin WB exit ramp (1 lane splits to 3 lanes)	0.49	2570	1	2570	0.5
Central EB exit ramp	0.23	1200	1	1200	0.2	Central EB exit ramp (splits to 2 lanes at Central)	0.65	3450	1	3450	0.7	Central WB enter ramp	0.21	1100	1	1100.0	0.21	Central WB enter ramp (2 lanes merge to 1)	0.58	3076	1	3076	0.6
TOTAL FOR SECTION				**11635**	**2.2**					**16240**	**3.1**	**TOTAL FOR SECTION**				**11843.0**	**2.2**	**TOTAL FOR SECTION**				**16406**	**3.1**

Central to Cicero (S. Branch Chicago River)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Central to Cicero ML (4 lanes)	1.01	5314	4	21256	4.0	Central to Cicero (4 lanes)	1.01	5314	4	21256	4.0	Central to Cicero ML (4 lanes)	1.01	5322	4	21288.0	4.03	Central to Cicero ML (4 lanes)	1.01	5322	4	21288	4.0
Central EB enter ramp	0.27	1430	1	1430	0.3	Central EB enter ramp (2 lanes merge to 1 lane)	0.34	1800	1	1800	0.3	Central WB exit ramp (gore to local street)	0.22	1140	1	1140.0	0.22	Central WB exit ramp (gore to local street)	0.20	1055	1	1055	0.2
Laramie EB enter ramp (Lexington to gore)	0.15	807	1	807	0.2	Laramie EB enter ramp (plus turnaround)	0.37	1970	1	1970	0.4	Laramie WB exit ramp (gore to local street)	0.21	1100	1	1100.0	0.21	Laramie WB exit ramp (gore to local street)	0.32	1700	1	1700	0.3
Cicero EB exit ramp (gore to Lexington)	0.22	1140	1	1140	0.2	Cicero EB exit ramp (gore to local street)	0.25	1330	1	1330	0.3	Cicero WB enter ramp	0.16	865	1	865.0	0.16	Cicero WB enter ramp (local street to gore, plus turnaround ramp)	0.36	1880	1	1880	0.4
TOTAL FOR SECTION				**24633**	**4.4**					**26356**	**5.0**	**TOTAL FOR SECTION**				**24393.0**	**4.6**	**TOTAL FOR SECTION**				**25923**	**4.9**

Cicero to Racine (ML RESTRIPING ONLY. NO INTERCHANGE MODS) (S. Branch Chicago River)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING					BUILD (no ramp, CD Road changes)				
EB	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***EB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*	***WB***	***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*		***Miles***	*feet*	*no. lanes*	*subtotal*	*Subtotal (miles)*
Cicero to Racine ML	4.58	24162	4	96648	18.3	Cicero to Racine ML	4.58	24162	4	96648	18.3	Cicero to Racine ML	4.58	24165	4	96660.0	18.31	Cicero to Racine ML	4.58	24165	4	96660	18.3
TOTAL FOR SECTION				**96648**						**96648**	**18.3**	**TOTAL FOR SECTION**				**96660.0**	**18.3**	**TOTAL FOR SECTION**				**96660**	**18.3**

APPENDIX H
TABLE 5: Lane Mile Calculations
Existing to Build

I-290 Project Corridor: September 2016

EB+WB Combined			EB+WB Combined
EXISTING		**BUILD**	
Butterfield to Mannheim (does not include CD road or Mannheim interchange as there are no changes to those) (Salt Creek)	**Lane *Miles***	**Butterfield to Mannheim (does not include CD road or Mannheim interchange as there are no changes to those) (Salt Creek)**	**Lane *Miles***
I-290 to I-290 ML, to Mannheim (no changes other than lane shift)	6.88	I-290 to I-290 ML, to Mannheim (no changes other than lane shift)	6.87
I-290 to CD Road (no changes)	3.6	I-290 to CD Road (no changes)	3.6
I-88 (from Darmstadt Rd) (no changes other than lane shift)	1.4	I-88 (from Darmstadt Rd) (no changes other than lane shift)	1.6
I-88 (from OH sign on I-88) to CD road (no changes)	0.4	I-88 (from OH sign on I-88) to CD road (no changes)	0.4
Subtotal	**12.3**	*Subtotal*	**12.4**
Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-West)	**Lane *Miles***	**Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-West)**	**Lane *Miles***
Mannheim to 25th ML (3 lanes Mann to CD road, 4 lanes CD to 25th)	6.1	Mannheim to 25th ML (3 lanes Mann to CD road, 4 lanes CD to 25th)	7.8
25th NEW EB exit ramp (DDI, includes 2 lane LT ramps)	0.3	25th NEW EB exit ramp (DDI, includes 2 lane LT ramps)	0.8
25th SB to EB enter loop ramp	0.4	0	0.0
Subtotal	**6.8**	*Subtotal*	**8.6**
25th to 17th (Des Plaines River-West)	**Lane *Miles***	**25th to 17th (Des Plaines River-West)**	**Lane *Miles***
25th to 17th ML (3 lanes)	3.1	25th to 17th ML (4 lanes)	4.1
25th EB exit loop ramp	0.4	25th NEW EB enter ramp (DDI, includes 2 lane LT ramps)	0.8
25th EB enter ramp	0.5	0	0.0
17th EB exit ramp	0.3	0	
Subtotal	**4.2**	*Subtotal*	**4.9**
17th to 9th (Des Plaines River-West)	**Lane *Miles***	**17th to 9th (Des Plaines River-West)**	**Lane *Miles***
17th to 9th ML (4 lanes)	2.8	17th to 9th ML (4 lanes)	3.8
17th EB enter ramp (Bataan to gore)	0.3	17th EB enter ramp (Bataan to gore)	0.6
Subtotal	**3.1**	*Subtotal*	**4.4**
9th to 1st (Des Plaines River-West)	**Lane *Miles***	**9th to 1st (Des Plaines River-West)**	**Lane *Miles***
9th to 1st ML (3 lanes)	3.0	9th to 1st ML (4 lanes, shifted north)	8.1
9th EB enter ramp (Bataan to gore)	0.3	1st EB Exit ramp (SPUI ramp, includes two lane LT ramp)	0.9
1st EB exit ramp (gore to Bataan)	0.3		
Subtotal	**3.7**	*Subtotal*	**9.0**
1st to Des Plaines River Bridge (1st interchange modified to SPUI from diamond) (Des Plaines River-West)	**Lane *Miles***	**1st to Des Plaines River Bridge (1st interchange modified to SPUI from diamond) (Des Plaines River-West)**	**Lane *Miles***
1st to Des Plaines River Bridge ML (3 lanes)	2.5	1st to Des Plaines River Bridge ML (4 lanes, shifted far north in parts)	3.4
1st EB enter ramp (plus right turn ramp)	0.5	1st EB Enter ramp (SPUI ramp, includes two lane LT ramp)	0.7
Subtotal	**3.0**	*Subtotal*	**4.1**
Des Plaines-West (Existing)	**17.6**	**Des Plaines River (Build)**	**27.1**
Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)	**Lane *Miles***	**Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)**	**Lane *Miles***
Des Plaines River Bridge to Des Plaines Ave ML (3 lanes)	3.2	Des Plaines River Bridge to Des Plaines Ave ML (4 lanes, shifted far north in	4.3
Des Plaines EB exit ramp	0.4	Des Plaines EB exit ramp (shifted and lengthened)	0.5
Subtotal	**3.6**	*Subtotal*	**4.7**
Des Plaines to Austin (Des Plaines River-East)	**Lane *Miles***	**Des Plaines to Austin (Des Plaines River-East)**	**Lane *Miles***
Des Plaines to Austin ML (4 lanes)	12.9	Des Plaines to Austin ML (4 lanes)	17.1
Harlem EB exit ramp (1 lane, splits to 3 lanes)	0.6	Harlem EB exit ramp (1 lane, splits to 3 lanes)	0.8
Harlem EB enter ramp (1 lane)	0.7	Harlem EB enter ramp (1 lane)	0.8
Austin EB exit ramp (1 lane, splits to 2)	0.6	Austin EB exit ramp (1 lane, splits to 2)	0.8
Subtotal	**14.7**	*Subtotal*	**19.5**
Austin to Central (Des Plaines River-East)	**Lane *Miles***	**Austin to Central (Des Plaines River-East)**	**Lane *Miles***
Austin to Central ML (4 lanes)	3.4	Austin to Central ML (4 lanes)	4.0
Austin EB enter ramp (two lanes merge to one)	0.6	Austin EB enter ramp (two lanes merge to one)	0.9
Central EB exit ramp (splits to 2 lanes at Central)	0.4	Central EB exit ramp (splits to 2 lanes at Central)	1.2
Subtotal	**4.4**	*Subtotal*	**6.2**
Des Plaines-West (Existing)	**19.5**	**Des Plaines River (Build)**	**25.4**
Central to Cicero (S. Branch Chicago River)	**Lane *Miles***	**Central to Cicero (S. Branch Chicago River)**	**Lane *Miles***
Central to Cicero (4 lanes)	8.1	Central to Cicero (4 lanes)	8.1
Central EB enter ramp (2 lanes merge to 1 lane)	0.5	Central EB enter ramp (2 lanes merge to 1 lane)	0.5
Laramie EB enter ramp (plus turnaround)	0.4	Laramie EB enter ramp (plus turnaround)	0.7
Cicero EB exit ramp (gore to local street)	0.4	Cicero EB exit ramp (gore to local street)	0.6
Subtotal	**9.3**	*Subtotal*	**9.9**
Cicero to Racine (ML RESTRIPING ONLY. NO INTERCHANGE MODS) (S. Branch Chicago River)	**Lane *Miles***	**Cicero to Racine (ML RESTRIPING ONLY. NO INTERCHANGE MODS) (S. Branch Chicago River)**	**Lane *Miles***
Cicero to Racine ML	36.6	Cicero to Racine ML	36.6
South Branch of Chicago River (Existing)	**44.7**	**South Branch of Chicago River (Build)**	**44.7**

Appendix H
TABLE 5B: Lane Mile Calculations
Existing to Build (Frontage Rds from 25th Ave to 1st Ave)

I-290 Project Corridor: September 2016

I-290 Lane Mile Calculations
Existing to Build (Frontage Roads; stormwater draining to waterways)

0.000189

Butterfield to Mannheim (does not include CD road or Mannheim interchange as there are no changes to those) (Salt Creek)

	EXISTING					BUILD						EXISTING						BUILD (no Frontage rd changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)
I-290 to I-290 Frontage, to Mannheim (2 lanes ex)	0.00	0	1	0	0.0	I-290 to I-290 Frontage, to Mannheim (no changes other than lane shift)	0.00	0	1	0	0.0	I-290 to I-290 Frontage	0.00	0	1	0	0.00	I-290 to I-290 (no changes other than minor lane shift)	0.00	0	1	0	0.0
I-290 to CD Road (no changes)	0.00	0	1	0	0.0	I-290 to CD Road (no changes)	0.00	0	1	0	0.0	I-290 to I-88 Frontage (2 lanes ex)	0.00	0	1	0	0.00	I-290 to I-88 (no changes other than minor lane shift)	0.00	0	1	0	0.0
I-88 (from Darmstadt Rd) to I-290 Frontage, to Mannheim	0.00	0	1	0	0.0	I-88 (from Darmstadt Rd) (no changes other than lane shift)	0.00	0	1	0	0.0								0.00				0.0
I-88 (from OH sign on I-88) to CD road (no changes)	0.00	0	1	0	0.0	I-88 (from OH sign on I-88) to CD road (no changes)	0.00	0	1	0	0.0								0.00				0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no Frontage rd changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)
Mannheim to 25th Frontage	0.00	0	1	0	0.0	Mannheim to 25th Frontage	0.00	0	1	0	0.0	Mannheim to 25th Frontage	0.00	0	1	0	0.00	Mannheim to 25th Frontage (4 lanes)	0.00	0	1	0	0.0
25th EB exit ramp to Indian Joe, gore to local street (1 lane)	0.00	0	1	0	0.0	25th NEW EB exit ramp	0.00	0	1	0	0.0	WB exit loop ramp to SB	0.00	0	1	0	0.00	25th NEW WB enter ramp (DDI, includes 2 lane LT ramps)	0.00	0	1	0	0.0
25th SB to EB enter loop ramp	0.00	0	1	0	0.0							WB enter ramp (Harrison to gore)	0.00	0	1	0	0.00						0.0
																							0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

25th to 23rd (Des Plaines River-West)

	EXISTING					BUILD						EXISTING						BUILD (no Frontage rd changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)
25th to 23rd Frontage Rd (existing stormwater is sewered to MWRDGC)	0.00	0	1	0	0.0	25th to 23rd Frontage Rd (proposed stormwater will be sewered to MWRDGC)	0.00	0	2	0	0.0	25th to 23rd Frontage (existing stormwater will be sewered to MWRDGC)	0.00	0	1	0	0.00	25th to 23rd	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

23rd to 21st (Des Plaines River-West)

	EXISTING					BUILD						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)
23rd to 21st Frontage Rd (existing stormwater is sewered to MW	0.00	0	1	0	0.0	23rd to 21st Frontage	0.13	691	1	691	0.1	23rd to 21st Frontage (existing stormwater will be sewered to MWRDGC)	0.00	0	1	0	0.00	23rd to 21st Frontage	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**1395**	**0.3**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

21st to 17th (Des Plaines River-West)

	EXISTING					BUILD						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)
21st to 17th Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0	0.0	21st to 17th Frontage	0.26	1360	1	1360	0.26	21st to 17th Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0.0	0.00	21st to 17th Frontage	0.25	1345	1	1345	0.3
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**2714**	**0.51**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**1345**	**0.3**

17th to 9th (Des Plaines River-West)

	EXISTING					BUILD						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
17th to 9th Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0	0.0	17th to 9th Frontage	0.50	2657	2	5315	1.0	17th to 9th Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0.0	0.00	17th to 9th Frontage	0.50	2653	2	5306	1.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**5315**	**1.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**5306**	**1.0**

9th to 1st (Des Plaines River-West)

	EXISTING					BUILD						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
9th to 1st Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0	0.0	9th to 1st Frontage	0.51	2675	2	5350	1.0	9th to 1st (existing stormwater is sewered to MWRDGC)	0.00	0	1	0.0	0.00	9th to 1st Frontage	0.51	2694	2	5388	1.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**5350**	**1.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**5388**	**1.0**

1st to Des Plaines River Bridge (Des Plaines River-West)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
1st to Des Plaines River Bridge Frontage	0.00	0	1	0	0.0	1st to Des Plaines River Bridge Frontage	0.00	0	1	0	0.0	1st to Des Plaines River Bridge Frontage (existing stormwater is sewered to MWRDGC)	0.00	0	1	0.0	0.00	1st to Des Plaines River Bridge Frontage	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
Des Plaines River Bridge to Des Plaines Ave Frontage	0.00	0	1	0	0.0	Des Plaines River Bridge to Des Plaines Ave Frontage	0.00	0	1	0	0.0	Des Plaines River Bridge to Des Plaines Ave Frontage	0.00	0	1	0.0	0.00	Des Plaines River Bridge to Des Plaines Ave Frontage	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Des Plaines to Austin (Des Plaines River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
Des Plaines to Austin Frontage	0.00	0	1	0	0.0	Des Plaines to Austin Frontage	0.00	0	1	0	0.0	Des Plaines to Austin Frontage	0.00	0	1	0.0	0.00	Des Plaines to Austin Frontage	0.00	0	10	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Austin to Central (Des Plaines River-East)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
Austin to Central Frontage	0.00	0	1	0	0.0	Austin to Central Frontage	0.00	0	1	0	0.0	Austin to Central Frontage	0.00	0	1	0.0	0.00	Austin to Central Frontage	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Central to Cicero (S. Branch Chicago River)

	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
Central to Cicero Frontage	0.00	0	1	0	0.0	Central to Cicero	0.00	0	1	0	0.0	Central to Cicero Frontage	0.00	0	1	0.0	0.00	Central to Cicero Frontage (4 lanes)	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

Cicero to Racine (S. Branch Chicago River)

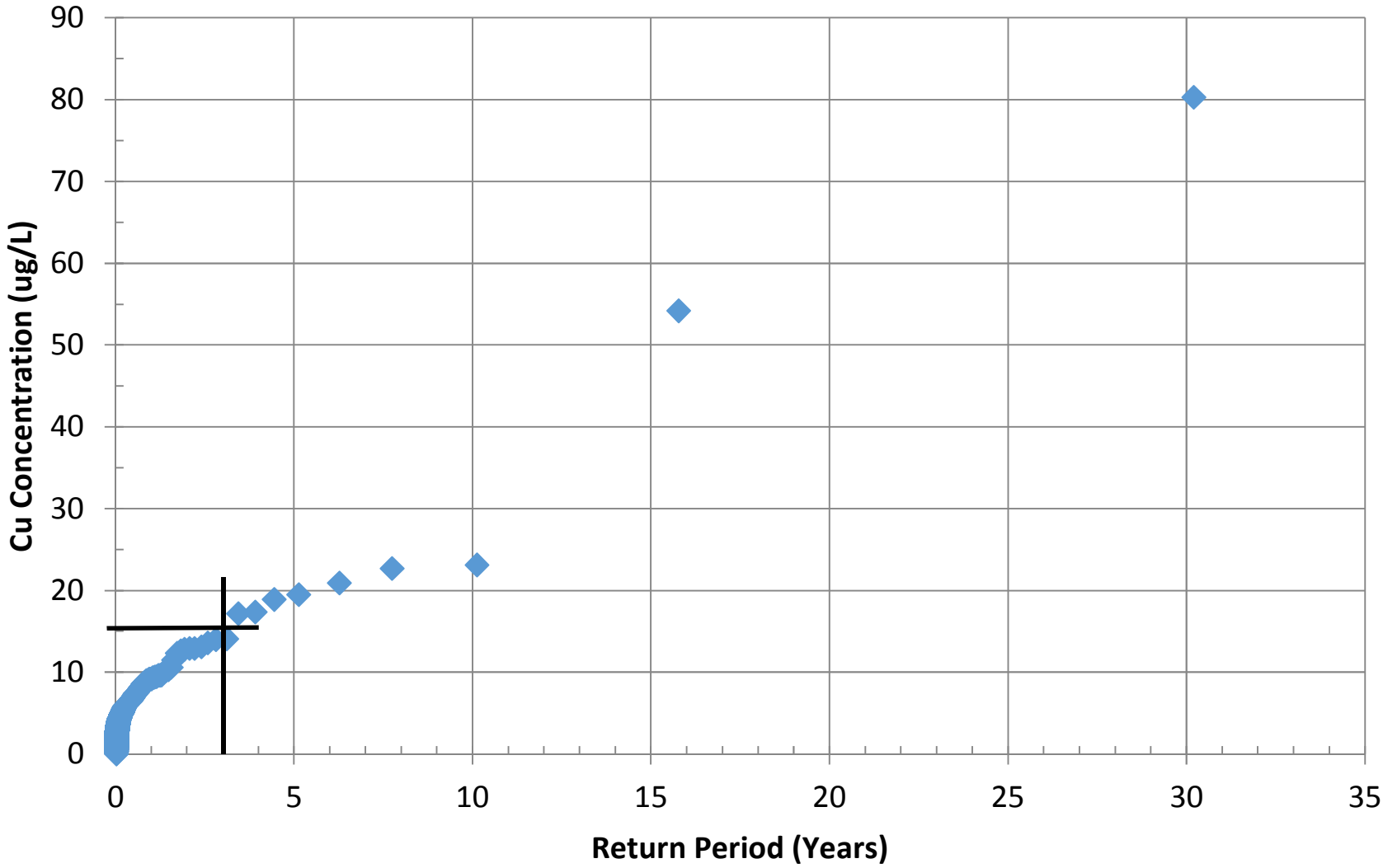
	EXISTING					BUILD (no ramp, CD Road changes)						EXISTING						BUILD (no ramp, CD Road changes)				
EB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)	WB	Miles	feet	no. lanes	subtotal	Subtotal (miles)		Miles	feet	no. lanes	subtotal	Subtotal (miles)
Cicero to Racine Frontage	0.00	0	1	0	0.0	Cicero to Racine Frontage	0.00	0	1	0	0.0	Cicero to Racine Frontage	0.00	0	1	0.0	0.00	Cicero to Racine Frontage	0.00	0	1	0	0.0
TOTAL FOR SECTION				**0**		**TOTAL FOR SECTION**				**0**	**0.0**	**TOTAL FOR SECTION**				**0.0**	**0.0**	**TOTAL FOR SECTION**				**0**	**0.0**

EB+WB Combined		EB+WB Combined	
EXISTING		**BUILD**	
Mannheim interchange as there are no changes to those) (Salt Creek)	**Lane *Miles***	**Butterfield to Mannheim (does not include CD road or Mannheim interchange as there are no changes to those) (Salt Creek)**	**Lane *Miles***
I-290 to I-290 Frontage, to Mannheim (no changes other than lane shift)	0.00	I-290 to I-290 Frontage, to Mannheim (no changes other than lane shift)	0.00
I-290 to CD Road (no changes)	0.0	I-290 to CD Road (no changes)	0.0
I-88 (from Darmstadt Rd) (no changes other than lane shift)	0.0	I-88 (from Darmstadt Rd) (no changes other than lane shift)	0.0
I-88 (from OH sign on I-88) to CD road (no changes)	0.0	I-88 (from OH sign on I-88) to CD road (no changes)	0.0
Subtotal	**0.0**	*Subtotal*	**0.0**
Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-	**Lane *Miles***	**Mannheim to 25th (does not include CD road or Mannheim interchange as there are no changes to those) (Des Plaines River-**	**Lane *Miles***
Mannheim to 25th Frontage (3 lanes Mann to CD road, 4 lanes CD to 25th)	0.0	Mannheim to 25th Frontage	0.0
25th NEW EB exit ramp (DDI, includes 2 lane LT ramps)	0.0	25th NEW EB exit ramp	0.0
25th SB to EB enter loop ramp	0.0	0	0.0
Subtotal	0.0	*Subtotal*	0.0
25th to 23rd (Des Plaines River-West)	**Lane *Miles***	**25th to 23rd (Des Plaines River-West)**	**Lane *Miles***
25th to 23rd Frontage Rd (existing stormwater is sewered to MWRDGC)	0.0	25th to 23rd Frontage Rd (proposed stormwater will be sewered to MWRDGC)	0.0
Subtotal	**0.0**	*Subtotal*	**0.0**
23rd to 21st (Des Plaines River-West)	**Lane *Miles***	**23rd to 21st (Des Plaines River-West)**	**Lane *Miles***
23rd to 21st Frontage Rd (existing stormwater is sewered to MWRDGC)	0.0	23rd to 21st Frontage	0.3
Subtotal	0.0	*Subtotal*	0.3
21st to 17th (Des Plaines River-West)	**Lane *Miles***	**21st to 17th (Des Plaines River-West)**	**Lane *Miles***
21st to 17th Frontage (existing stormwater is sewered to MWRDGC)	0.0	21st to 17th Frontage	0.8
Subtotal	0.0	*Subtotal*	0.8
17th to 9th (Des Plaines River-West)	**Lane *Miles***	**17th to 9th (Des Plaines River-West)**	**Lane *Miles***
17th to 9th Frontage (existing stormwater is sewered to MWRDGC)	0.0	17th to 9th Frontage	2.0
Subtotal	0.0	*Subtotal*	2.0
9th to 1st (Des Plaines River-West)	**Lane *Miles***	**9th to 1st (Des Plaines River-West)**	**Lane *Miles***
9th to 1st Frontage (existing stormwater is sewered to MWRDGC)	0.0	9th to 1st Frontage	2.0
Subtotal	0.0	*Subtotal*	2.0
1st to Des Plaines River Bridge (Des Plaines River-West)	**Lane *Miles***	**1st to Des Plaines River Bridge (Des Plaines River-West)**	**Lane *Miles***
1st to Des Plaines River Bridge Frontage	0.0	1st to Des Plaines River Bridge Frontage	0.0
Subtotal	0.0	*Subtotal*	0.0
Des Plaines-West (Existing)	**0.0**	**Des Plaines River (Build)**	**5.1**
Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)	**Lane *Miles***	**Des Plaines River Bridge to Des Plaines Avenue (Des Planes River-East)**	**Lane *Miles***
Des Plaines River Bridge to Des Plaines Ave Frontage	0.0	Des Plaines River Bridge to Des Plaines Ave Frontage	0.0
Subtotal	0.0	*Subtotal*	0.0
Des Plaines to Austin (Des Plaines River-East)	**Lane *Miles***	**Des Plaines to Austin (Des Plaines River-East)**	**Lane *Miles***
Des Plaines to Austin Frontage	0.0	Des Plaines to Austin Frontage	0.0
Subtotal	0.0	*Subtotal*	0.0
Austin to Central (Des Plaines River-East)	**Lane *Miles***	**Austin to Central (Des Plaines River-East)**	**Lane *Miles***
Austin to Central Frontage	0.0	Austin to Central Frontage	0.0
Subtotal	0.0	*Subtotal*	0.0
Des Plaines-West (Existing)	**0.0**	**Des Plaines River (Build)**	**0.0**
Central to Cicero (S. Branch Chicago River)	**Lane *Miles***	**Central to Cicero (S. Branch Chicago River)**	**Lane *Miles***
Central to Cicero	0.0	Central to Cicero	0.0
Subtotal	0.0	*Subtotal*	0.0
Cicero to Racine (S. Branch Chicago River)	**Lane *Miles***	**Cicero to Racine (S. Branch Chicago River)**	**Lane *Miles***
Cicero to Racine Frontage	0.0	Cicero to Racine Frontage	0.0
Subtotal	0.0	*Subtotal*	0.0
South Branch of Chicago River (Existing)	**0.0**	**South Branch of Chicago River (Build)**	**0.0**

SELDM Predicted Existing Downstream Copper Concentration:

HRDB Runoff (ADT >50k, Log10 Transformed)

MWRD (Belmont Ave) Upstream

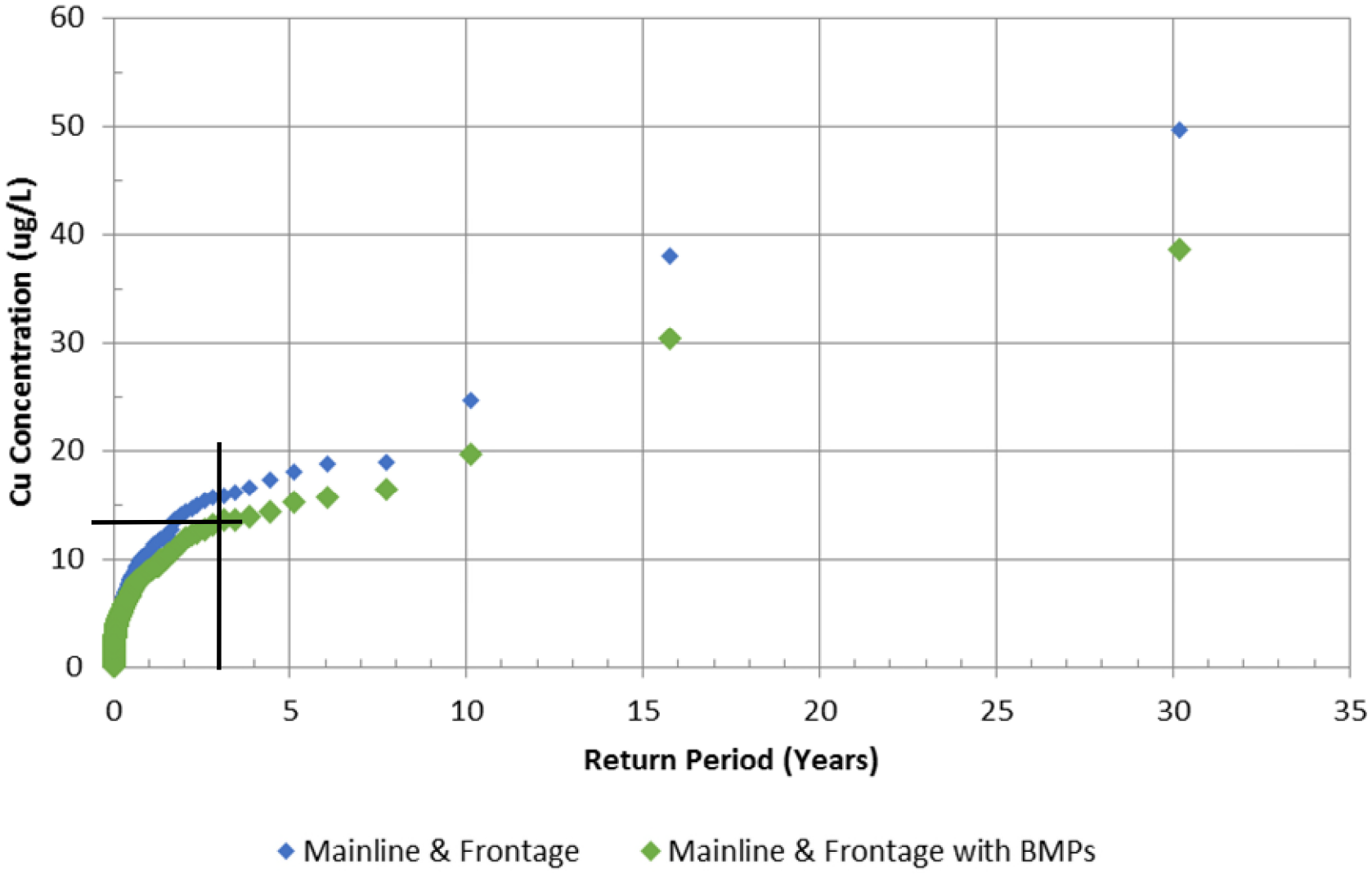


SELDM Predicted Proposed Build Comparison

Downstream Copper Concentration:

HRDB Runoff (ADT >50k, Log10 Transformed)

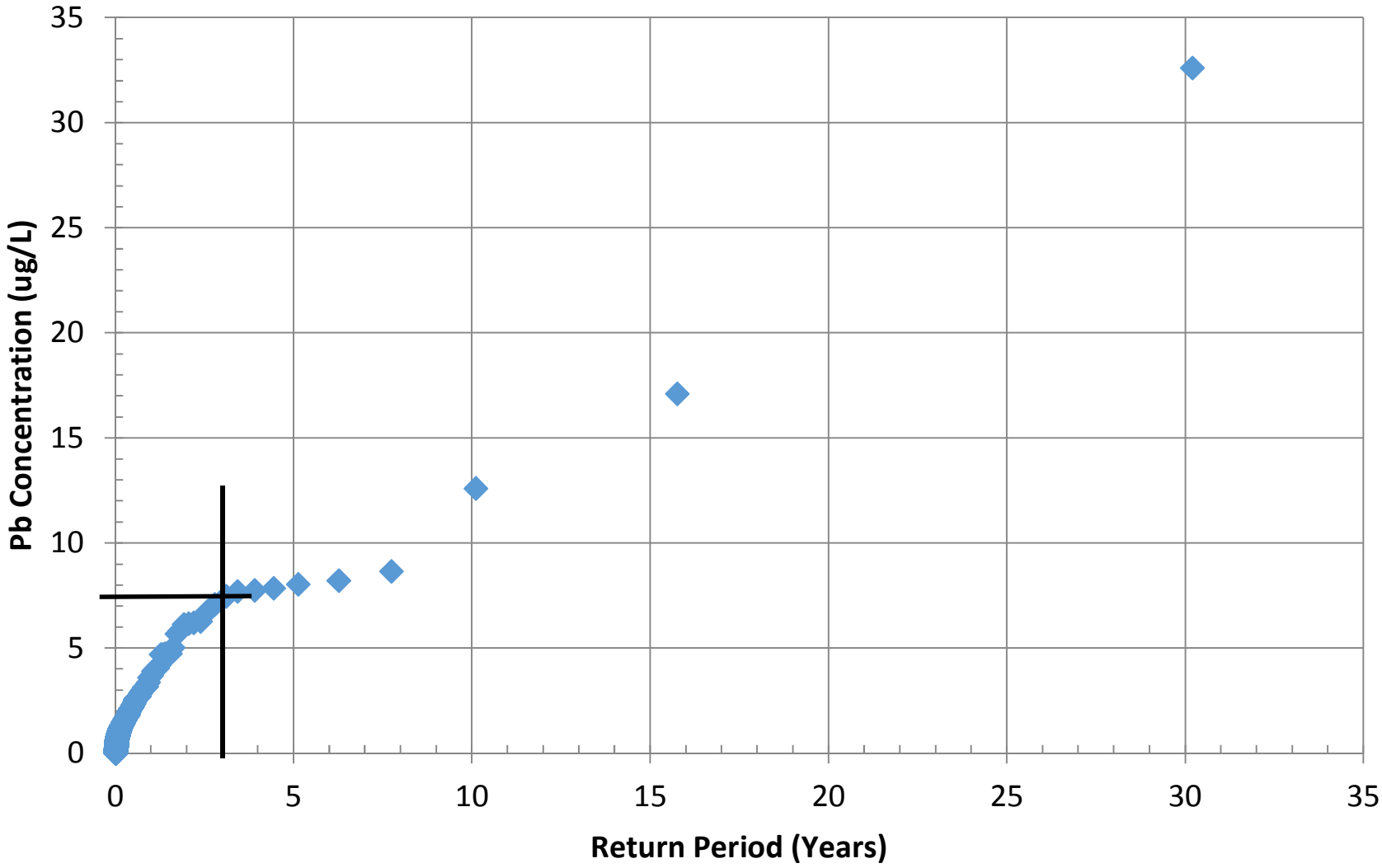
MWRD (Belmont Ave) Upstream



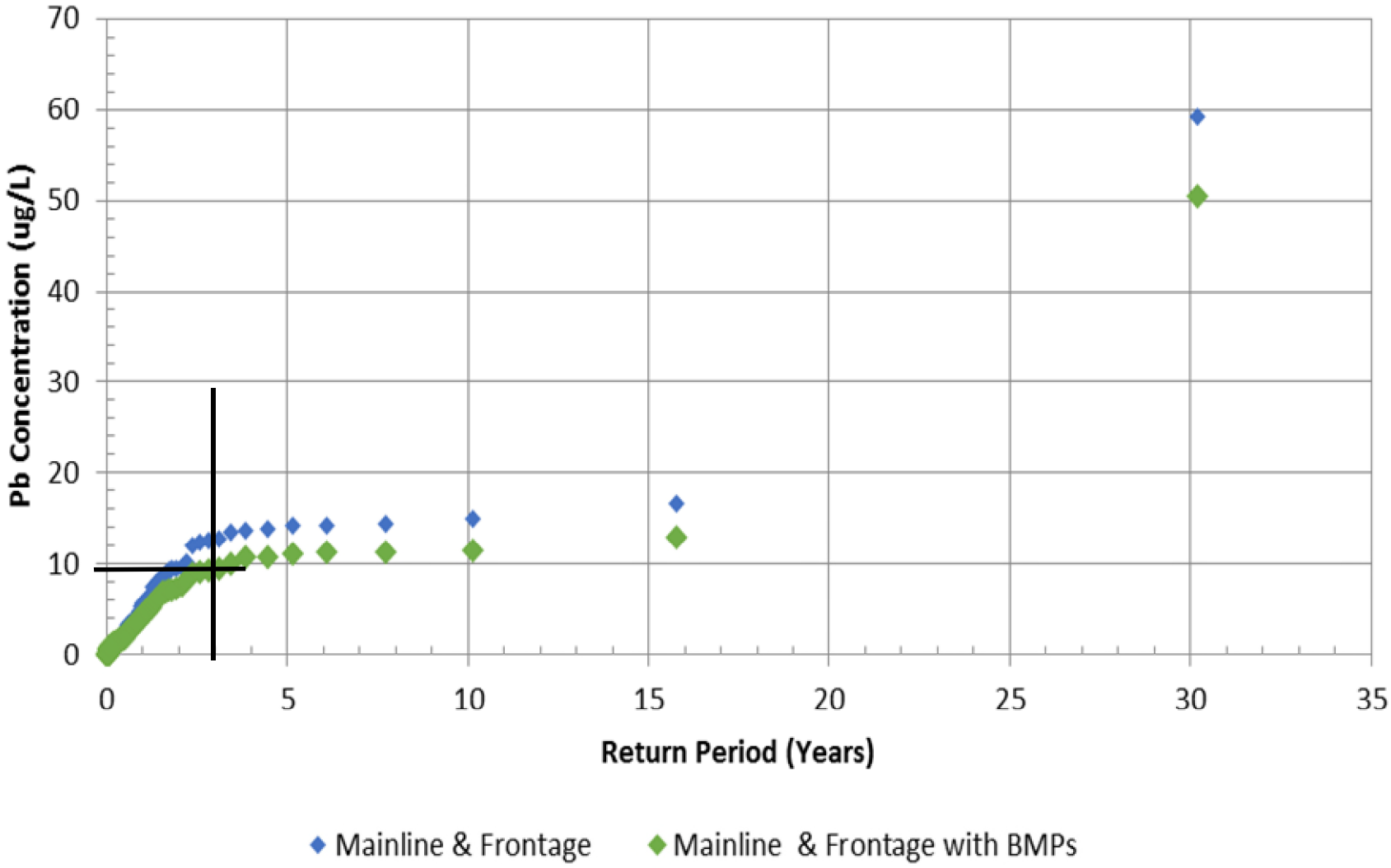
SELDM Predicted Existing Downstream Lead Concentration:

HRDB Runoff (ADT >50k, Log10 Transformed)

MWRD (Belmont Ave) Upstream



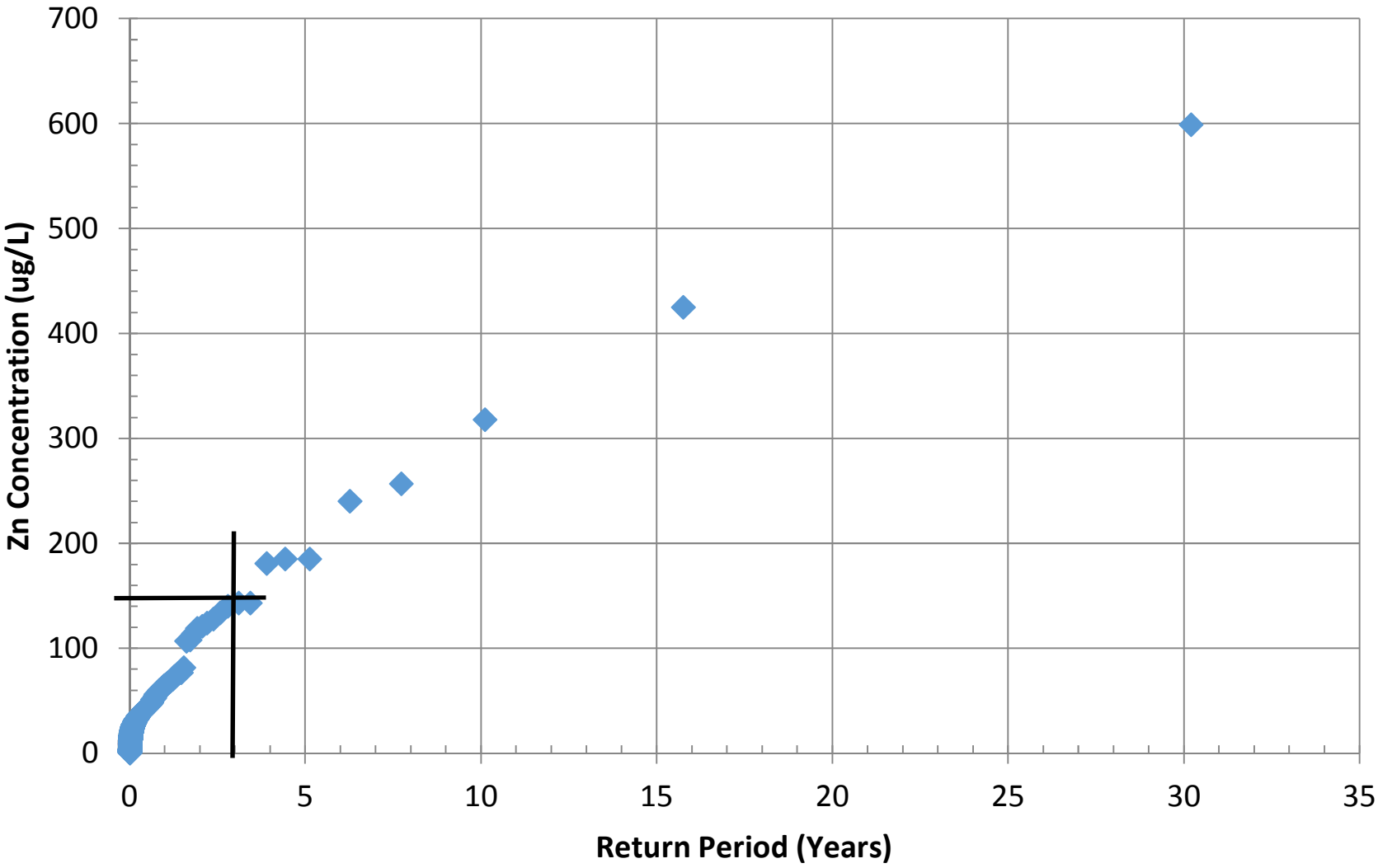
SELDM Predicted Proposed Build Comparison
Downstream Lead Concentration:
HRDB Runoff (ADT >50k, Log10 Transformed)
MWRD (Belmont Ave) Upstream



SELDM Predicted Existing Downstream Zinc Concentration:

HRDB Runoff (ADT >50k, Log10 Transformed)

MWRD (Belmont Ave) Upstream

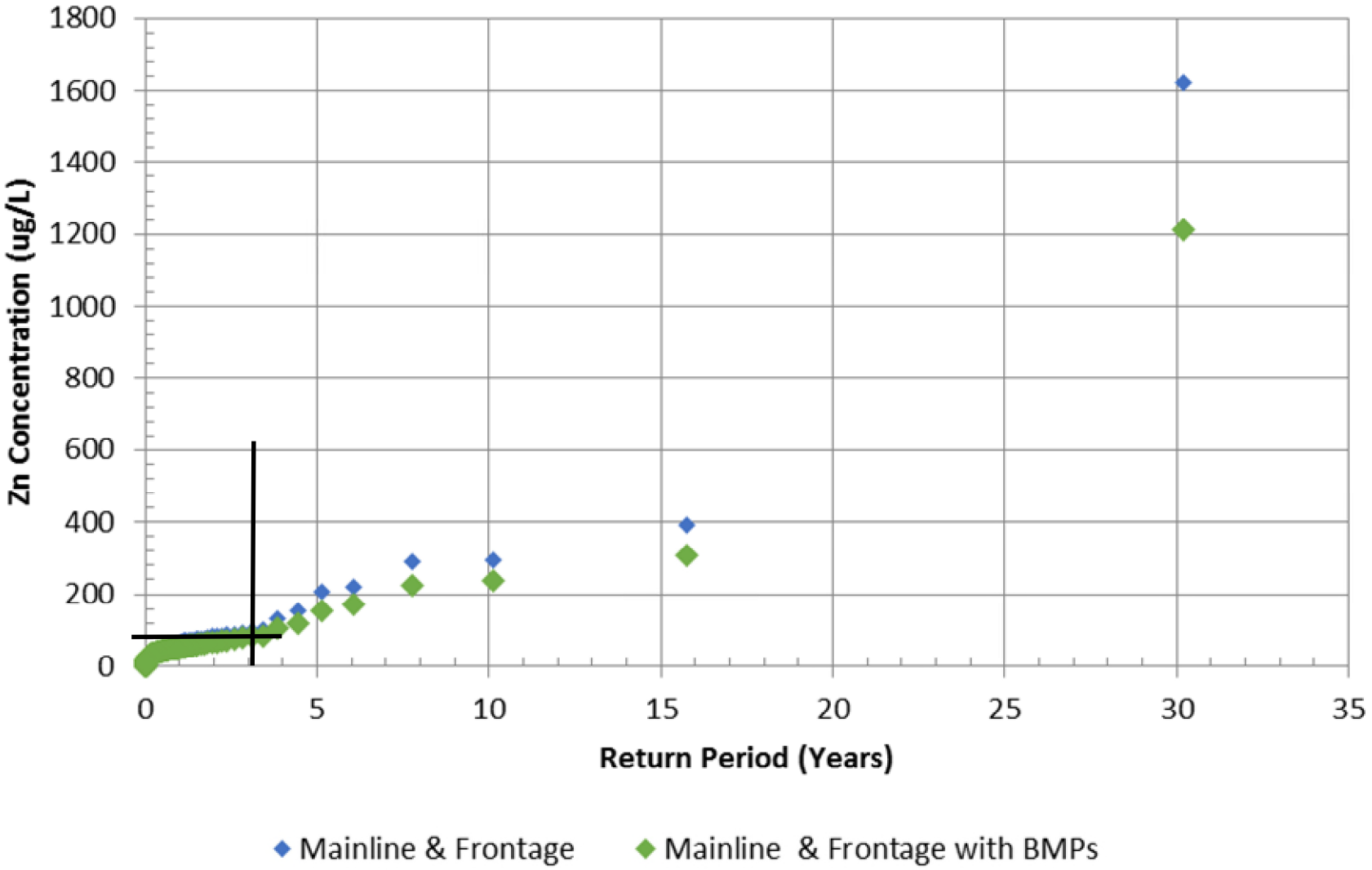


SELDM Predicted Proposed Build Comparison

Downstream Zinc Concentration:

HRDB Runoff (ADT >50k, Log10 Transformed)

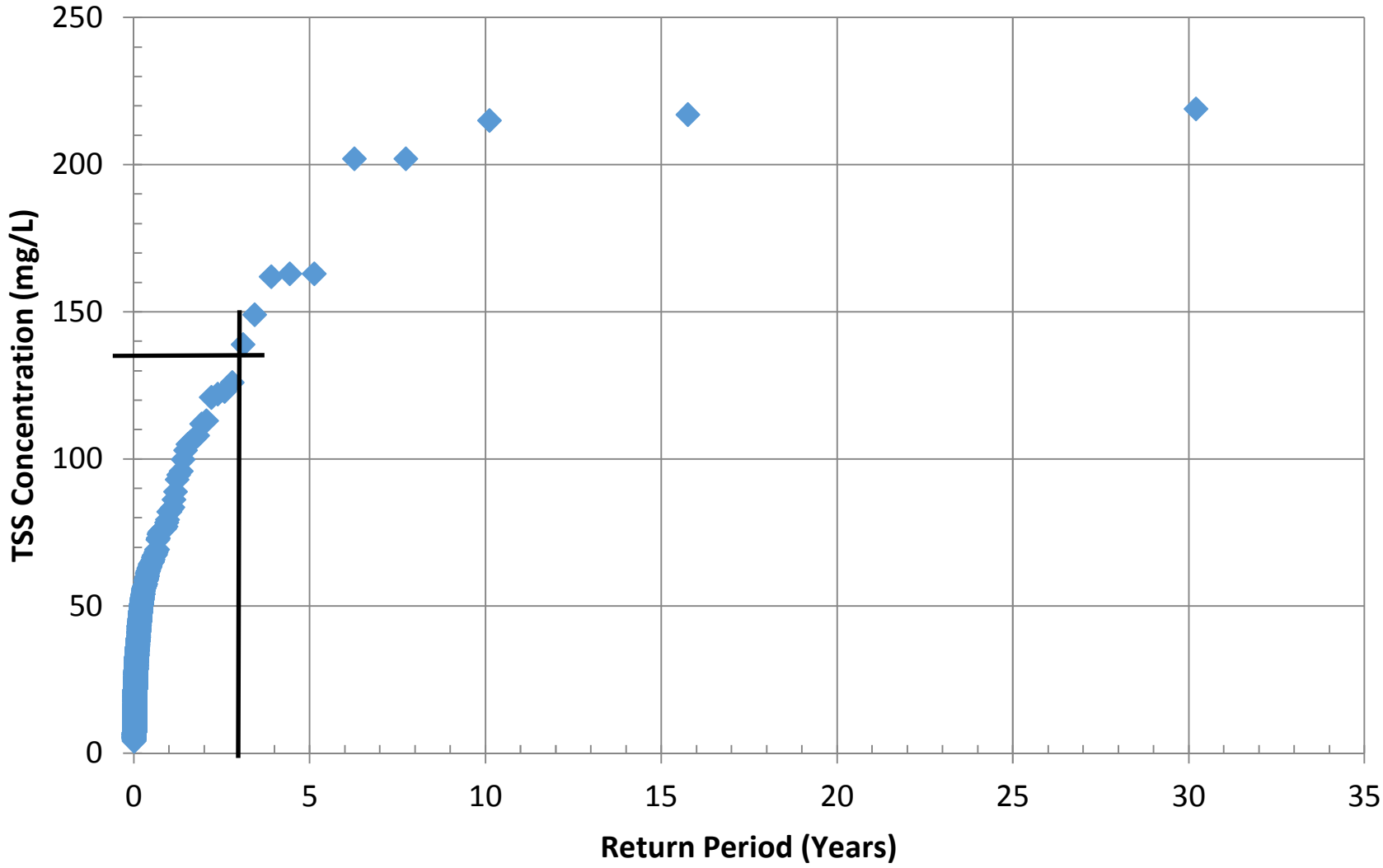
MWRD (Belmont Ave) Upstream



SELDM Predicted Existing Downstream TSS Concentration:

HRDB Runoff (ADT >100k)

MWRD (Belmont Ave) Upstream

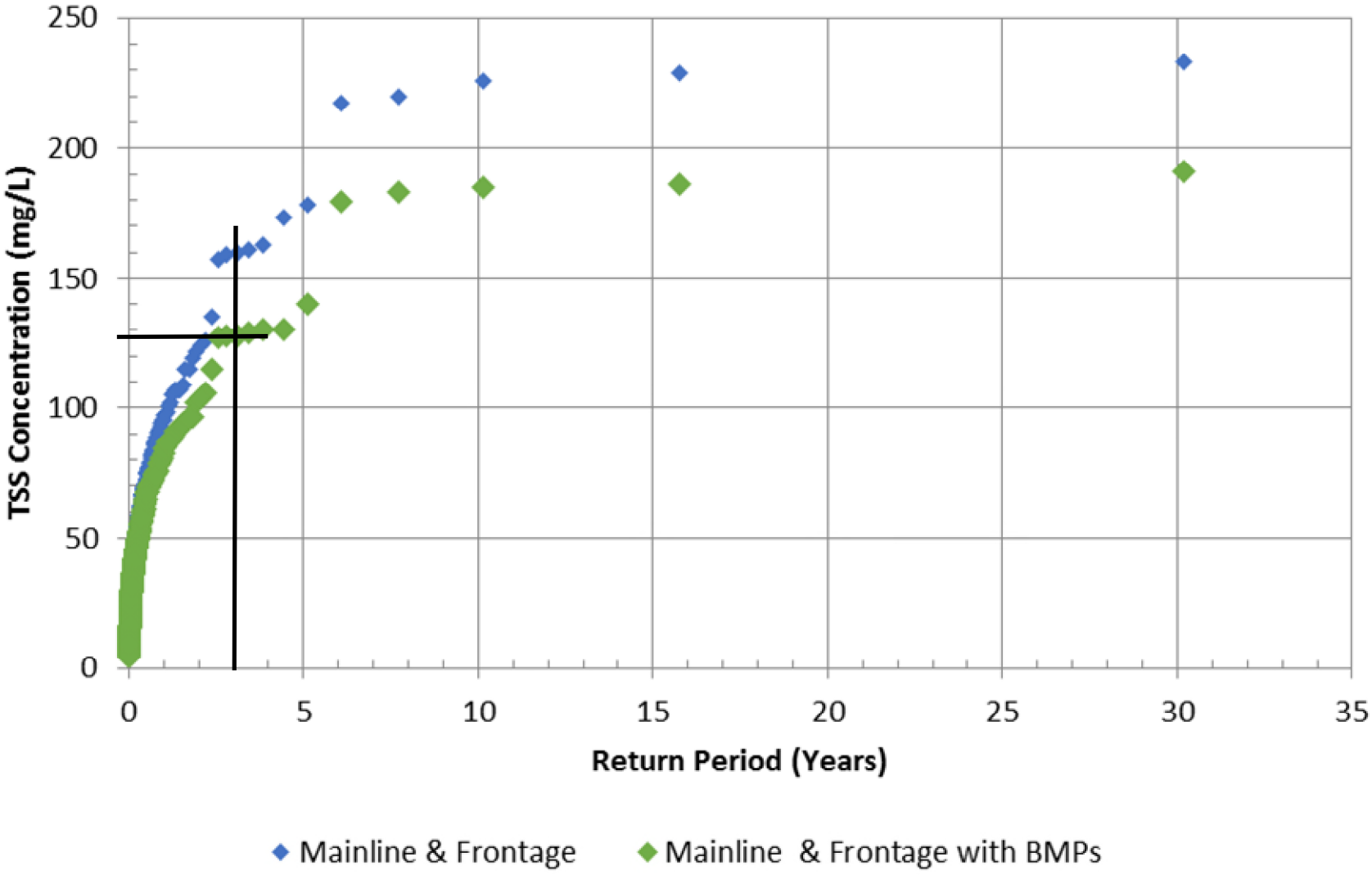


SELDM Predicted Proposed Build Comparison

Downstream TSS Concentration:

HRDB Runoff (ADT >100k)

MWRD (Belmont Ave) Upstream



Developed land is the dominant land use within the watersheds. Additional information regarding land use is provided in Section 3.1, Social/Economic Characteristics. Studies have shown that the biological quality of streams may be impacted if the percentage of urban land use within a watershed exceeds between 10 and 30 percent (Midwest Biodiversity Institute, 2008). The total area of developed land in the sub-watersheds varies from 76 to 91 percent.

Summary of Land Use by Watershed

Land Use	Watershed [a]									
	Addison Creek		Upper Des Plaines River [b]		Lower Des Plaines River (Main Stem)		Salt Creek		South Branch of the Chicago River [c]	
	acres	%	acres	%	acres	%	acres	%	acres	%
Agricultural	1	0	90,553	29.3	46	0	1,159	1.2	0	0
Commercial	1,130	7	13,852	4.5	1,962	7	9,325	10.0	5,914	10
Industrial	2,481	16	14,824	4.8	3,399	12	6,501	7.0	7,539	13
Institutional	1,631	11	9,168	3.0	2,521	9	3,404	3.6	3,991	7
Open Space	1,033	7	23,929 [e]	7.8	3,888	13	13,763	14.7	2,632	4
Residential	7,210	47	88,341	28.6	12,850	45	46,698	50.0	28,972	49
Transportation	1,684	11	14,091	4.6	3,263	11	3,840	4.1	5,875	10
Vacant/ Wetlands/ Construction	238	2	44,810[d]	14.5	614	2	8,773	9.4	3,348	6
Water	70	0	6,830	2.2	297	1	0	0.0	424	1
Total Watershed Area	15,478	100	308,899	100 [f]	28,842	100	93,464	100	58,696	100

Source: CMAP, 2005.

Note: Land use acreages are from CMAP and may vary from data provided by other sources found in other tables within this document. Numbers in table have been rounded. Percentages may exceed 100.

a Includes the 12-digit HUC sub-watersheds where the project corridor is located. 12-digit HUC sub-watersheds obtained from the USGS National Hydrography Dataset (NHD). For additional information refer to: http://nhd.usgs.gov/data.html

b Land use represents Upper Des Plaines River Watershed. For additional information refer to: http://lowerdesplaines.org/upper/upmaps/LargeDetailedMap.pdf

c Storm water from I-290 discharges to this waterway through a storm water collection system.

d Includes private, vacant, wetlands, forested, and grassland areas for Upper Des Plaines River Watershed.

e Includes outdoor recreation and open space land use for Upper Des Plaines River Watershed.

f Total land use is 100% (308,899) when including 2,501 acres (0.81%) for communication/utilities land use.

Physical Characteristics of Project Corridor Streams

Stream	Approximate Upstream Drainage Area (sq. mi) [a]	Flow Characteristics [a]	Substrate Type [a]	Stream Width (ft) [a]	Water Depth (ft) [a]	Riparian Vegetation [a]
Salt Creek	102.8	Lotic, Perennial	Silt and gravel	90	2-6	Trees and Herbaceous
Addison Creek	17.1	Lotic, Perennial	Silt	50	1-2	Trees and Herbaceous
Des Plaines River	480	Lotic, Perennial	Silt, loam, and gravel	110	3-6	Trees and Herbaceous
South Branch of the Chicago River	226 [b]	Lotic, Perennial	Silt and muck	165	10-26	Sparse vegetation

Source: Parsons Brinckerhoff, 2014; CBBEL, 2014; USGS, 2014; Huff & Huff, 2014;

[a] Obtained from the Huff & Huff, Inc. (2014) field visit, aerial imagery, WindyCityFishing.com, and Parsons Brinckerhoff Hydraulic Report for Addison Creek and the Des Plaines River.

[b] Upstream drainage area for the South Branch of the Chicago River has been modified by the presence of a highly developed urban sewer system. Source: Horton, 1914.

Biological Characteristics of Project Corridor Streams

Stream	Biological Stream Rating[d]	Number of Fish Species	Dominant Fish Species	Intolerant Fish Species	Number of Mussel Species[f]	Intolerant Mussel Species[g]
Salt Creek[a]	B – Diversity D - Integrity	29	bluntnose minnow, while sucker, gizzard shad, bluegill	2	3	0
Addison Creek[b]	E – Diversity E - Integrity	5	fathead minnows	0	16	2
Des Plaines River[c]	B – Diversity C - Integrity	62	sand shiner, spotfin shiner, blackstripe topminnow, green sunfish	1	16	2
South Branch Chicago River [e]	D – Diversity D - Integrity	11[f]	gizzard shad, bluegill, spottail shiner	0	No Data	No Data

Sources:

[a] DuPage River Salt Creek Workgroup (DRSCW, 2007 & 2010).

[b] INHS sampling (Wetzel et al., 2010)

[c] INHS fish collection database (INHS, 2014)

[d] IDNR-Office of Resource Conservation, Biological Stream Ratings. Available at: http://www.dnr.illinois.gov/conservation/BiologicalStreamratings/Pages/default.aspx

[e] Sampling location near Van Buren St., approximately 420 ft downstream of outfall. Source: Fish Surveys in the Lake Michigan Basin 1996-2006: Chicago and Calumet River Sub-basins (Pescitelli and Rung, 2009)

[f] Illinois Natural History Survey Mussel Database

Water Quality Values for Selected Pollutants and Illinois General Use Water Quality Standards

Parameter					South Branch of the Chicago River (HC-01)	
	Salt Creek (GL-09)	Addison Creek (GLA-02)	Des Plaines River (G_39)[a]	General Use Water Quality Standard [b]	Sample Results	Chicago Area Waterway System Aquatic Life Use [b]
pH (s.u.)	7.3-8.2	6.76-8.85	6.85-8.69	6.5-9.0	7.25-7.33	6.5-9.0
Dissolved Oxygen (mg/L) [c]	5.82 (August 2013)	5.74/ June 2004 [c] 5.61/ August 2010 [c]	6.56/ June 2010 [c] 3.53/ August 2005 [c]	5.0 mg/L minimum (March-July) 3.5 mg/L minimum (August-February)	No data	5.0 mg/L minimum (March-July) 3.5 mg/L at any time and 4.0 mg/L daily minimum averaged over 7 days (August-February)
Chloride (mg/L)	100-867[g]	69 - 831 [d]	86 - 621 [e]	500	43-525[h]	500 mg/L (May-November)[i]
Dissolved Copper (mg/L)	0.003-0.009	0.001 - 0.018	0.0012 - 0.009	0.021 - 0.070 acute	0.0012 – 0.0046	0.034-acute
Dissolved Lead (mg/L)	<0.001-0.003	0.003 - 0.052	0.0001 - 0.007	0.097 - 0.368 acute	No data	0.166-acute
Dissolved Zinc (mg/L)	0.009-0.038	0.005 - 0.036	0.0043 - 0.038	0.145 - 424 acute	0.0092 – 0.017	0.221-acute
Total Dissolved Solids (mg/L)	No data	1,813 (1)	No data	No standard	No data	1,500 (December-April)[i]
Water Temperature (ºC) [f]	No data in March 33/ August 2007	9.1/ March 2009 28.8/ June 2005	8.6/ March 2009 28.4/ June 2005	16 maximum (December – March) 32maximum (April – November)	17.7-23.33	16 maximum (December – March) 32 maximum (April – November)
Hardness (mg/L)	250	126 – 446	190 – 405	No standard	205	No standard

Source: IEPA data obtained from the EPA STORET database, 2012; DRSCW, 2010-for Salt Creek data (River Mile 10.5); Metropolitan Water Reclamation District of Greater Chicago (MWRDGC)

Notes: mg/L = milligrams per liter, ºC = degrees Celsius, s.u. = standard unit. ND – Not Detected, Shaded are sample result(s) exceed(s) the General Use Water Quality Standard

Measured levels of parameters in this table generally are the range of all STORET data, unless otherwise noted.

a. STORET data is not available for G_32 of Des Plaines River, G_39, immediately downstream of G_32 is reported.

b. General Use Water Quality Standards are provided (from Illinois Administrative Code, Title 35, Part 302), unless otherwise noted. The dissolved metal standard is calculated based on equations in Section 302, Water Quality Standards. Refer to the Illinois Administrative Code for additional information.

c. Measurement represents the minimum DO concentration from all sampling events. The month and year of the lowest measurement was taken is provided.

d. A total of eight samples exceed the General Use Water Quality Standards.

e. A total of two STORET samples exceed the General use Water Quality Standards.

MWRDGC data from 2005 to 2012 reported 5 of 87 samples above 500 mg/L at Roosevelt Rd site.

f. Measurement represents the maximum temperature from all sampling events. The month and year of the highest measurement was taken is provided.

g. IEPA reported a maximum chloride concentration of 867 mg/L on March 11, 1999 at the Salt Creek Station (USGS 05531500); six miles downstream from project corridor (IEPA, 2004). MWRDGC data reported 5 of 89 samples above 500 mg/L at Wolf Rd.

h MWRDGC reported a chloride concentration of 525 mg/L in February 2010. Only 2 of 82 samples exceeded 500 mg/L from January 2005 to July 2012.

i After July 1, 2018, the water quality standard in effect for chlorides would be 500 mg/L and the Total Dissolved Solids water quality standard will be repealed.

Appendix I

Section 4(f) Correspondence

I-290 Eisenhower Expressway
Cook County, Illinois

Since the publication of the DEIS, Appendix I was updated to include the following:

- Changed title from Columbus Park Correspondence to Section 4(f) Correspondence;
- Added letters of concurrence from Chicago Park District, Village of Forest Park and Park District of Forest Park; and
- Added SHPO Section 4(f) exception concurrence letter.

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

June 2017

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Appendix I Table of Contents

SECTION 4(F) CORRESPONDENCE

CHICAGO PARK DISTRICT, OCTOBER 8, 2015 1

ILLINOIS DEPARTMENT OF TRANSPORTATION; VILLAGE OF FOREST PARK, FEBRUARY 27, 2017 2

ILLINOIS DEPARTMENT OF TRANSPORTATION; PARK DISTRICT OF FOREST PARK, MARCH 13, 2017 5

ILLINOIS DEPARTMENT OF TRANSPORTATION MEMO; ILLINOIS HISTORIC PRESERVATION AGENCY, MAY 30, 2017 8

ILLINOIS DEPARTMENT OF TRANSPORTATION; CHICAGO PARK DISTRICT, MAY 31, 2017 12

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chicago park district

Administration Office
541 North Fairbanks
Chicago, Illinois 60611
(312) 742-PLAY (7529)
(312) 747-2001 TTY
www.chicagoparkdistrict.com

Board of Commissioners
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President

Avis LaVelle
Vice President

Erika R. Allen
Donald J. Edwards
Tim King
M. Laird Koldyke
Juan Salgado

General Superintendent & CEO
Michael P. Kelly

City of Chicago
Rahm Emanuel
Mayor

Oct. 8, 2015

Pete Harmet
IDOT
201 W. Center Ct.
Schaumburg, IL. 60196

Dear Mr. Harmet:

I am writing as a follow up to the meeting we had with representatives of IDOT and members of our staff at the Planning and Construction Department at the Chicago Park District on August 19, 2015 regarding Columbus Park and the I-290 Project.

Based upon the information provided at the meeting, the CPD has determined that the I-290 project would have no adverse effect upon Columbus Park. The CPD supports the multi-use trail connection at Austin Boulevard, and concurs with a temporary easement to construct the path, which would be donated to IDOT.

Further coordination, especially with respect to the path alignment and landscaping, is needed prior to finalizing the actual design in this area of the park. The CPD desires enhanced landscaping along south edge of the property, and would donate a temporary easement to IDOT to accomplish this work. Further coordination is needed, especially with IHPA, prior to finalizing a landscaping plan.

We all agree that this project will not result in an adverse effect and also believe that there is an opportunity to enhance the park's historic integrity that should not be missed. We would like the scope of work to include new berms with tree and shrub plantings along the south perimeter of the park. We hope that the project can also address drainage issues at the park's southeast corner. We are open to working with your team to develop an appropriate plaza treatment at the southwestern edge of the park. We think these improvements will be especially beneficial to pedestrians and bicyclists using the trail along the southern part of the park.

I have discussed this proposal with Rachel Leibowitz of the IHPA and she concurs that if designed well, this work would enhance the historic integrity of the park. She is willing to consult with the team and the project moves into a design phase. Thank you for your consideration on this matter.

Sincerely,

Julia S. Bachrach

Julia S. Bachrach
Planning Supervisor/ Historian

cc: Rob Rejman, CPD
Rachel Leibowitz, IHPA

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

February 27, 2017

The Honorable Anthony T. Calderone
Mayor
Village of Forest Park
517 Des Plaines Avenue
Forest Park, IL 60130

Dear Mayor Calderone:

The purpose of this letter is to request concurrence from the Village of Forest Park (Village) with respect to proposed I-290 construction activities affecting two parks located within the Village limits. As discussed at the meetings on October 15, 2015, January 21, 2016 and October 27, 2016 (meeting minutes attached) we have prepared and released an Environmental Impact Statement for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The proposed scope of work on I-290 in the Forest Park area includes complete reconstruction of the expressway including the replacement of the bridge carrying Circle Avenue over I-290.

In the vicinity of I-290, the Village has parks and other recreational uses located at Circle Avenue on property that was purchased by Cook County for the original construction of I-290 and associated cross-streets and frontage roads. It is our understanding that the Village has been leasing these properties from the County. However, based upon coordination with the County and the Village, no lease agreements have been found to date.

The attached exhibits provide information on the I-290 improvements relative to Veterans Park and the Dog Park located on either side of Circle Avenue at Lehmer Street. In particular, reconstruction of Circle Avenue over I-290 will require permanent use and temporary construction easements for the widening of the Circle Avenue bridge and approaches to include wider sidewalks, 6' wide bicycle paths and a wider pavement area for a transit kiss and ride. These elements of the project were requested by the Village and/or the CTA in order to improve mobility across the bridge and accessibility to the transit station. The Department is utilizing retaining walls to contain fill areas and prevent further intrusion into the parks. However, some encroachment is necessary to fully implement these features. Temporary construction easements are also needed to allow for working space during construction.

Although the parks are situated on County property obtained for the original I-290 construction, they are protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 due to their recreational use. Based upon the coordination with the Village thus far, the I-290 project will not adversely affect the activities, features, or attributes of these properties. As a result, IDOT intends to seek a "de minimis" impact finding from the Federal Highway Administration based on this project not adversely affecting the features, attributes, or activities qualifying this property for protection under Section 4(f). In this regard, we are requesting written concurrence from the Village that the proposed improvements will not adversely affect the recreational activities, features and attributes of Veterans Park and the Dog Park.

The work to be performed in the parks, as described herein, was presented during the I-290 Public Hearings on January 25, 2017 at the Proviso Math and Science Academy in Forest Park, and on January 26, 2017 at the Marriott Hotel-Medical District in Chicago. No comments were received at the public hearings regarding adverse effects to the activities, features, or attributes at either of the two parks as a result of the I-290 Project, although the US Department of the Interior (DOI) submitted correspondence which is attached for your reference. The Department will be coordinating with the DOI in the near future to discuss their comments.

If the Village agrees with the "de minimis" finding for the parks, please indicate your concurrence in the space provided below and return one copy to this office in the enclosed stamped, self-addressed envelope. With Village concurrence, the FHWA would issue a "de minimis" impact finding for the project as part of the Final Environmental Impact Statement/Record of Decision.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosures

Project and Environmental Studies
I-290 West of Mannheim Road to Racine Avenue
Cook County

Concur: Anthony Calderone

Do Not Concur: _____

Title: MAYOR

Date: 5-18-17

Comments:

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

March 13, 2017

Mr. Larry Piekarz
Executive Director
Park District of Forest Park
7501 Harrison Street
Forest Park, IL 60130

Dear Mr. Piekarz:

The purpose of this letter is to request concurrence from the Park District of Forest Park (Park District) with respect to proposed I-290 construction activities affecting proposed park improvements on Park District property. As discussed at our October 27, 2016 meeting (minutes attached) we have prepared a Draft Environmental Impact Statement (DEIS) for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The proposed scope of work on I-290 includes complete reconstruction of the I-290 expressway including replacement of the bridge carrying Circle Avenue over I-290.

The attached exhibit provides information on the I-290 improvements relative to the Park District property located along the west side of Circle Avenue between I-290 and Harrison Street. In particular, the Circle Avenue bridge and approach roadways will be widened to accommodate wider sidewalks and bike paths as requested by the Village. Although the Department is utilizing retaining walls to contain roadway fill areas and prevent intrusion into the park, a temporary easement is needed along Park District property (the Roos property) to allow for working space during construction. Once construction is completed, the Department will vacate the easement and restore the Park District property to its previous condition.

As you know, Park District property is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 due to its recreational use. Based upon the coordination with the District thus far, the I-290 project will not adversely affect use of this property. As a result, IDOT intends to seek a "de minimis" impact finding from the Federal Highway Administration based on this project not adversely affecting the activities, features, or attributes qualifying this property for protection under Section 4(f). In this regard, we are requesting written concurrence from the Park District that the proposed temporary easement will not adversely affect the recreational activities, features, or attributes of the Park District Property. With Park District concurrence, the FHWA would issue a "de minimis" impact finding for the project as part of the Final EIS/Record of Decision.

If the Park District agrees with the "de minimis" finding as described, please indicate your concurrence in the space provided below and return one copy to this office in the enclosed stamped, self-addressed envelope by March 31, 2017 in order to maintain the project schedule. The work to be performed in the parks as described herein was presented during the Public Hearings on January 25, 2017 and January 26, 2017 at the Proviso Math and Science Academy in Forest Park and the Chicago Marriott Hotel - Medical District in Chicago. No comments were received at the public hearings regarding adverse effects to the activities, features, or attributes at this park as a result of the I-290 project, although the US Department of the Interior (DOI) submitted general comments which are attached for your reference. The Department will be coordinating with the DOI in the near future to discuss their comments.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

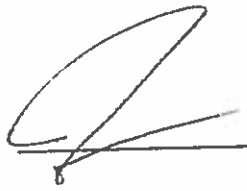
Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosures

cc: Tim Gillian, Village of Forest Park

Project and Environmental Studies
I-290 West of Mannheim Road to Racine Avenue
Cook County

Concur 

Do Not Concur _____

Title: Park Board President

Date: 6-1-17

Comments:

BUREAU OF PROGRAMMING
RECEIVED
JUN 0 8 2017
DISTRICT #1

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Cultural Resource Concurrence		
Date:	May 30, 2017		

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Seq. # 9274, A-F

Attached is a letter of the Illinois State Historic Preservation Officer (SHPO) supporting a finding that the construction activities within Columbus Park, which is a National Historic Landmark, will enhance the property and therefore qualifies as an exception for Section 4(f) approval.

This completes the necessary coordination for evaluating potential impacts to significant cultural resources for this project.

Attachment

BK:el

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
MAY 26 2017
Preservation Services

IHPA REVIEW
H/A
AC
AR
File CR IDOT

May 26, 2017

Cook County
Chicago
I-290 (Eisenhower Expressway)
Interstate Reconstruction, Widening
Job # P-91-201-00
IDOT Sequence #9274 A-F
IHPA Log #004112410, 010052815

RE: Section 4(f) Exception

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Dear Dr. Leibowitz:

In further consultation with your office, the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) is currently performing preliminary engineering and environmental studies for the planned improvement of I-290 from Mannheim Road to Racine Avenue. Your office concurred June 25, 2017 with the IDOT finding that the undertaking will have no adverse effect on Columbus Park or other historic properties (letter attached). The undertaking is not currently included in IDOT's FY 2017-2022 Proposed Highway Improvement Program. At this time only Phase I (planning) is funded. The undertaking, however, does represent a high priority for future funding consideration.

The purpose of this letter is to request your concurrence that the construction activities within Columbus Park, a National Historic Landmark, would enhance the property and would therefore qualify as an exception for Section 4(f) approval. As an historic property, the State Historic Preservation Officer (SHPO) is considered an "official with jurisdiction" over Columbus Park and to apply the exception to Section 4(f), we must obtain your agreement that the exception criteria have been satisfied.

The proposed improvement is anticipated to include an additional lane west of Austin Boulevard and conversion of an existing lane in each direction to a managed lane east of Austin Boulevard. The HOT 3+ managed lane alternative was identified as the preferred alternative in the Draft Environmental Impact Statement (DEIS). The preferred alternative stays primarily within existing right-of-way and only a minor amount of new right-of-way is needed near several

interchanges. No permanent right-of-way is required from Columbus Park, and no displacements are required in the corridor.

IDOT developed an east-west shared-use path concept that would be constructed as part of the I-290 improvements. The path would provide connectivity from the Illinois Prairie Path on the west to Columbus Park on the east. The path connection from Austin Boulevard to the existing Columbus Park Trail System would be constructed with the understanding that the Chicago Park District approved the connection and donated a temporary easement for construction of the connection. During coordination with the Chicago Park District, additional trail improvements were requested at the east end of Columbus Park to capitalize on the proximity of project-related construction activities, materials, and equipment.

As discussed in a meeting with the Chicago Park District on November 18, 2016 and April 27, 2017, the proposed shared-use path connection will require a temporary easement from the Columbus Park (to be processed as an access permit with the Chicago Park District). As this project will utilize federal funds, Columbus Park is considered a Section 4(f) property eligible for protection under federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f) protects publicly-owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties on US DOT projects. The Chicago Park District is also an "official with jurisdiction" over Columbus Park.

The west-end trail connection concept includes a 450-foot shared-use path connection and several earthen berms which would be constructed on park property between Austin Boulevard and the existing Columbus Park path. At this early stage of Phase I project development, it is anticipated that the Department may need to temporarily close the trail at the tie-in of the west end path. The closure is anticipated to temporarily impact trail activities for a span of two to three days.

At the east end, the Chicago Park District requested improvements to the existing trail, grading to address drainage issues, and construction of new berms to provide some screening of the expressway. It is anticipated that these improvements will require closure of the existing trail for approximately two weeks, during which time a temporary aggregate path can be utilized to provide continued connectivity.

The overall I-290 undertaking (roadway reconstruction and widening) is estimated to last a total of eight years during which time there will be no permanent impacts to or alteration of the trail, and access along the trail will be unaffected. While construction activities will occur within Columbus Park, we believe that an exception to Section 4(f) is applicable because the construction activities will enhance Columbus Park. An exception to the requirement for Section 4(f)

approval is described in 23 CFR Part 774.13(g) "Transportation Enhancement Projects and Mitigation Activities," which is applicable when the following criteria are satisfied:

(1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

(2) The official(s) with jurisdiction over the Section 4(f) resource agree in writing to paragraph (g)(1) of this section.

Both FHWA and IDOT believe that the improvements proposed at Columbus Park qualify as an enhancement activity and have requested concurrence by the Chicago Park District that the undertaking meets the above exception for Section 4(f) approval. We have requested their response by June 7, 2017.

If your office agrees that the planned construction within Columbus Park satisfies the exception that the "*The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection",* please concurrence by June 7, 2017

Sincerely,

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: JA for R. Leibowitz
Deputy State Historic Preservation Officer

Date: 5/26/17

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
FAI 290 (I-290)
US 12/20/45 (Mannheim Road) to Racine Avenue
Cook County

May 31, 2017

Ms. Heather Gleason
Director of Planning and Development
Chicago Park District
541 North Fairbanks
Chicago, IL 60611

Dear Ms. Gleason:

The Illinois Department of Transportation (Department) is currently performing preliminary engineering and environmental studies for the improvement of I-290 from Mannheim Road to Racine Avenue. This Project is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. At this time only Phase I (planning) is funded. This Project represents a high priority for future funding consideration.

The proposed improvement is anticipated to include an additional lane west of Austin Boulevard and conversion of an existing lane in each direction to a managed lane east of Austin Boulevard. The HOT 3+ managed lane alternative was identified as the preferred alternative in the Draft Environmental Impact Statement (DEIS). The preferred alternative stays primarily within existing right-of-way(ROW) and only a minor amount of new ROW is needed near several interchanges. No permanent ROW is required from Columbus Park, and no displacements are required in the corridor.

The Department developed an east-west shared-use path concept that would be constructed as part of the I-290 improvements. The path would provide connectivity from the Illinois Prairie Path on the west to Columbus Park on the east. The path connection from Austin Boulevard to the existing Columbus Park Trail System would be constructed with the understanding that the Chicago Park District approved the connection and donated a temporary easement for construction of the connection. During coordination with the Chicago Park District, additional trail improvements were requested at the east end of Columbus Park to capitalize on the proximity of project-related construction activities, materials and equipment.

As discussed in a meeting with the Chicago Park District on November 18, 2016 and April 27, 2017, the proposed shared-use path connection will require a temporary easement from the Columbus Park (to be processed as an access permit with the Chicago Park District). As this project will utilize federal funds, Columbus Park is considered a Section 4(f) property eligible for protection under federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f) protects publicly-owned parks, recreation areas, and wildlife and waterfowl refuges on US DOT projects.

The west-end trail connection concept includes a 450-foot shared-use path connection and several earthen berms which would be constructed on park property between Austin Boulevard and the existing Columbus Park path. At this early stage of Phase I project development, it is anticipated that the Department may need to temporarily close the trail at the tie-in of the west end path. The closure is anticipated to temporarily impact trail activities for a span of two to three days.

At the east end, the Chicago Park District requested improvements to the existing trail, grading to address drainage issues, and construction of new berms to provide some screening of the expressway. It is anticipated that these improvements will require closure of the existing trail for a duration of approximately two weeks, during which time a temporary aggregate path can be utilized to provide continued connectivity.

The overall I-290 project (roadway reconstruction and widening) is estimated to last a total of eight years during which time there will be no permanent impacts to or alteration of the trail, and access along the trail will be unaffected.

While construction activities will occur within Columbus Park, we believe that an exception to Section 4(f) is applicable because the construction activities will enhance Columbus Park. An exception to the requirement for Section 4(f) approval is described in 23 CFR Part 774.13(g) "Transportation Enhancement Projects and Mitigation Activities," which is applicable when the following criteria are satisfied:

(1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

(2) The official(s) with jurisdiction over the Section 4(f) resource agree in writing to paragraph (g)(1) of this section.

If you agree that the construction within Columbus Park satisfies the exception that the "*The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection",* please indicate your concurrence by signing the last page of this letter and returning it to the Department in the enclosed self-addressed envelope. We request a response by June 7, 2017, if possible.

If you have any questions or need additional information, please contact Mark Peterson, Project Manager, at (847) 705-4569.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

FAI 290 (I-290)
US 12/20/45 (Mannheim Road) to Racine Avenue
Cook County

This project meets conditions for the "Transportation Enhancement Projects and Mitigation Activities" exception according to Section 4(f) requirements as set forth in 23 C.F.R. 774.13(g):

Concur: X Do not concur: ____

Signature: Heather Gleason

Title: DIRECTOR, PLANNING & DEVELOPMENT

Date: 6/19/17

Comments: _____

Appendix J

Noise Barrier Visualizations

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

September 2016

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Appendix J Table of Contents

NOISE BARRIER VISUALIZATIONS

IDOT recognizes that noise barriers would be a new built element in the Project Corridor, and considers them a potential opportunity to provide visual enhancement to both the mainline and adjacent land uses. As such, IDOT is open to the innovative use of both traditional and new materials for noise barrier construction and will work with local communities to select the most appropriate material(s), character, and finishes for barriers with the local context. To achieve the ultimate desired character and aesthetic requested by the stakeholders, local financial participation may be required.

The following illustrations are representative of the possible appearance of the proposed noise walls at various locations within the Project Corridor. The ultimate appearance of noise barriers will be determined during the final design phase of the project.

No.	*Community*	*Location*
1	Westchester	Wedgewood Drive and Bristol Avenue
2	Bellwood	Harrison Street and 21st Avenue
3	Maywood	Bataan Drive and 18th Avenue
4	Broadview	Bataan Drive and 15th Avenue
5	Maywood	Bataan Drive and 8th Avenue
6	Maywood	Harrison Street and 1st Avenue
7	Maywood	Bataan Drive and 2nd Avenue
8	Forest Park	Lehmer Street and Beloit Avenue
9	Forest Park	Lehmer Street and Marengo Drive
10/11/12	Oak Park	Harrison Street and Maple Avenue
16	Oak Park	Ridgeland Avenue and I-290
21	Oak Park	Flournoy Street and Austin Boulevard
24	Chicago	Flournoy Street and Central Avenue
28	Chicago	Congress Street and Denvir Avenue
29	Chicago	Van Buren Street and Seeley Avenue

Noise Barrier Visualizations Location Map



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- County Boundary
- River
- Noise Barrier Visualization Locations

N


Existing
EXIT
18A
1
Wedgewood Drive & Bristol Avenue
Westchester


With Noise Wall
1
Wedgewood Drive & Bristol Avenue
Westchester


Existing
ONE WAY
2
Harrison Street & 21st Avenue
Bellwood


With Noise Wall
2
Harrison Street & 21st Avenue
Bellwood

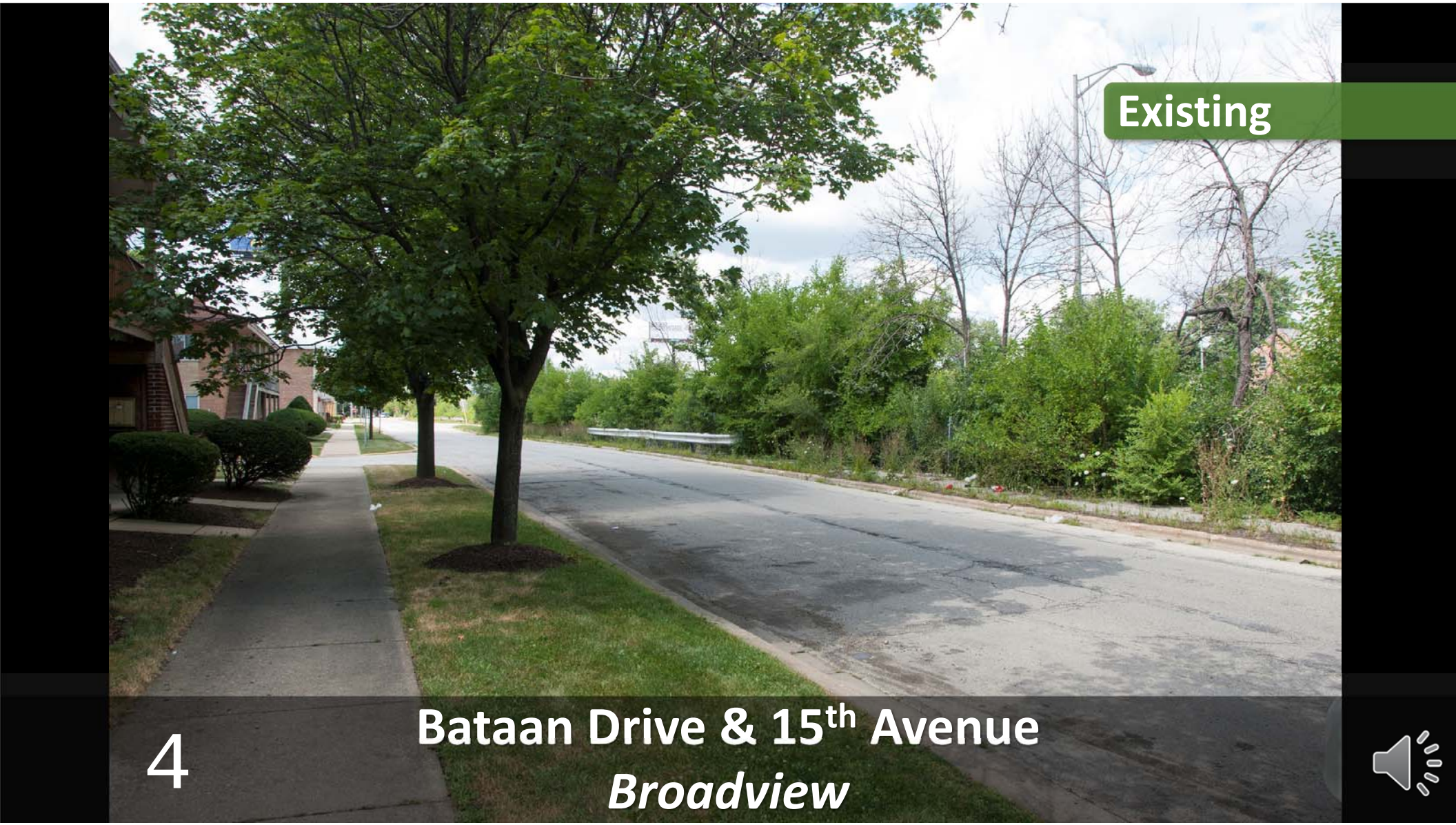


3

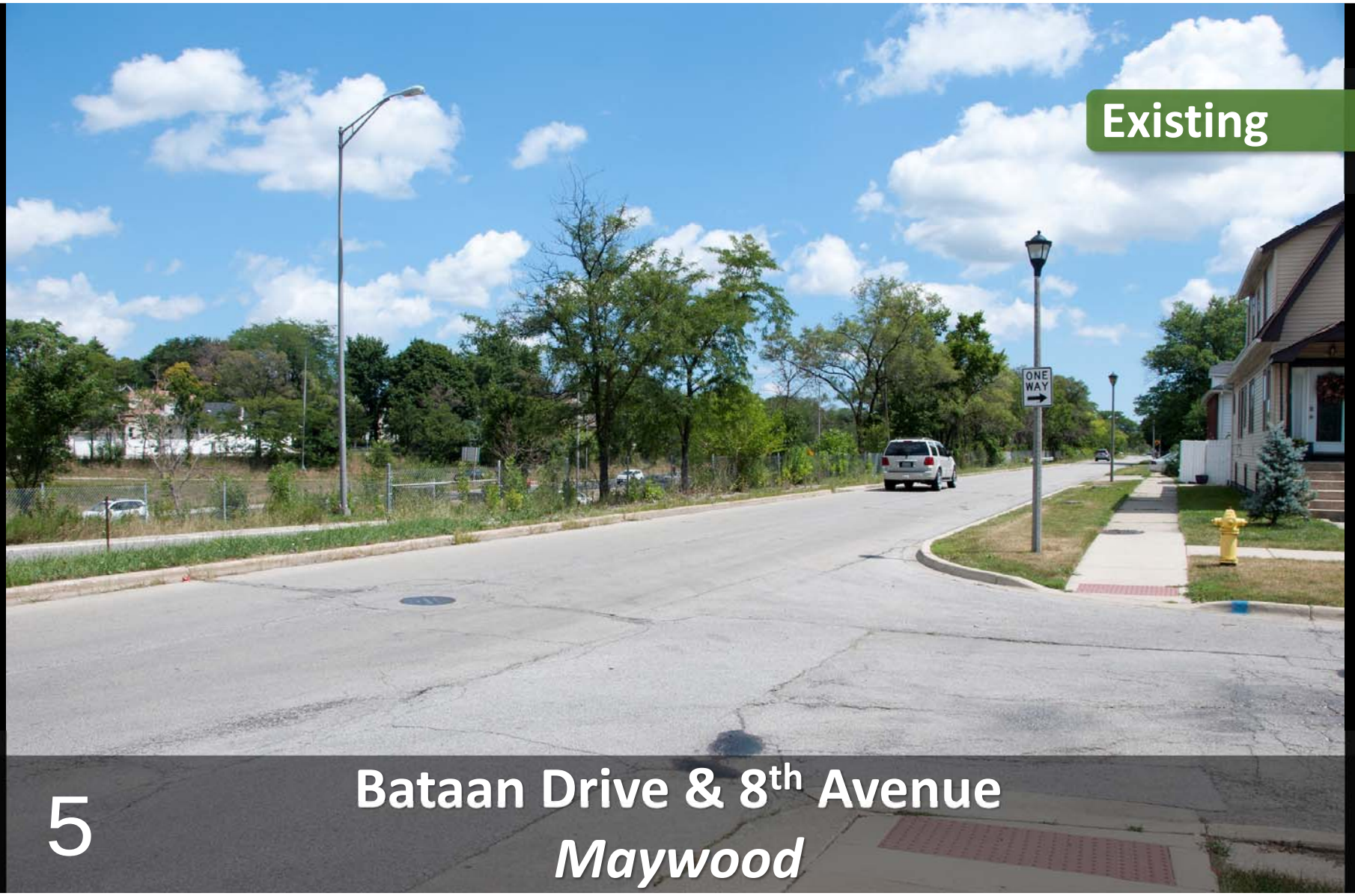
Bataan Drive & 18th Avenue

Maywood

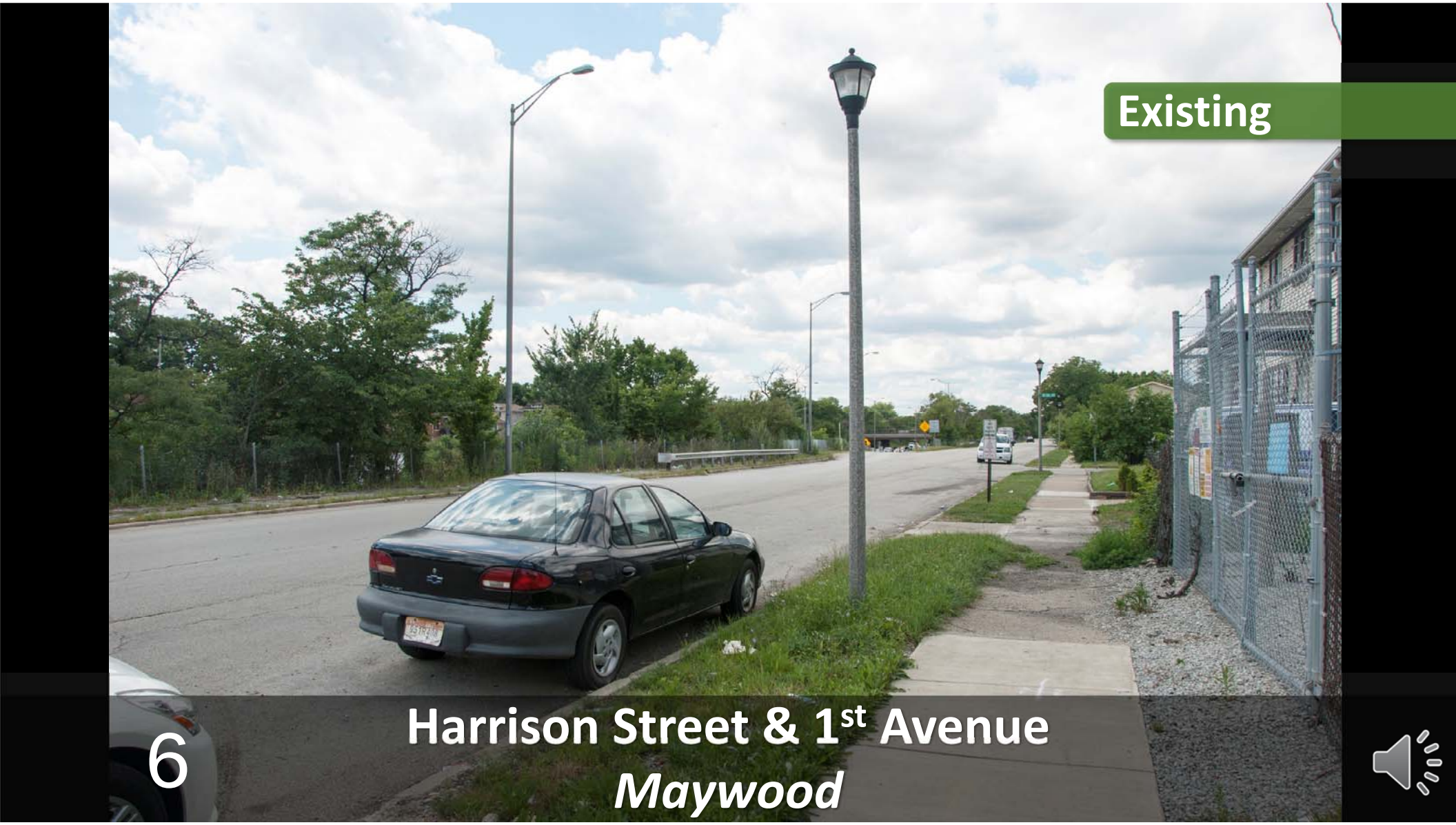

With Noise Wall
IN PROGRESS
DO NOT
ENTER
18TH AVE
3
Bataan Drive & 18th Avenue
Maywood

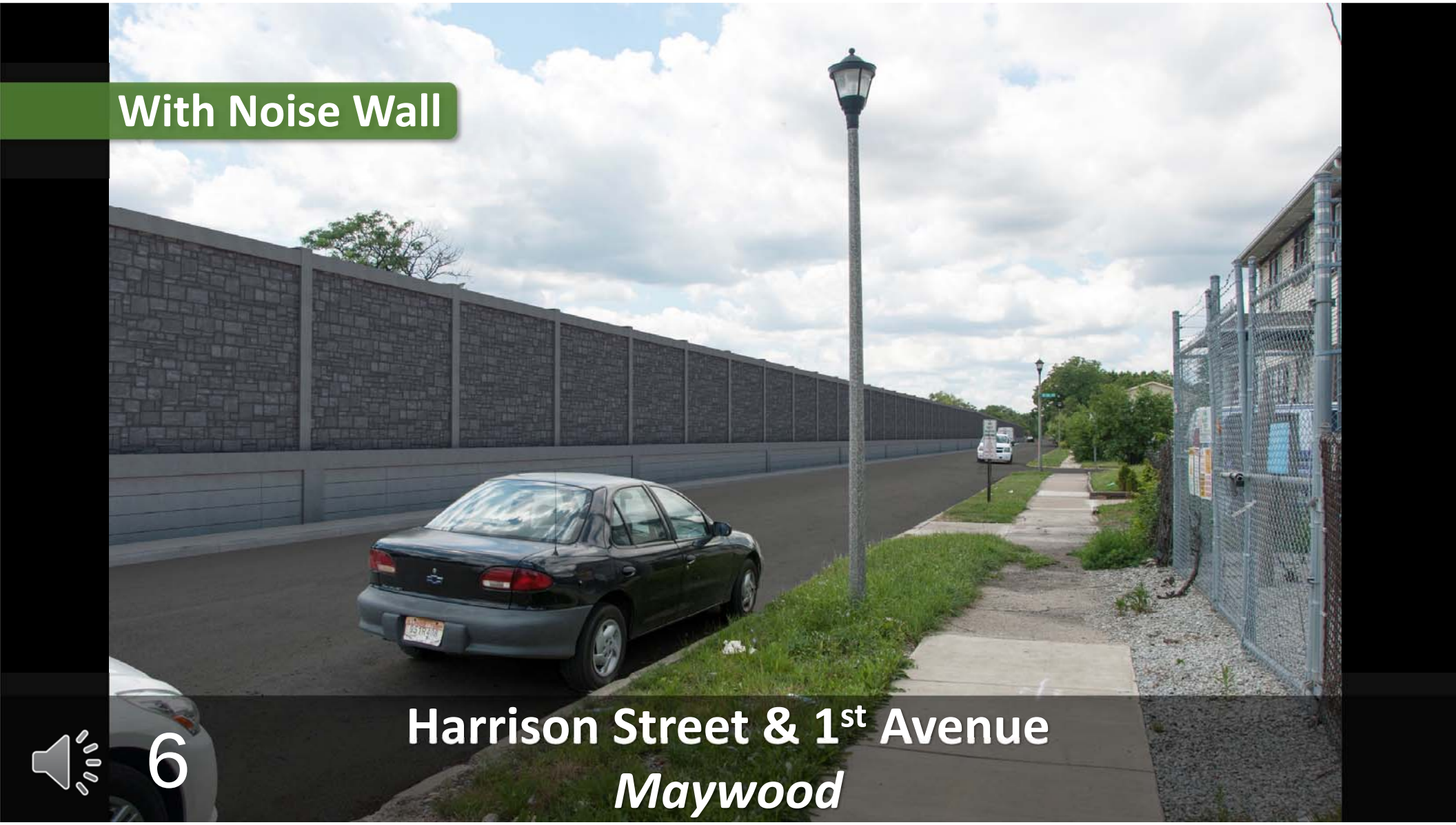

Existing
4
Bataan Drive & 15th Avenue
Broadview

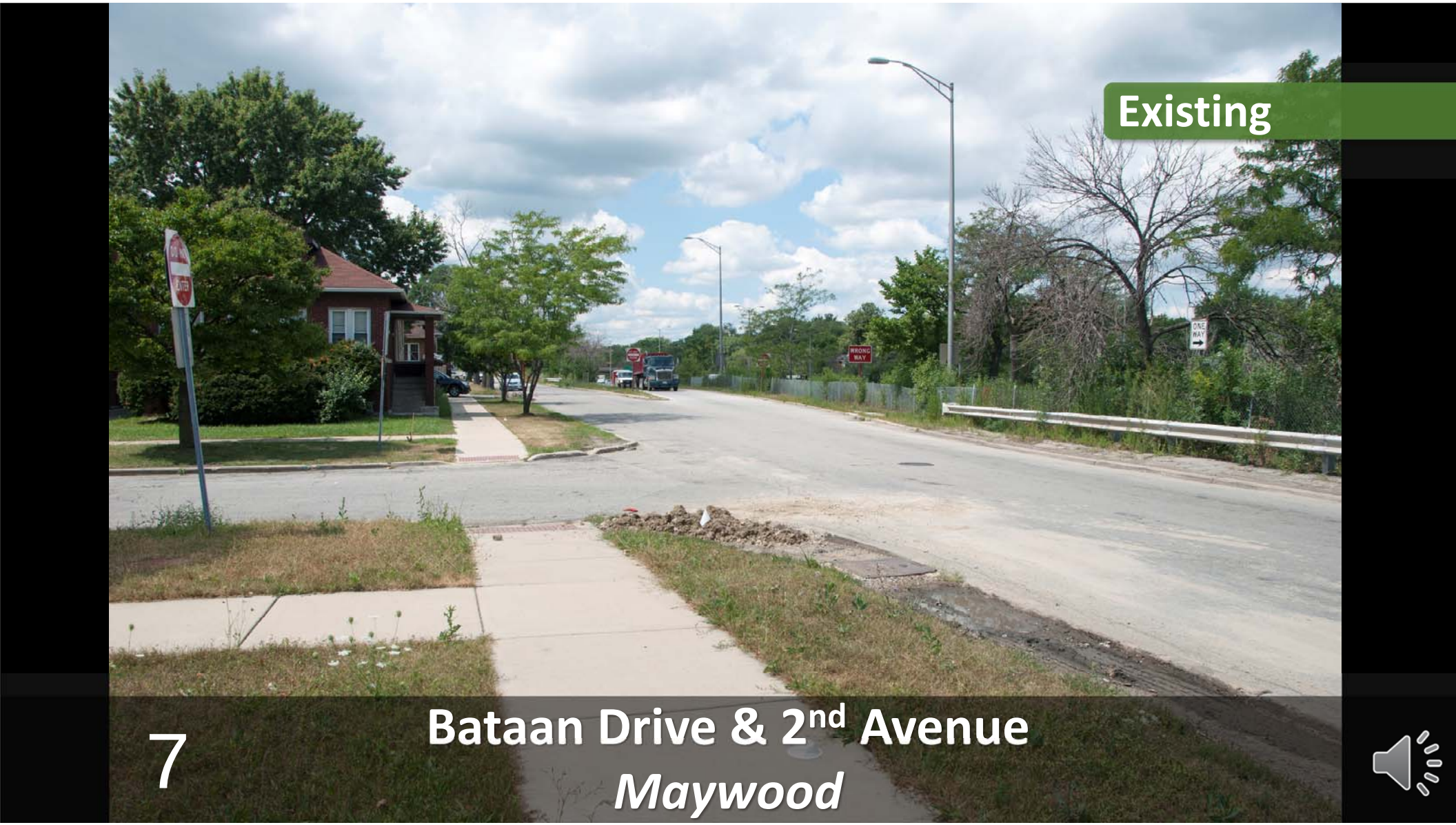

With Noise Wall
4
Bataan Drive & 15th Avenue
Broadview


Existing
ONE WAY
5
Bataan Drive & 8th Avenue
Maywood


With Noise Wall
ONE WAY
5
Bataan Drive & 8th Avenue
Maywood


Existing
Harrison Street & 1st Avenue
Maywood
6


With Noise Wall
Harrison Street & 1st Avenue
Maywood
6


Existing
WRONG WAY
ONE WAY
7
Bataan Drive & 2nd Avenue
Maywood


With Noise Wall
7
Bataan Drive & 2nd Avenue
Maywood


Existing
Lehmer Street and Beloit Ave
Forest Park


With Noise Wall
8
Lehmer Street and Beloit Ave
Forest Park


Harlem Ave Ramp
Without noise wall
9
Lehmer Street & Marengo Drive
Forest Park


Harlem Ave Ramp
With noise wall
9
Lehmer Street & Marengo Drive
Forest Park


Harlem Ave Ramp
Without noise wall
10
Harrison Street & Maple Avenue
Oak Park


Harlem Ave Ramp
With noise wall
10
Harrison Street & Maple Avenue
Oak Park


Harlem Ave Ramp
Without noise wall
11
Harrison Street & Maple Avenue
Oak Park


Harlem Ave Ramp
With noise wall
11
Harrison Street & Maple Avenue
Oak Park


Harlem Ave Ramp
Without noise wall
ADVERTISE HERE
630-355-4375
12
Harrison Street & Maple Avenue
Oak Park


Harlem Ave Ramp
With noise wall
ADVERTISE HERE
630-355-4375
12
Harrison Street & Maple Avenue
Oak Park

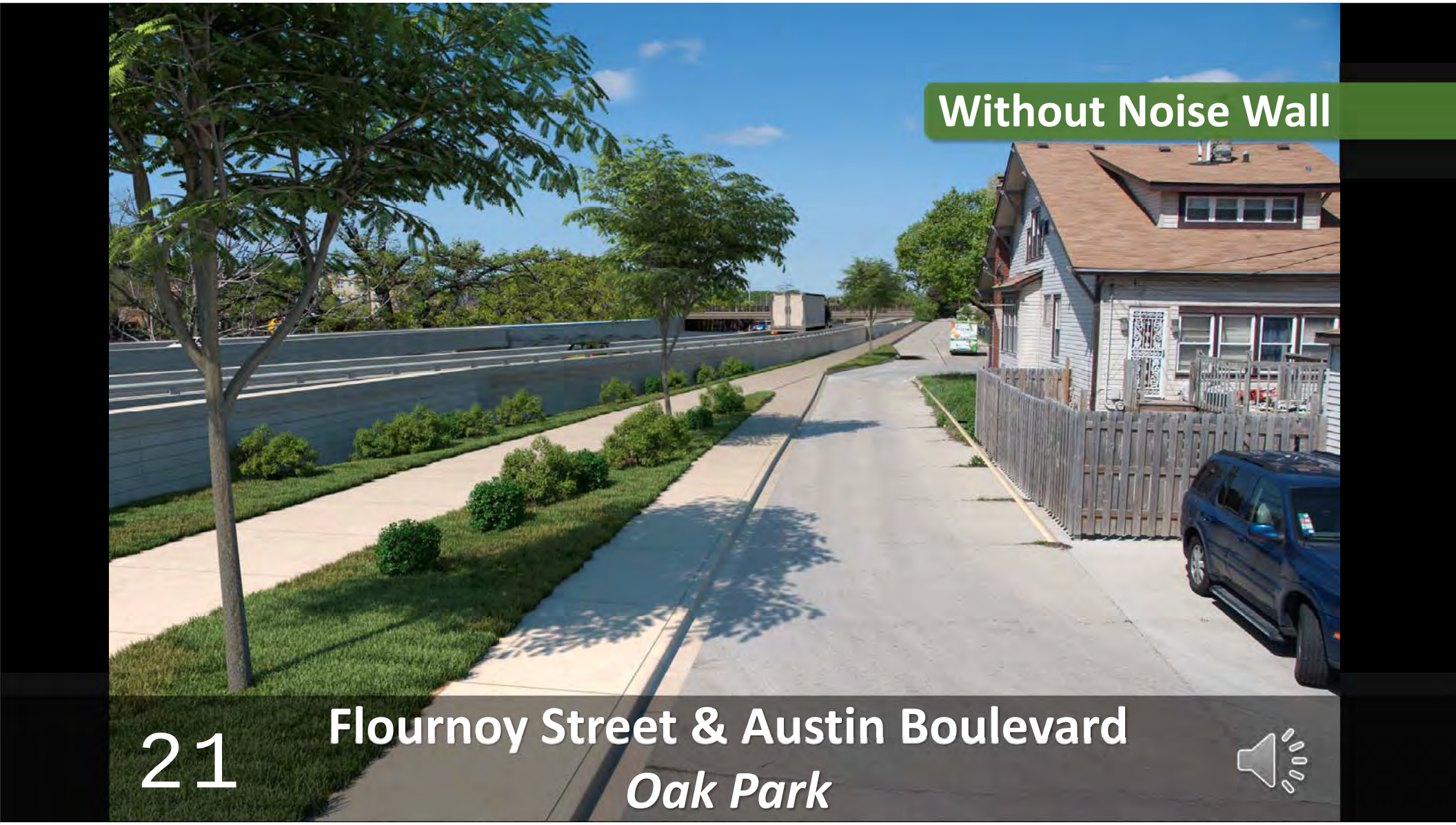


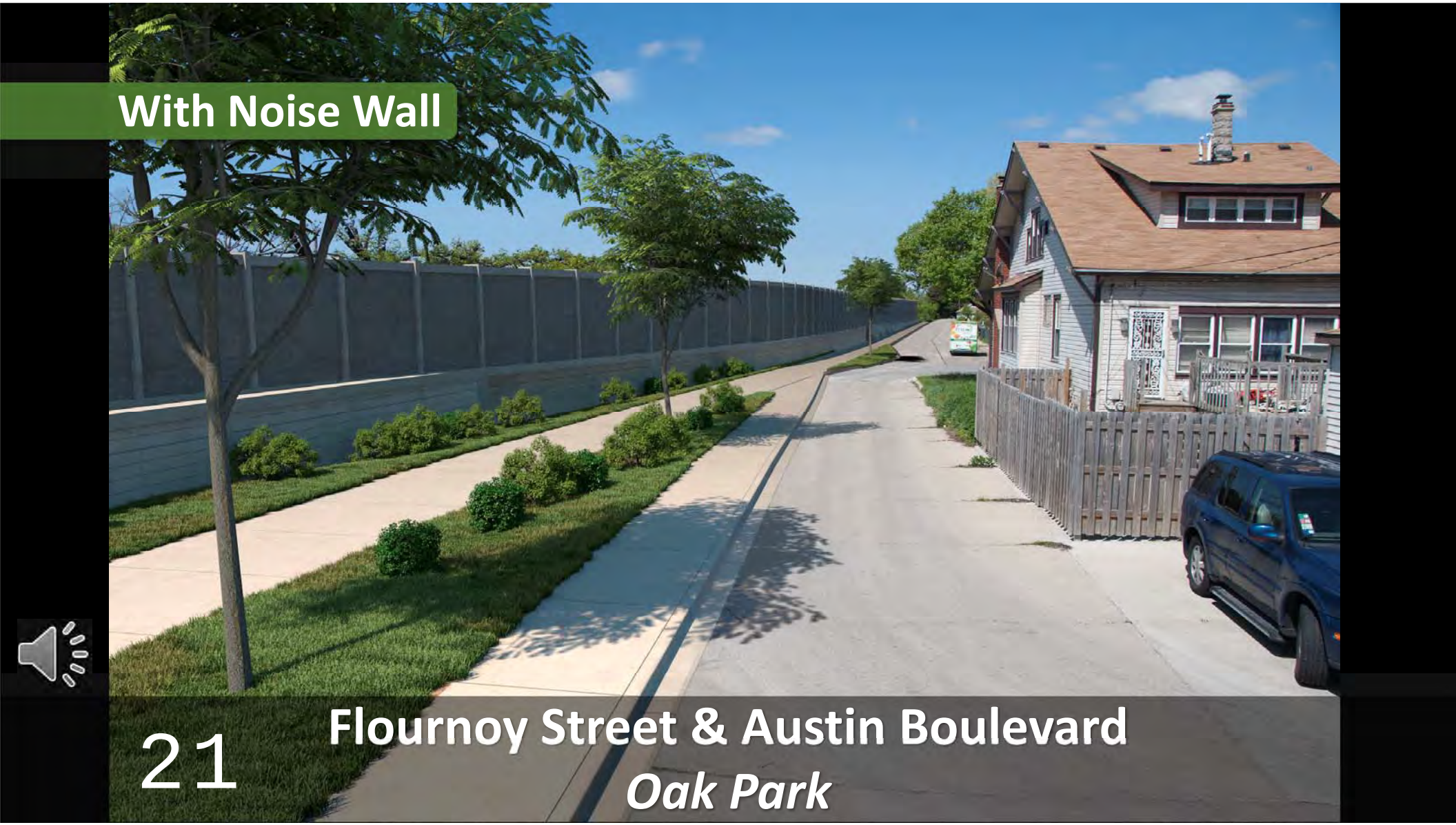
16

Ridgeland Avenue & I-290

Oak Park


With Noise Wall
16
Ridgeland Avenue & I-290
Oak Park


Without Noise Wall
21
Flournoy Street & Austin Boulevard
Oak Park


With Noise Wall
21
Flournoy Street & Austin Boulevard
Oak Park



24

Flournoy Street & Central Avenue

Chicago


With Noise Wall
24
Flournoy Street & Central Avenue
Chicago



28

Congress Street & Denvir Avenue

Chicago


With Noise Wall
ONE WAY
DENVIR
28
Congress Street & Denvir Avenue
Chicago



29

VanBuren Street & Seeley Avenue

Chicago


With Noise Wall
ONE WAY
29
VanBuren Street & Seeley Avenue
Chicago

Appendix *

NEPA/404 Materials and Correspondence

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

December 2015

Appendix K Table of Contents

NEPA/404 MATERIALS AND CORRESPONDENCE

Appendix *-1 **FHWA Issued Notices of Intent**

Appendix *-2 **NEPA/404 Merger Team Meetings**

Appendix K-1

FHWA Issued Notices of Intent

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

November 2015

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ADDRESSES: The FAA will accept written comments on the DEA until close of business on March 31, 2010. Comments on the DEA may be sent to: Ms. Virginia Marcks, FAA, AJW–C14D, 2300 East Devon Ave., Des Plaines, IL 60018, fax 847–294–7698, e-mail *virginia.marcks@faa.gov.* Copies of the Draft EA on compact disk may be obtained by contacting Ms. Virginia Marcks. Comments received on the DEA during the public comment period will be addressed in a Final Environmental Assessment.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. *Telephone number:* 847–294–7494. *E-mail: virginia.marcks@faa.gov.*

Issued in Des Plaines, Illinois, February 19, 2010.

Virginia Marcks,

Manager, Infrastructure Engineering Center, Chicago, AJW–C14D,

Central Service Area.

[FR Doc. 2010–3936 Filed 2–25–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cook County, IL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Cook County, Illinois.

FOR FURTHER INFORMATION CONTACT: Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, *Phone:* (217) 492–4600. Diane O'Keefe, P.E., Deputy Director of Highways, Region One Engineer, District 1, Illinois Department of Transportation, 201 W. Center Court, Schaumburg, IL 60196–1096, *Phone:* (847) 705–4110.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve Interstate 290 (I–290) located in the Illinois county of Cook. The proposed improvement would involve the reconstruction of the existing 7.5 mile roadway facility from US 12/20/45 (Mannheim Road) to east of IL 50 (Cicero Avenue). Improvements to the corridor are considered necessary due to safety concerns, operational issues, traffic congestion, and age of facility. Alternatives that may be considered include (1) taking no action; (2) a full range of multi-modal build alternatives that involve the reconstruction of I–290.

Improvements to I–290 have the potential to affect environmental features in the project area. The corridor is located in a highly developed mature urban setting with limited biological and natural resources. The built environment has the potential to be affected. Some resources within the proposed area include: cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, air quality, sensitive noise receptors, the Des Plaines River, and related indirect and cumulative impact considerations.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. As part of the EIS process a scoping meeting for obtaining input from Resource Agencies was held on September 9, 2009.

The Illinois Department of Transportation's Context Sensitive Solutions (CSS) process will be used for public involvement. A Stakeholder Involvement Plan (SIP) has been developed to ensure that the full range of issues related to this proposed project are identified and addressed. The SIP provides meaningful opportunities for all stakeholders to participate in defining transportation issues and solutions for the study area. One public meeting will be held in Cook County at each project milestone. In addition to the public meetings, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public meetings and hearing. A project website has been established (*http://www.eisenhowerexpressway.com*) as one element of the project public involvement process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 17, 2010.

Norman R. Stoner,

Division Administrator, Springfield, Illinois.

[FR Doc. 2010–3783 Filed 2–25–10; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of a Final Environmental Assessment (Final EA) and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the New Airport Traffic Control Tower and Base Building at Cherry Capital Airport, Traverse City, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of a Final Environmental Assessment (Final EA) and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the New Airport Traffic Control Tower and Base Building at Cherry Capital Airport, Traverse City, Michigan.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the FAA has prepared, and approved on February 8, 2010, a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) based on the Final Environmental Assessment (Final EA) for a New Airport Traffic Control Tower (ATCT) and Base Building at Cherry Capital Airport (TVC) in Traverse City, Michigan. The FAA prepared the Final EA in accordance with the National Environmental Policy Act and the FAA's regulations and guidelines for environmental documents. It was accepted on November 2, 2009 by the FAA's Responsible Federal Official.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, AJW–C14D, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. *Telephone number:* (847) 294–7494.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the construction and operation of a new ATCT at TVC. The replacement ATCT will be a Low Activity Level facility with a 395 square foot cab accommodating two operational positions and two support positions. The ATCT will be constructed on 1.64 acres of land owned by the airport, 520 feet northeast of the existing ATCT and will have a cab floor height of 752 feet above mean sea level, located within the footprint of Airport Access Road. The

should refer to File Number SR–Phlx–2013–23, and should be submitted on or before April 26, 2013.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[28]

Kevin M. O'Neill,

Deputy Secretary.

[FR Doc. 2013–07939 Filed 4–4–13; 8:45 am]

BILLING CODE 8011–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cook County, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent.

SUMMARY: The FHWA is issuing this revised notice of intent to advise the public that an environmental impact statement is being prepared for the proposed I–290 highway improvement project in Cook County, Illinois, and that the project limits in the Notice of Intent (NOI) published in the **Federal Register** on February 26, 2010 have been expanded.

FOR FURTHER INFORMATION CONTACT: Mr. J. Michael Bowen, P.E., Acting Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492–4600. John Fortmann, P.E., Acting Deputy Director of Highways, Acting Region One Engineer, District 1, Illinois Department of Transportation, 201 W. Center Court, Schaumburg, IL. 60196–1096, Phone: (847) 705–4110.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, is preparing an environmental impact statement (EIS) on a proposal to improve Interstate 290 (I–290) located in Cook County, Illinois. Based on public input and studies conducted to date, FHWA and IDOT now will include an additional section of I–290 from east of IL 50 (Cicero Avenue) to Racine Avenue in the EIS so that the limits of the proposed improvements are from west of Mannheim Road to Racine Avenue, a total distance of 13.0 miles. The additional section between east of Cicero Avenue and Racine Avenue may include operational improvements consisting of the potential conversion of two or more lanes of the eight lane expressway to accommodate managed lanes or various tolling strategies.

Improvements to the corridor are considered necessary due to safety concerns, operational issues, traffic congestion, and age of facility. Alternatives under consideration include (1) taking no action; (2) a full range of multi-modal build alternatives that involve reconstruction of all, or portions of, I–290 and the rehabilitation of the remainder to include operational changes.

Improvements to I–290 have the potential to affect environmental features in the project area depending on the alternative selected. The corridor is located in a highly developed mature urban setting with limited biological and natural resources. The built environment has the potential to be effected. Some features include: cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, sensitive noise receptors, a crossing of the Des Plaines River, and related indirect and cumulative impact considerations.

Letters have been sent to appropriate Federal, State, and local agencies reflecting the revised project limits, describing the proposed action, and soliciting comments. Input from Resource Agencies will continue to be obtained through the established stakeholder involvement methods including the Corridor Advisory Group (CAG) and NEPA/404 Merger process.

The Illinois Department of Transportation's Context Sensitive Solutions (CSS) process will continue to be used for public involvement. The existing Stakeholder Involvement Plan (SIP) will be updated to ensure that the full range of issues related to the change in project limits are identified and addressed. The SIP will continue to provide meaningful opportunities for all stakeholders to participate in defining transportation issues and solutions for the study area. The Corridor Advisory Group will continue as a primary method of stakeholder interaction. In addition, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public hearing. A project Web site has been established (*www.eisenhowerexpressway.com)* as one element of the project public involvement process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued On: April 1, 2013.

J. Michael Bowen,

Acting Division Administrator, Springfield, Illinois.

[FR Doc. 2013–07936 Filed 4–4–13; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 33 (Sub-No. 302X)]

Union Pacific Railroad Company—Abandonment Exemption—in Dunn County, WI.

Union Pacific Railroad Company (UP) filed a verified notice of exemption under 49 CFR part 1152 subpart F–*Exempt Abandonments* to abandon a 0.58-mile line of railroad on its Menomonie Industrial Lead from milepost 0.32 near Cedar Falls Road to the end of the line at milepost 0.90 near Oak Avenue, in Menomonie, Dunn County, Wis. (the Line). The Line traverses United States Postal Service Zip Code 54751.

UP has certified that: (1) No local traffic has moved over the Line for at least two years; (2) there is no overhead traffic on the Line; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho,* 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

[28] 17 CFR 200.30–3(a)(12).

Appendix K-2

NEPA/404 Merger Team Meetings

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

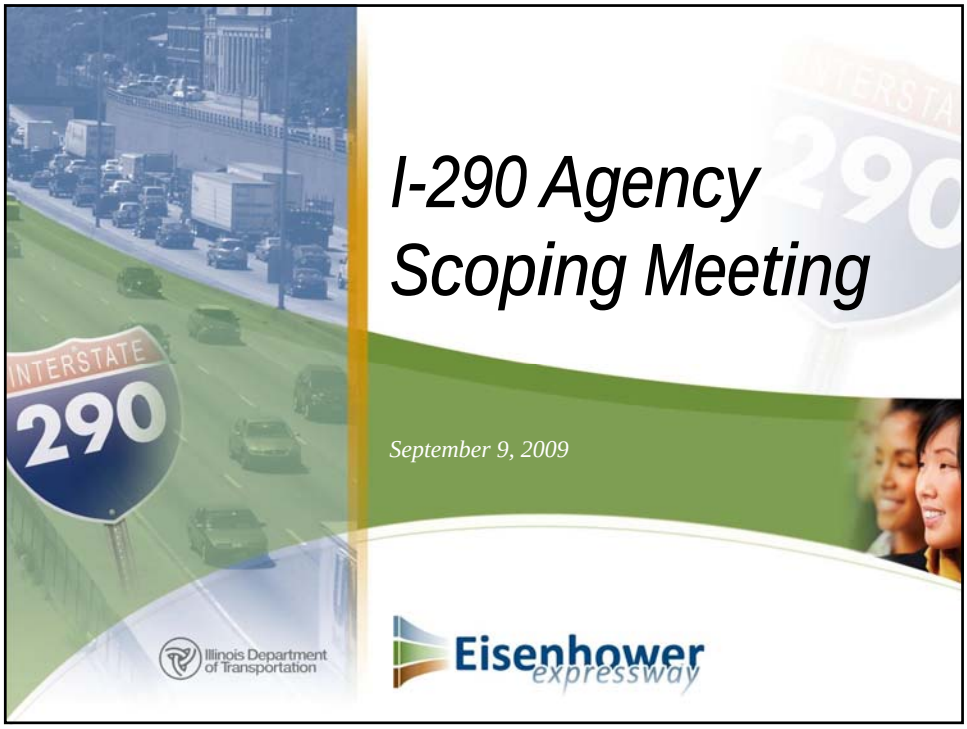
November 2015

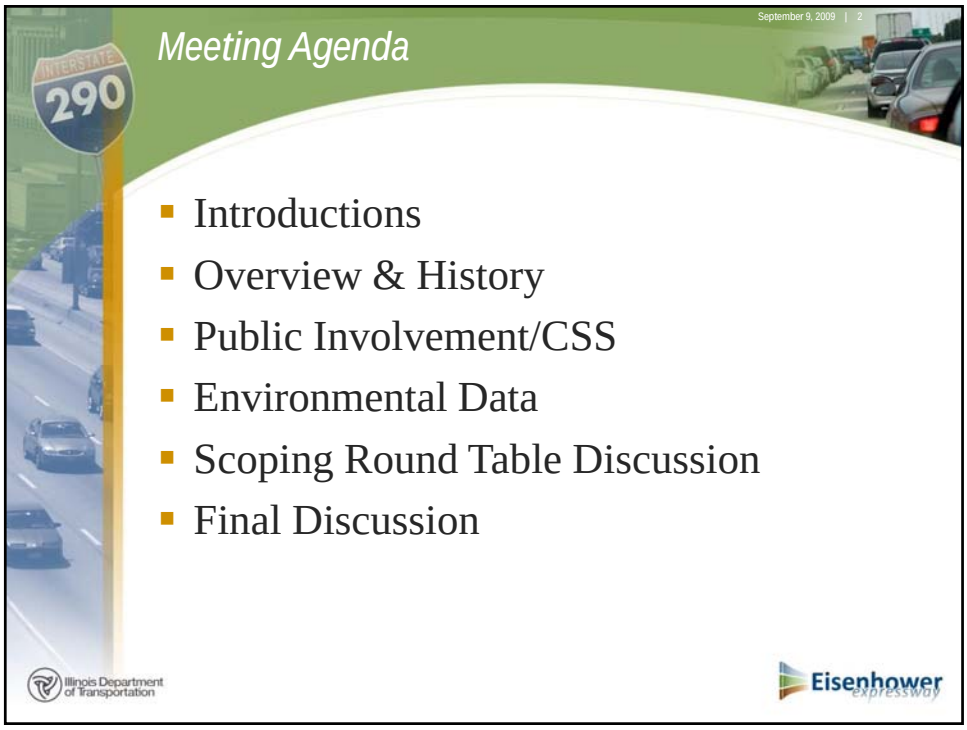
Appendix K Table of Contents

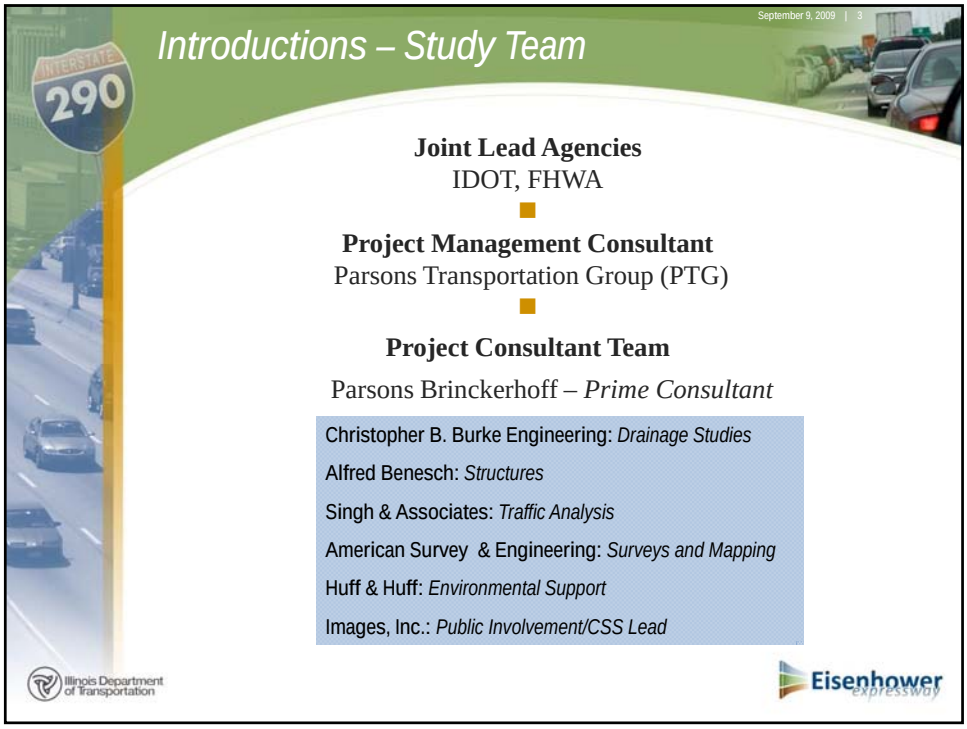
NEPA/404 MERGER TEAM MEETINGS

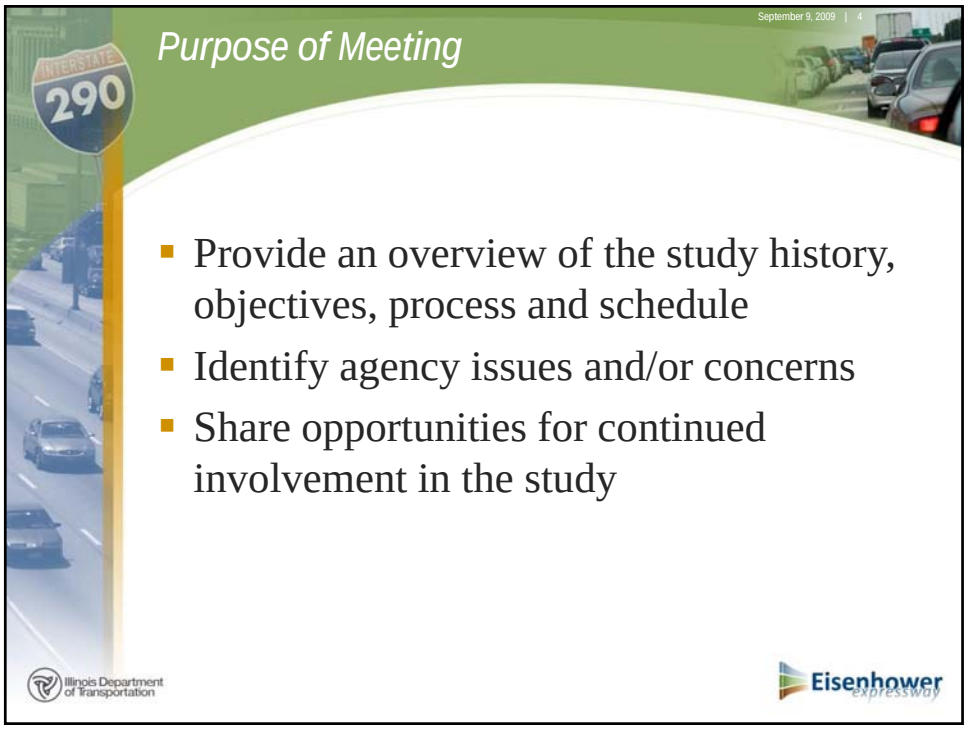
Illinois NEPA/404 Merger Meetings

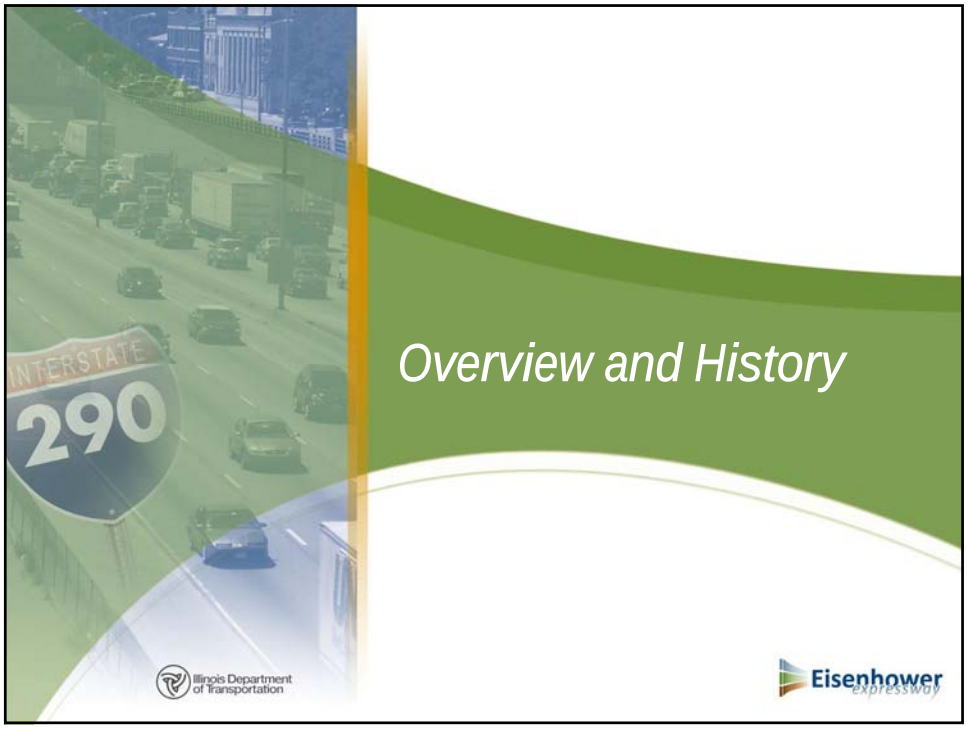
September 9, 2009 Illinois NEPA/404 Merger Meeting L-1
Presentation L-1
Summary L-31
June 28, 2011 Illinois NEPA/404 Merger Meeting L-33
Presentation L-33
Summary L-47
January 13, 2012 Illinois NEPA/404 Merger Meeting L-51
Presentation L-51
Summary L-70
June 25, 2013 Illinois NEPA/404 Merger Meeting L-72
Presentation L-72
Summary L-87
February 27, 2014 Illinois NEPA/404 Merger Meeting L-92
Presentation L-92
Summary L-101
September 17, 2015 Illinois NEPA/404 Merger Meeting L-103
Presentation L-103
Agenda L-121
Sign In Sheets L-122
Summary L-127

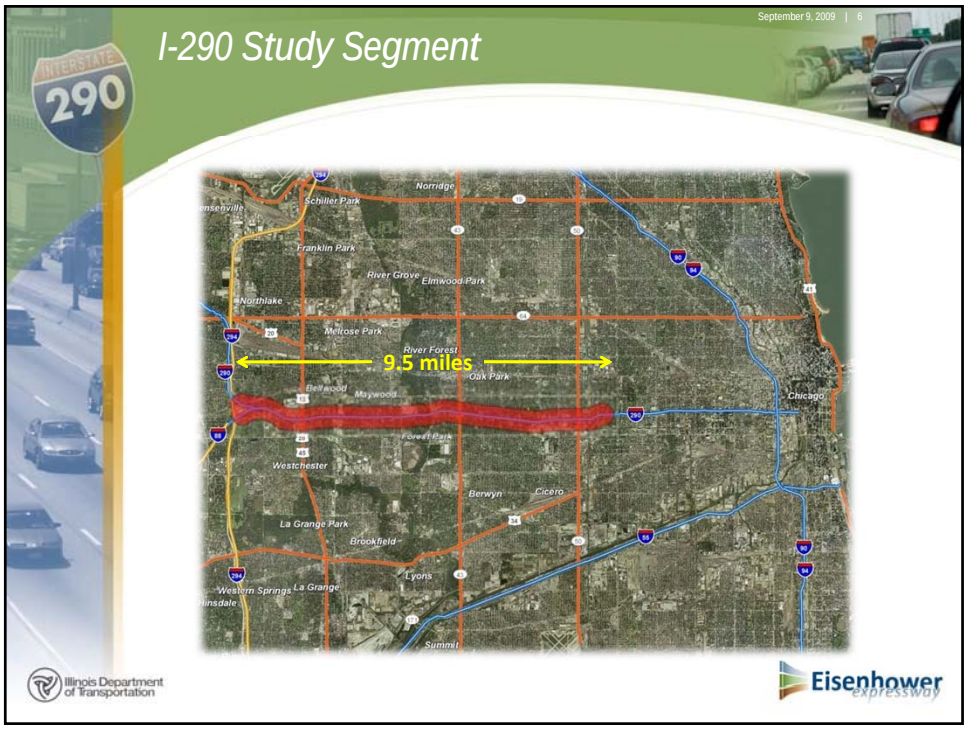

INTERSTATE
290
I-290 Agency Scoping Meeting
September 9, 2009
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 2
Meeting Agenda
INTERSTATE
290
Introductions
Overview & History
Public Involvement/CSS
Environmental Data
Scoping Round Table Discussion
Final Discussion
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 3
Introductions – Study Team
Joint Lead Agencies
IDOT, FHWA
Project Management Consultant
Parsons Transportation Group (PTG)
Project Consultant Team
Parsons Brinckerhoff – Prime Consultant
Christopher B. Burke Engineering: Drainage Studies
Alfred Benesch: Structures
Singh & Associates: Traffic Analysis
American Survey & Engineering: Surveys and Mapping
Huff & Huff: Environmental Support
Images, Inc.: Public Involvement/CSS Lead
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 4
Purpose of Meeting
Provide an overview of the study history, objectives, process and schedule
Identify agency issues and/or concerns
Share opportunities for continued involvement in the study
Illinois Department of Transportation
Eisenhower expressway


INTERSTATE
290
Overview and History
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 6
I-290 Study Segment
INTERSTATE
290
Norridge
Schiller Park
Franklin Park
River Grove
Elmwood Park
Northlake
Melrose Park
River Forest
9.5 miles
Oak Park
Bellwood
Maywood
Chicago
Forest Park
Westchester
Berwyn
Cicero
La Grange Park
Brookfield
Lyons
Western Springs
La Grange
Summit
Illinois Department of Transportation
Eisenhower expressway

History of the IKE

- Designed in late 1940's
- Constructed and open to traffic- Mid-1950's
  - Western extensions added in 1970's and late 1980's







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Eisenhower expressway

History of the IKE

- First multimodal expressway corridor in U.S.
- Eliminated at-grade freight and passenger railroad crossings by lowering existing rail lines
- Western gateway to Chicago







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Prior & Current Studies

- 1998 - IDOT HOV Feasibility Study
- 1999-2001 Hillside Strangler Reconstruction
- RTA Cook DuPage Corridor Study
  - 2003-2005 Transit Market Analysis
  - 2006-2008 Options Feasibility
- Oak Park I-290 Capping Study
  - 2003-2005 Feasibility Report
  - 2009 Cap Concept Analysis

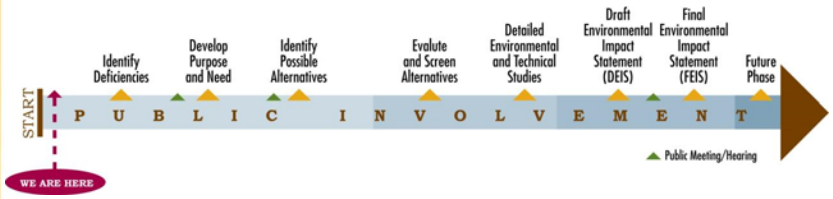
I-290 Phase I Study History

- 2001 – Initiated as an ECAD
  - 2001 Initial Environmental Survey Request
- 2004 – Phase I Study paused pending results of RTA study
- 2006 – Reclassified as a Complex EA
- 2007 – Context Sensitive Solutions (CSS) designation
- 2008 – Reclassified as an EIS
- 2009 – Restart- ‘clean slate’


INTERSTATE
290
Stakeholder Involvement/CSS
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 12
INTERSTATE
290
Project Objectives
Fresh Start as an EIS
Facilitate open, public, and transparent study process
Solicit, develop, and evaluate alternatives
Reach consensus on a preferred alternative
Record of Decision and Design Approval
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Phase I EIS Study Process



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Context Sensitive Solutions

- Flexible and creative approach to design
- Promotes frequent communication with stakeholders
- Addresses all modes of transportation
- Results in sound decisions



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Consensus

- Goal is to achieve consensus
- Consensus is defined as:

> *"When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair."*
>
> ~CONTEXT SENSITIVE SOLUTIONS: Detailed Guidelines for Practice (IDOT)



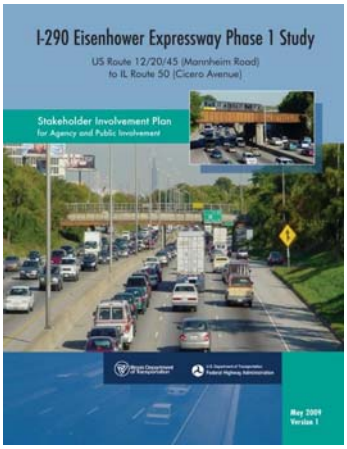
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Stakeholder Involvement Plan

- Blueprint for defining tools and methods
- Framework for achieving consensus
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website for review

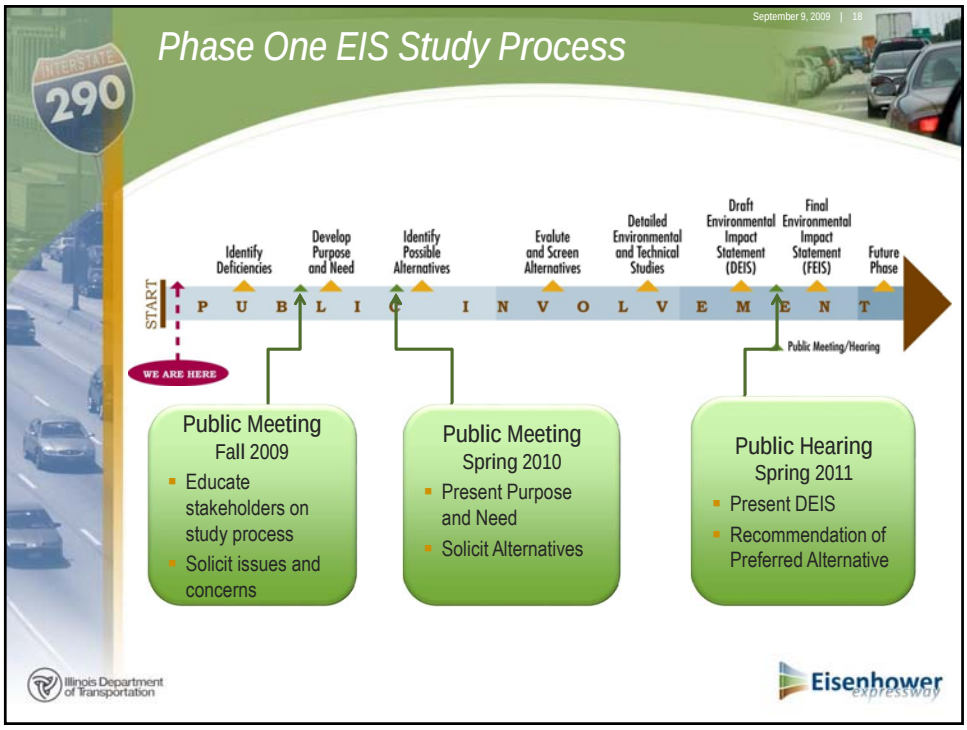
(www.eisenhowerexpressway.com)



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September 9, 2009 | 17
Public Involvement Opportunities
INTERSTATE 290
Public Meetings and Workshops
Comment Management System
Agency Meetings
Project Website
Small Group Meetings
CSS
Media Strategies
Elected Officials Briefing
Speakers' Bureaus
Project Working Groups
Newsletters
Illinois Department of Transportation
Eisenhower expressway


September 9, 2009 | 18
Phase One EIS Study Process
INTERSTATE 290
Identify Deficiencies
Develop Purpose and Need
Identify Possible Alternatives
Evalute and Screen Alternatives
Detailed Environmental and Technical Studies
Draft Environmental Impact Statement (DEIS)
Final Environmental Impact Statement (FEIS)
Future Phase
START
PUBLIC INVOLVEMENT
Public Meeting/Hearing
WE ARE HERE
Public Meeting
Fall 2009
Educate stakeholders on study process
Solicit issues and concerns
Public Meeting
Spring 2010
Present Purpose and Need
Solicit Alternatives
Public Hearing
Spring 2011
Present DEIS
Recommendation of Preferred Alternative
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Project Working Group Structure

PROJECT STUDY GROUP
IDOT • FHWA • Consultant • Regional Agencies

CORRIDOR ADVISORY GROUP (CAG)
Local Elected Officials
Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, Westchester, Cook County & Du Page County

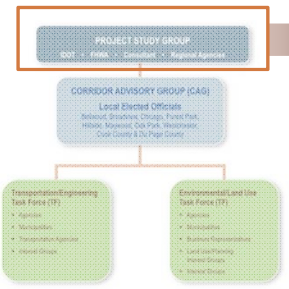
Transportation/Engineering Task Force (TF)
- Agencies
- Municipalities
- Transportation Agencies
- Interest Groups

Environmental/Land Use Task Force (TF)
- Agencies
- Municipalities
- Business Representatives
- Land Use/Planning Interest Groups
- Interest Groups

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Project Working Group Structure



Project Study Group

PROJECT STUDY GROUP
IDOT • FHWA • Consultant • Regional Agencies

PSG Purpose

- Provide technical oversight
- Makes ultimate project recommendations and decisions

PSG Responsibilities

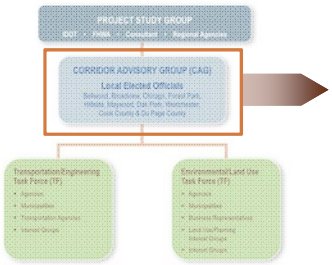
- Resolve project issues
- Promote partnerships
- Develop consensus

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Project Working Group Structure

Corridor Advisory Group



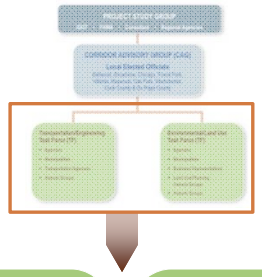
CORRIDOR ADVISORY GROUP (CAG)

Local Elected Officials

Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, Westchester, Cook County & Du Page County

Project Working Group Structure

Task Forces



Purpose:

- Diverse perspectives
- Provide external information and input

Responsibilities:

- **Transportation/Engineering**
  - Provide technical input on transportation issues
- **Environmental/Land Use**
  - Provide technical input on environmental/land use issues
  - Framework for development of land use and development plans
  - Environmental impact evaluation criteria

Transportation/Engineering Task Force

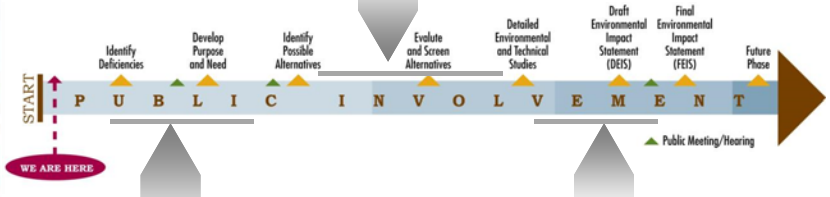
- Agencies
- Municipalities
- Transportation Agencies
- Interest Groups

Environmental/Land Use Task Force

- Agencies
- Municipalities
- Business Representatives
- Land Use/Planning Interest Groups
- Interest Groups

Project Working Group Meetings

Round 2
- Evaluate and screen alternatives
- Consensus on alternatives to move forward
- Evaluate remaining alternatives



Round 1
- Identify issues, goals and objectives
- Approve problem statement
- Review and concurrence of draft purpose and need
- Identify alternatives

Round 3
- Review Screening Results
- Consensus on Preferred Alternative
- Review DEIS

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Agency Coordination

- Project following non-traditional NEPA/404
- Periodic Update Meetings
- Project Working Group Meetings
- NEPA Merger Team Meeting



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NEPA/404 Merger Meetings Schedule

Coordination Points

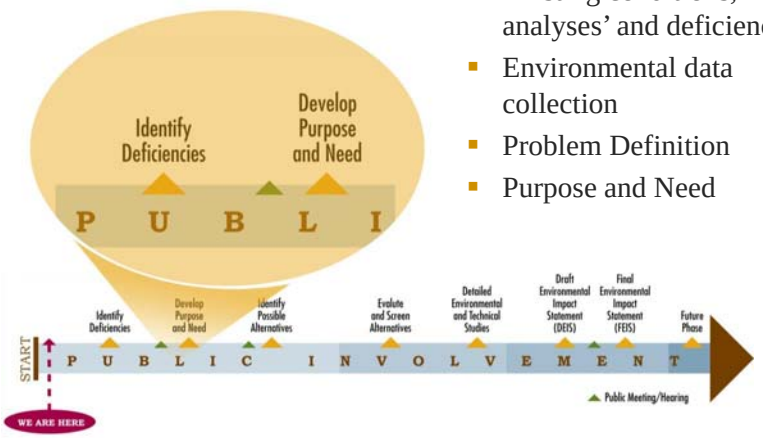
- **June 2010**
  - *Purpose and Need*
- **September 2010**
  - *Alternatives to be Carried Forward*
- **September 2011**
  - *Preferred Alternative*
- **June 2012**
  - *Record of Decision*

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Next Steps

- Existing conditions, analyses' and deficiencies
- Environmental data collection
- Problem Definition
- Purpose and Need

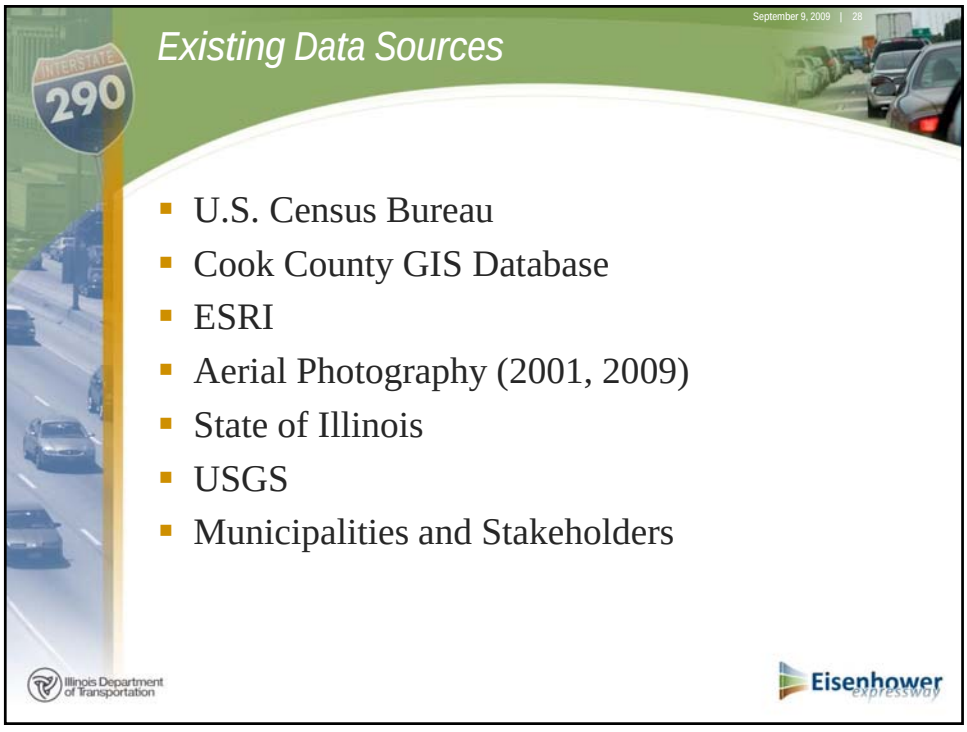


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Environmental Data



Existing Data Sources

- U.S. Census Bureau
- Cook County GIS Database
- ESRI
- Aerial Photography (2001, 2009)
- State of Illinois
- USGS
- Municipalities and Stakeholders

Environmental Data Collection

- Environmental Survey Requests (ESR)
  - ESR original submittal 2001
  - T&E clearance on Indiana Bats (2008-2012)
  - ESR addendum/update 2009
- Field observations and surveys
- Stakeholder data and plans

Environmental Features

- Cultural
- Cemeteries
- Air Quality
- Noise
- Water Resources
- Special Waste



Cultural Resources

- ESR process will determine if any archaeological sites
- No historic bridges
- Historic Districts
- Known 4(f) properties
  - Station Park
  - Barrie Park
  - Rehm Park
  - Two Tot Lot Parks
  - Veterans Park
  - Columbus Park

Cemeteries

- Concordia – located on the north side of I-290 east of the Des Plaines River.
- Forest Home – located on the south side of I-290 between 1st Avenue and the Des Plaines River.
- Waldheim – located east of the Des Plaines River on the south side of I-290.

Air Quality and Noise Impacts

- Non-Attainment area $PM_{2.5}$
- 8-hour Ozone – Moderate
- Project included in 2030 Regional Transportation Plan
- Microscale (CO) air quality analysis will be performed
- Noise impacts will be studied

Water Resources

- Des Plaines River
- Addison Creek
- There is no impact to groundwater resources. All communities in the project area utilize Lake Michigan water.
- Des Plaines River is a regulatory floodway
- NWI maps show wetland area associated with Des Plaines River

Special Waste

- Preliminary Environmental Site Assessment (PESA) by Illinois State Geological Survey (ISGS)
  February 14, 2003
- Volatile organic and metals testing identified contamination-74 possible sites
- PESA identified project as high risk
- ESR Addendum to update special waste assessment

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Environmental Inventory Maps

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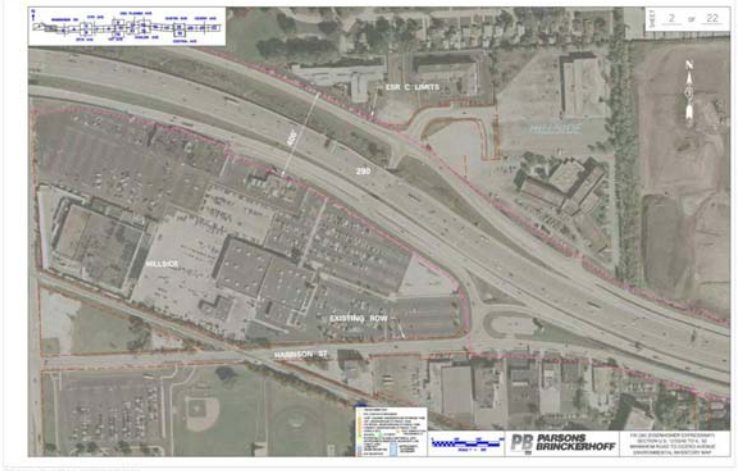
Environmental Inventory Map (1 of 22)



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Environmental Inventory Map (2 of 22)



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Environmental Inventory Map (3 of 22)



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Environmental Inventory Map (4 of 22)



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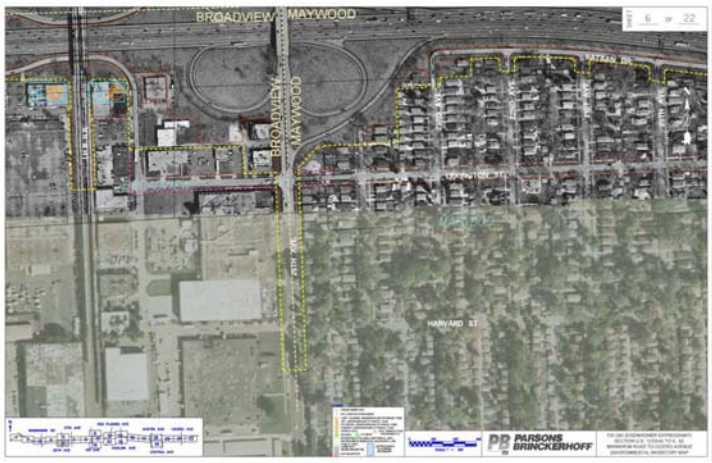
Environmental Inventory Map (5 of 22)



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Environmental Inventory Map (6 of 22)



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Environmental Inventory Map (7 of 22)



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Environmental Inventory Map (8 of 22)



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Environmental Inventory Map (9 of 22)



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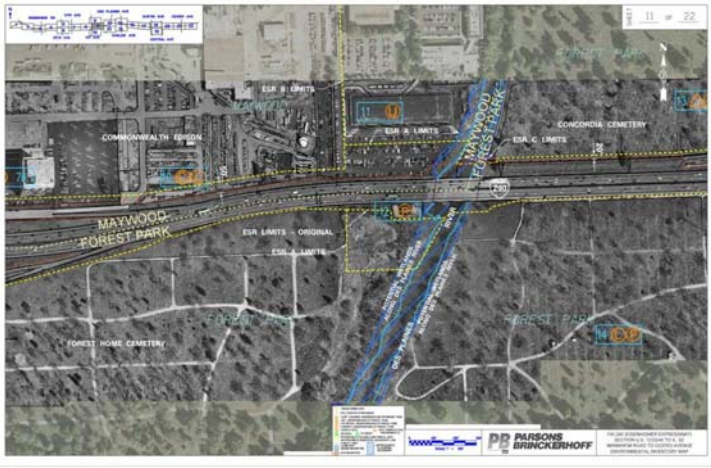
Environmental Inventory Map (10 of 22)



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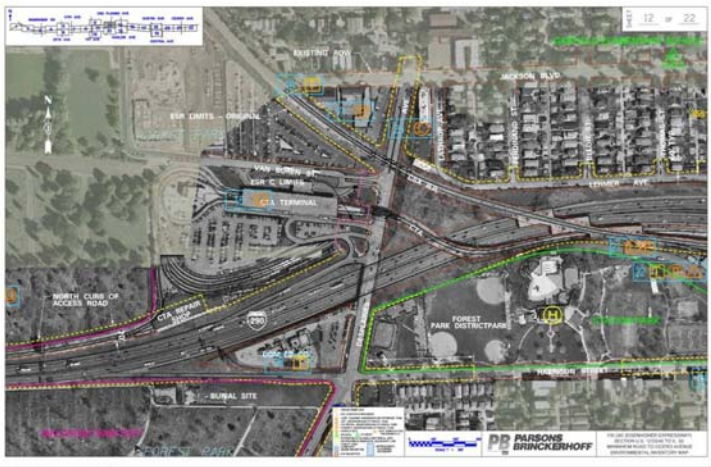
Environmental Inventory Map (11 of 22)



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Environmental Inventory Map (12 of 22)



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Environmental Inventory Map (13 of 22)



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Environmental Inventory Map (14 of 22)



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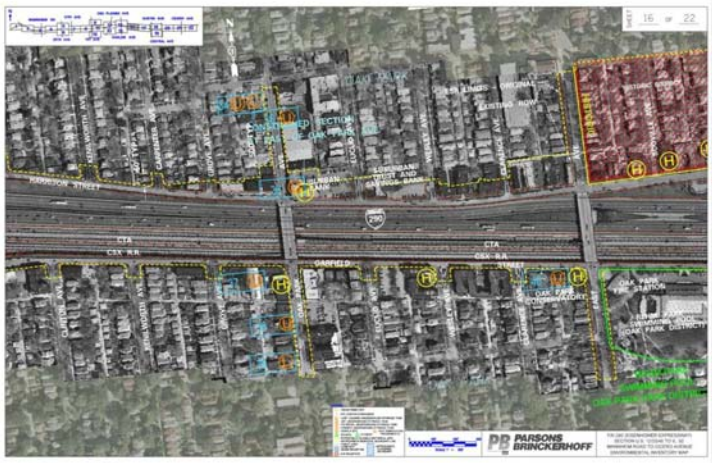
Environmental Inventory Map (15 of 22)



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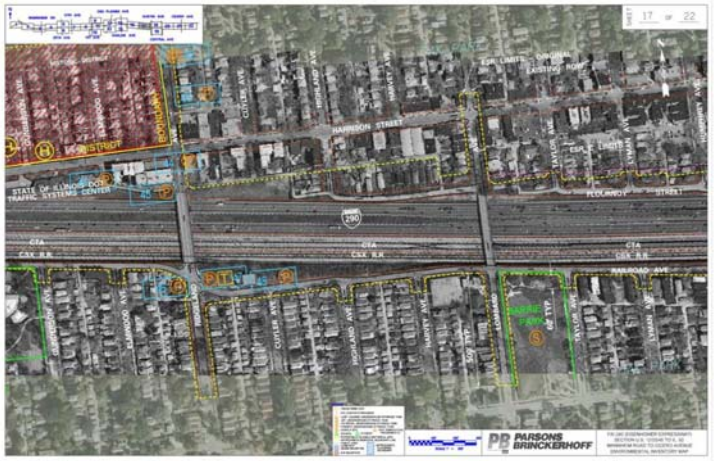
Environmental Inventory Map (16 of 22)



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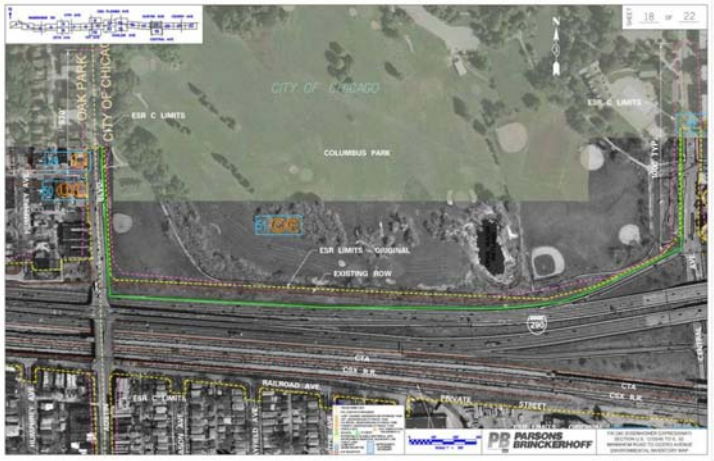
Environmental Inventory Map (17 of 22)



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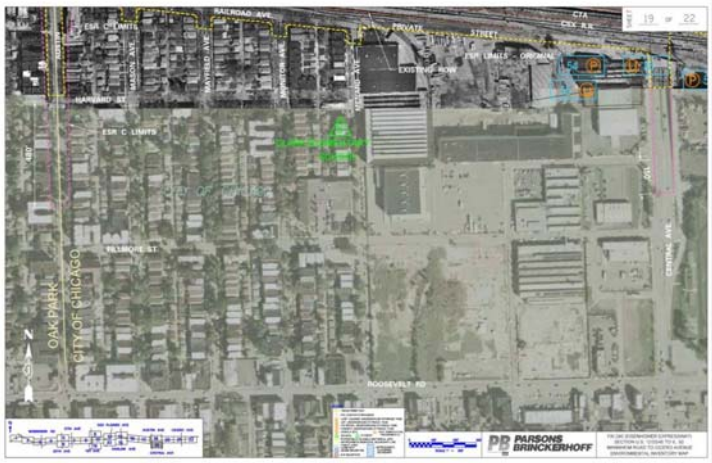
Environmental Inventory Map (18 of 22)



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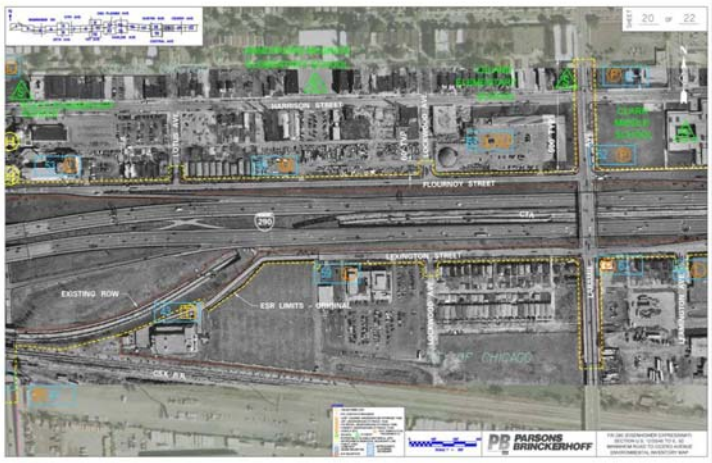
Environmental Inventory Map (19 of 22)



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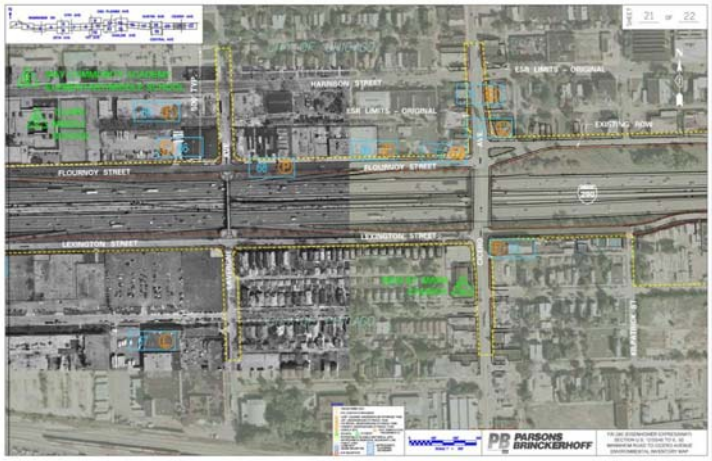
Environmental Inventory Map (20 of 22)



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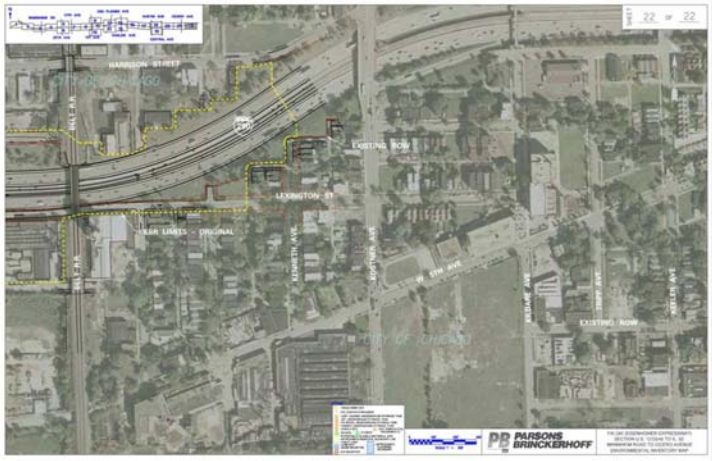
Environmental Inventory Map (21 of 22)



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Environmental Inventory Map (22 of 22)



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Eisenhower expressway



Scoping Discussion



Questions?

Illinois NEPA/404 Merger Meeting

September 9, 2009

I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-201-00
Cook County

This was the first presentation of the I-290 project to the Illinois NEPA/404 Merger Team. The meeting was held at 2:00 pm on September 9th, 2009 at the FHWA Illinois Division Office in Springfield Illinois. The purpose of the meeting was to introduce the I-290 project to the merger team and conduct scoping with the agencies.

IDOT District 1 and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a history of the project corridor (from 1940's to present) and described the relevant prior and current studies by IDOT & other agencies. The presentation explained the progression of the I-290 Phase I study from an ECAD in 2001 to its present designation of EIS, the adoption of IDOT's Context Sensitive Solutions (CSS) process, and the goal of reaching a Record of Decision and Design Approval of a preferred alternative.

Following the history and study overview, the Merger Team was lead through a discussion of environmental data sources, collection, and was presented the known environmental features on 11x17 color corridor maps.

The presentation was followed by an open forum question and answer scoping discussion. The following lists the items discussed:

- There are no proposed uses for the Hillside Landfill related to the project
- The CTA and Railroads are key stakeholders and close study partners. The CTA station at Forest Park is highly constrained and CTA was looking into expanding and updating this facility. Currently CTA improvements in this corridor are on hold pending the I-290 study.
- The Commonwealth Edison site is still in use, However Maywood is interested in redeveloping this site. ComEd site would be most suitable for redevelopment as a TOD center.
- EPA asked that the study expand the PM 2.5 analysis and include more detailed emissions analysis of mobile source air toxics (MSATs) especially in environmental justice areas
- Use of the CSX freight rail line along the study corridor will drop significantly with the Canadian National's purchase of the EJ&E where the majority of CN's operations will now be routed. Preliminary discussions were held with the railroads but no commitments have been made yet. The study team will continue to coordinate with the railroads.
- Between RTA's Cook DuPage Corridor Study and Oak Park, several dozen alternatives have been put forward, including Bus Rapid Transit (BRT), High Occupancy Vehicle lane (HOV), a Blue Line Extension, and others.
- The Blue Line extension is loosely defined as extending as far west as Oak Brook, however no alignment(s) have been located.

- The EPA said that removal/consolidation of the closely spaced ramps between 25th avenue and DesPlaines Avenue should be considered. IDOT will be analyzing the safety of these ramps. Elimination of any access point will involve a great deal of public involvement
- This study is currently continuing under the assumption that the four lane section east of Cicero Avenue is still functionally adequate. The eastern limit is currently where an old construction segment ends just west of Kostner Avenue.
- The frontage roads are included as part of the environmental analysis
- The highway, pavement and structures are approximately 50 years old and are near the end of their useful life which will require a complete rebuild; depending on the study outcome this could be a replacement in-kind or variation.
- There are sensitive noise receptors in the study corridor and noise barriers will be considered. The CSS process will be used to help determine any noise wall locations within the communities on a case-by-case basis.
- There is at least one historic district within the study area. Further data collection and public involvement will be used to confirm the number and location of any historic districts or resources.

The meeting concluded with a discussion of whether or not this study should, or needs to, follow the formal NEPA/404 merger/concurrence process. The reasoning for not establishing a formal NEPA/404 merger team process is:

- The project was reclassified as an EIS to accommodate public concerns – project was initially an ECAD.
- A formal 404 schedule/process requires prescribed milestone and long-lead submittal dates that may add time to the project schedule
- NEPA/404 coordination in lieu of concurrence allows the study to be more nimble

IDOT recommended proceeding with the study as an 'EIS with agency review', using the scheduled NEPA/404 Merger Team meetings as a forum for project study updates. The EPA agreed that this would be a good forum and the periodic updates would keep the project moving. The EPA added that it appeared that permits would not be likely, however the USACE (not present) would need to review.

IDOT explained that the first potential concurrence point, purpose and need, is planned for June 2010, therefore allowing the agencies some time to consider this approach.

IDOT – John Baczek, Mark Peterson, Pete Harmet (By telephone)
Consultant Team – Ed Leonard, Tim Selover, Bryan Kapala

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I-290 NEPA MERGER TEAM MEETING

June 28, 2011

Eisenhower expressway

Why is I-290 Being Studied?

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I-290 Study Area

- I-290 corridor was built during the 1950's
- First multi-modal transportation corridor in US
- Over 50 years old and in need of reconstruction
- Major link in the transportation network





Eisenhower expressway

Study Progress to Date

Illinois Department of Transportation

I-290 Environmental Impact Statement Planning Process



Eisenhower expressway

Stakeholder Involvement

Illinois Department of Transportation

- **Agency Scoping – September 2009**
- **Public Meeting #1 – November 2009**
- **9 Corridor/Technical Advisory Group (CAG/TF) Meetings**
  - *Problem Statement / Context Survey*
  - *Existing Transportation System Performance Report*
  - *Purpose and Need – Outline, expanded outline, full draft*
  - *Environmental Inventory Map*
  - *Transportation/Alternatives tool-box sessions*
  - *Initial single mode alternative identification*
  - *Footprint workshop*
- **Public Meeting #2 – May 2011**

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I-290 Draft Purpose and Need

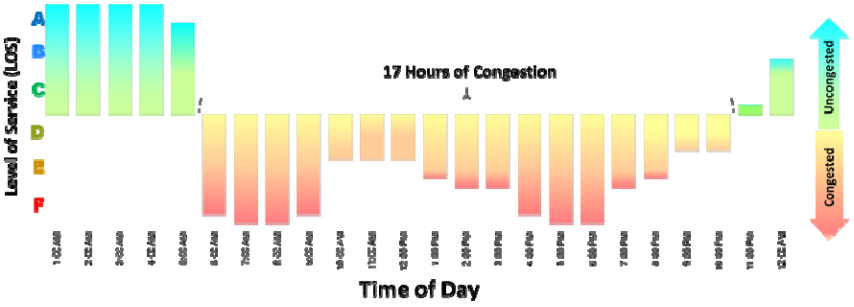
Purpose & Need

- **PURPOSE:** *to provide an improved transportation facility along the I-290 Eisenhower expressway multimodal corridor*
- **NEEDS:** Five specific need points to be addressed:
  - *Improve regional and local travel*
  - *Improve access to employment*
  - *Improve safety for all users*
  - *Improve modal connections and opportunities*
  - *Improve facility deficiencies*
- Purpose and Need is available for review at www.eisenhowerexpressway.com

Need Point #1: Improve Regional and Local Travel

Improve Regional Travel

- Congestion along I-290 corridor reduces its ability to serve regional travel
  - Existing mainline traffic exceeds the ideal highway capacity by 136%
  - I-290 experiences up to 17 hours of congestions a day



Need Point #1: Improve Regional and Local Travel

Illinois Department of Transportation

Improve Local Travel

- Local travel in the study area is negatively affected by congestion at the interchanges and along the arterial streets
  - 7 out of 10 interchanges have movements that are failing (LOS F)
  - 68% of the study area arterials operate at very congested conditions

I-290 Interchanges with Failing Movements



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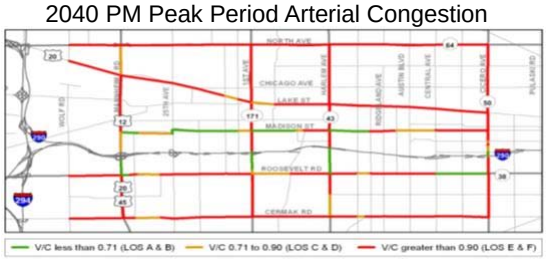
Need Point #1: Improve Regional and Local Travel

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2010 PM Peak Period Arterial Congestion



2040 PM Peak Period Arterial Congestion



Eisenhower expressway

Need Point #2: Improve Safety For All Users

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- Address High Comparative Crash Rates on I-290
  - Crash rates on I-290 as much as 61% higher than similar highways in the region

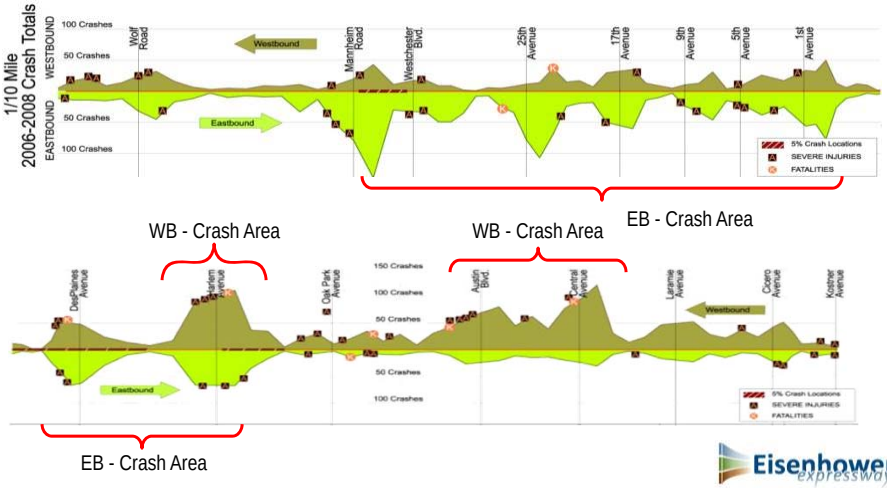


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Need Point #2: Improve Safety For All Users

Illinois Department of Transportation

- Addresses high frequency crashes
  - 71 % of all crashes are rear-end



Eisenhower expressway

Need Point #2: Improve Safety For All Users

Illinois Department of Transportation

- Address Pedestrian-Vehicle Conflicts on Cross-Streets
  - 16 reported pedestrian crashes on I-290 cross street (2006-2008)

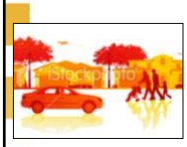


Eisenhower expressway

Need Point #3: Improve Access To Employment

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Traditional Commute



61% LOS F

Morning Eastbound I-290

71% LOS F

Evening Westbound I-290



Western Suburbs

20% of the Traditional commute is served by the existing transit system (higher than the Chicago region average 10%)

Chicago CBD

Reverse Commute



80% LOS F

Morning Westbound I-290

65% LOS F

Evening Eastbound I-290



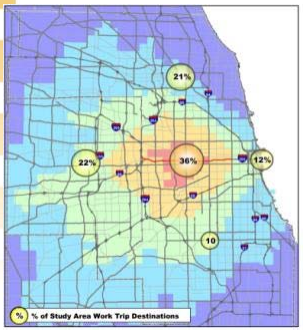
Transit options are limited for reverse commute travelers

Eisenhower expressway

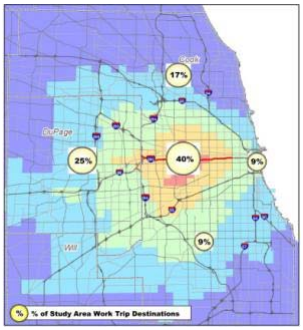
Need Point #3: Improve Access To Employment

- Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs.
  - Accessibility to Jobs from the study area by auto will decrease up to 33% by 2040 (No Build Scenario)

2010 AM Peak Period Auto Travel Time Contours



2040 AM Peak Period Auto Travel Time Contours



Up to 15 Minutes | 15 to 30 Minutes | 30-45 Minutes | 45-60 Minutes | More than 60 minutes

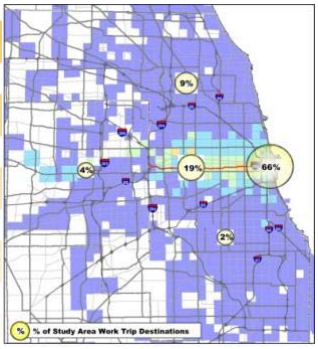
Number of Jobs Accessible by Auto			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	107,000	79,000	-26%
15 – 30	449,000	302,000	-33%
30 – 45	1,601,000	1,391,000	-13%
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Eisenhower expressway

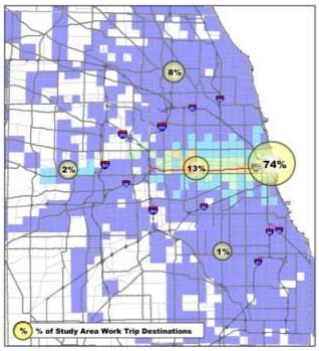
Need Point #3: Improve Access To Employment

- Many transit trips traveling via rail transit
  - Accessibility to Jobs from the study area by transit will see very little change by 2040

2010 AM Peak Period Transit Travel Time Contours



2040 AM Peak Period Transit Travel Time Contours



Up to 15 Minutes | 15 to 30 Minutes | 30-45 Minutes | 45-60 Minutes | More than 60 minutes | Not Accessible by Transit

Number of Jobs Accessible by Transit			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	4,000	4,000	0%
15 – 30	57,000	57,000	0%
30 – 45	796,000	786,000	-1%
45 – 60	477,000	534,000	12% *

** Provide explanation for increase*

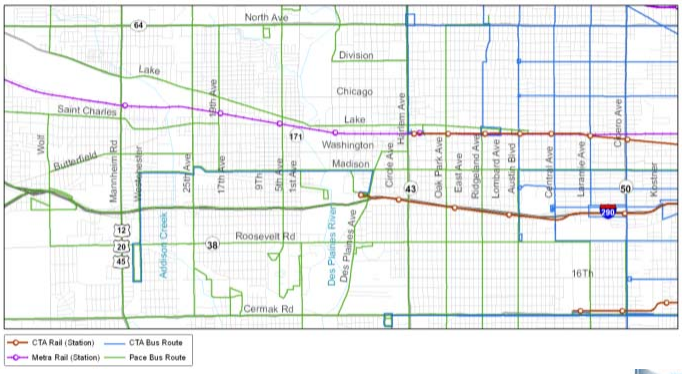
Eisenhower expressway

Need Point #4: Improve Modal Connections and Opportunities

Illinois Department of Transportation

- The study area has a well developed and utilized transportation system that carries 21% of the home-to-work travel in the study area

Study Area Transit Network



Eisenhower expressway

Need Point #4: Improve Modal Connections and Opportunities

Illinois Department of Transportation



- Improve Pedestrian Access to Transit
  - 67% of CTA station boardings in the study areas involve pedestrian trips
  - Pedestrian conflicts with vehicles at stations located on congested cross-streets

- Improve Bicycle Access to Transit
  - Bicycle access difficult due to lack of bike lanes or inadequate shoulders
  - Lack of adequate bicycle parking





- Improve Vehicular Access to Transit
  - Limited and constrained existing park and ride facilities in study area
  - Access to CTA park and ride facility is constricted by congested traffic on DesPlaines Avenue and I-290 Ramps

Eisenhower expressway

Need Point #4: Improve Modal Connections and Opportunities

Illinois Department of Transportation

- Improve Bus Transfer Connections
  - 33% of station entries are transfers from CTA and Pace buses
  - Four of the five study area stations are location on busy I-290 overpasses, with no dedicated bus pull outs
  - CTA station access on single side of street requires bus transfers from opposite side to cross busy street



- Improve Non-Motorized Connections
  - Only two crossings of I-290 are for pedestrian and bicycle only
  - Five crossings are not recommended by IDOT for bicycle travel
  - 14 remaining crossings do not have adequate shoulders or bicycle lanes

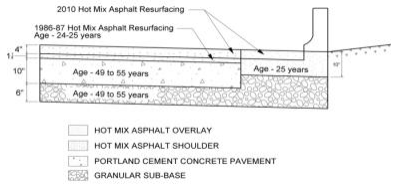


Eisenhower expressway

Need Point #5: Improve Facility Deficiencies

Illinois Department of Transportation

- Address Pavement Age
  - Existing pavement was installed in the 1950s as part of original construction
  - Existing sub-base is over 50 years old, exceeding typical service life by 30 years



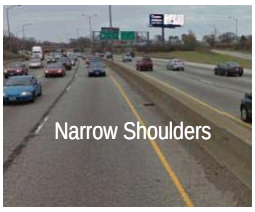
- Address Structure Deficiencies
  - All bridges structurally adequate and essential for public use
  - 12 of 26 bridges are 'functionally obsolete' in that they have design and geometrics that are considered unacceptable for current traffic conditions and uses

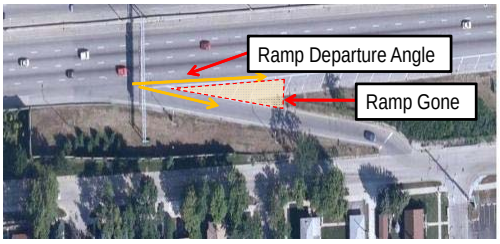


Eisenhower expressway

Need Point 5: Improve Facility Deficiencies

- Address geometric deficiencies
  - Much of the existing design does not meet modern design standards
  - 80% of mainline shoulders are too narrow
  - Most of the existing crossroad profiles and grades are sub-standard
  - On-third of the ramp departure angles are too abrupt
  - 80% of the exit ramp recovery areas (gore areas) are too short





Eisenhower expressway

Need Point 5: Improve Facility Deficiencies

- Address ADA Ramp & Sidewalk Deficiencies
  - 30% of cross road intersections do not have ADA compliant ramps
  - 10 of the 21 crossings of I-290 do not ADA standards
  - Sidewalks at CTA stations are narrower than the recommended 8 – 10 foot widths and have obstructions





- Address Drainage Deficiencies
  - Existing inlet spacing is too far apart for 50 year storm
  - Trunk sewer system inadequate to handle 100 year storm
  - Existing bridges over Addison Creek and Des Plaines River are too low

Eisenhower expressway

Initial Stakeholder Single-Mode Alternatives

Alternatives Development & Evaluation

Illinois Department of Transportation

- Alternatives suggested by CAG and at Public Meeting #1
- Over 170 suggestions including:
  - *Transit improvements*
  - *Highway/arterial street improvements*
  - *Bicycle and pedestrian/other improvements*
  - *Traffic management systems*

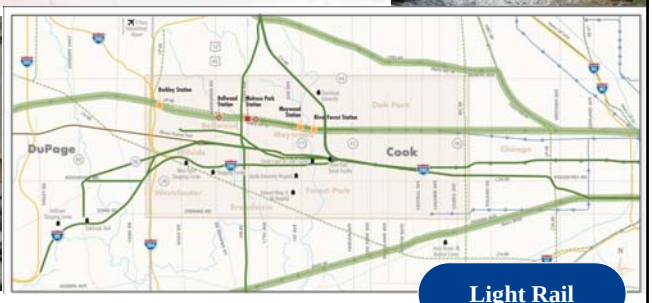
Eisenhower expressway

Suggested Transit Improvements









Eisenhower expressway

Suggested Bus Transit Improvements



Bus Rapid Transit

Express Bus

Local Bus





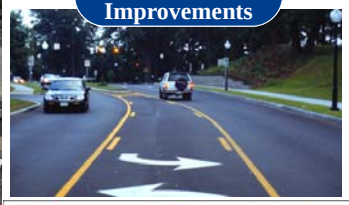


Eisenhower expressway

Summarized Highway/Arterial Street Improvements

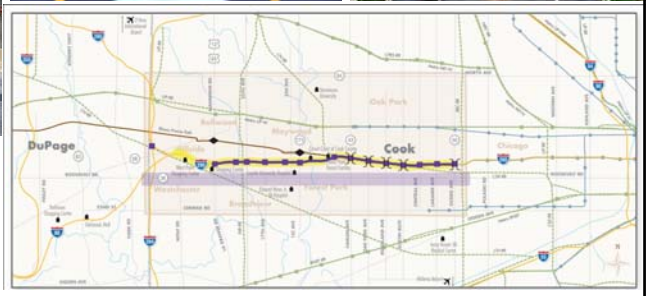


Arterial Improvements



Intersection Improvements





Add General Purpose Lanes

Reconfigure Ramps

Interchange Improvements

Eisenhower expressway

Suggested Managed Lanes Improvements



Illinois Department of Transportation

HOV Lanes

HOT Lanes



Congestion Pricing

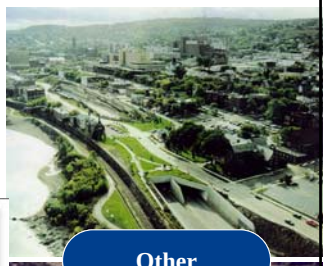
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Suggested Bicycle and Pedestrian/Other Improvements

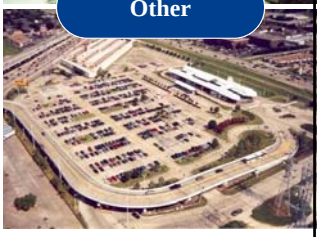


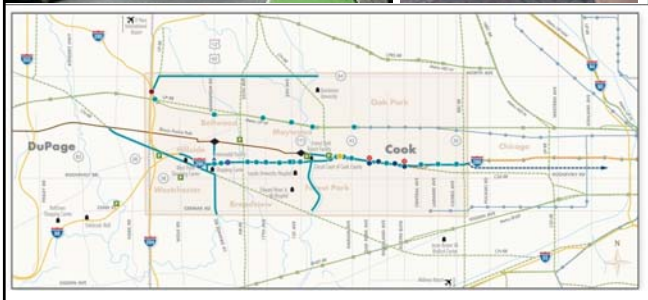
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Bike / Ped



Other





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Suggested Traffic Management Improvements



- Active Traffic Management
- Variable Speed Limits
- Dynamic Messaging
- Ramp Metering
- Signal Coordination



Eisenhower expressway

MRD1

Next Steps

- Finalize Purpose and Need
- Refine and evaluate alternatives
  - *Round 1: Evaluate initial single-mode results*
    - *Underway - Initial results July 2011*
  - *Round 2: Evaluate combination alternatives*
  - *Round 3: Identify DEIS alternatives*
- Formal NEPA Coordination of P&N in September

Eisenhower expressway

DRAFT
NEPA/404 Merger Meeting Summary
June 28, 2011

IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information - Purpose and Need

This was the second presentation of the I-290 project. The previous presentation was on September 9, 2009. The purpose of the meeting was to update the Merger Team on the status of the I-290 Project and present the draft Purpose and Need for information only.

The IDOT District One and project consultant, Parsons Brinckerhoff (PB), made a PowerPoint presentation to the Merger Team. The presentation consisted of a project overview, a study process update, an introduction to the Draft Purpose and Need statement, a synopsis of the Public Meeting comments, and the next steps for the Project.

PROJECT OVERVIEW

Interstate 290 (I-290) Eisenhower Expressway provides the primary east-west roadway access between Chicago and the western suburbs and also serves other transportation markets. The study area extends along I-290 in Cook County from west of Mannheim Road, to east of Cicero Avenue. Extending for approximately 9 miles, the study area passes through eight communities including Hillside, Westchester, Broadview, Bellwood, Maywood, Forest Park, Oak Park, and Chicago. The I-290 Corridor was originally constructed and opened to traffic in the 1950's, and was the first new multi-modal transportation corridor in the United States. Now, at over 50 years of age, I-290 has exceeded its life expectancy and is in need of reconstruction.

STUDY PROCESS UPDATE

The I-290 Study has been categorized as an Environmental Impact Statement (EIS), and is following IDOT's Context Sensitive Solutions (CSS) public involvement process. The Project Study Group (PSG) and the Corridor Advisory Group/Task Force (CAG/TF) have committed significant time and effort to the study process and progress of the project. Using stakeholder input, combined with detailed technical studies, the PSG has; identified goals and objectives for the study, developed the project problem statement, identified existing environmental constraints, identified the existing transportation system deficiencies, developed the draft purpose and need statement, and identified an initial range of suggested single-mode alternatives. Through the CSS process, the PSG has held many stakeholder events including two public meetings and nine CAG/TF meetings.

PURPOSE AND NEED INTRODUCTION

The project purpose is to provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor. The Five specific needs to be addressed are: improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and improve facility deficiencies. The Draft Purpose and Need statement is available on the project website where it has been posted since April 2011. Individual need points were presented as follows:

- **Need Point #1: Improve Regional and Local Travel:** Severe congestion along the I-290 corridor reduces its ability to serve regional travel. The existing mainline exceeds the calculated ideal highway capacity by 136% in the six lane section between Mannheim Road and Cicero Avenue, and I-290 experiences up to 17 hours of congestion (LOS D or worse) each day in both the eastbound and westbound directions. Improve Local Travel addresses the congested conditions on parallel and crossing arterials within the study area caused by diversion of traffic from I-290 and failing or constrained movements at I-290 interchanges. Seven out of ten study area interchanges have failing movements.

- **Need Point #2: Improve Access to Employment:** Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs. Both the Traditional commute and the Reverse commute experience Level of Service F on I-290 during the am and pm peak periods. Congestion on I-290 and parallel routes negatively affects bus travel times, ability to make modal connections and access to transit by automobile. Accessibility to regional jobs by automobile is expected to decline by up to 33% and remain unchanged or increase slightly for transit accessibility to jobs by 2040.

- **Need Point #3: Improve Safety for all Users:** Improve safety for all users addresses the high comparative crash rates on I-290 which are 61% higher than similar expressways in the region. Rear end crashes were the highest crash frequency type comprising 71% of the total 6066 crashes recorded in the 3 year period from 2006 to 2008. The peak crash areas were eastbound from Mannheim Road to 1st Avenue, both directions between Des Plaines Avenue and Harlem Avenue, and westbound from Central Avenue to Austin Avenue. The main contributors to these crash hot spots are attributed to congestion, lane reductions, left hand ramps, narrow shoulders, and weaving. Type K and A injury crashes primarily occurred during off-peak hours when expressway travel speeds were higher. The Purpose and Need will also address the pedestrian-vehicle conflicts on cross streets.

- **Need Point #4: Improve Modal Connections and Opportunities:** The study area has a well developed transportation system that carries 21% of the home-to-work travel. Although this utilization rate is higher than transit usage for the Chicago Region overall, there are many deficiencies that prevent optimum usage of study area transit services. The specific areas of focus include: improve bicycle and pedestrian access to transit, improve vehicular access to transit, improve bus transfer connections, and improve non-motorized connections.

- **Need Point #5: Improve Facility Deficiencies:** The original concrete pavement base and granular subbase are over 50 years old, exceeding their typical service life by approximately 30 years. This need point will address pavement age, address structure deficiencies, address geometric deficiencies, address ADA Ramp and Sidewalk deficiencies, and address drainage deficiencies related to drainage system capacity and condition.

SYNOPSIS OF PUBLIC MEETING #2 COMMENTS

The purpose of Public Meeting #2 was to solicit public input on the Draft Purpose and Need statement and the initial range of single mode alternatives for public comment. The public meeting format received a number of positive comments on how well the material was presented.

The majority of the comments received on the Draft Purpose and Need can be summarized in five distinct areas. These five areas are: include environmental criteria (such as climate change, air quality, water quality, public health, fossil fuel consumption, etc), include discussion of alternatives, include addressing CTA/Pace/Metra facility deficiencies, include addressing freight traffic needs in the corridor, and extend the study area. These comments will be included in the public record. The PSG is preparing comment responses, and considering changes to the Draft Purpose and Need that may be necessary based on the public input.

The initial range of single mode alternatives were developed from a list of 170 alternatives suggested through the public involvement process including a CAG/TF workshop, public meeting #1 and through website comments. The 170 alternatives include transit, highway, bicycle and pedestrian, as well as traffic management systems and strategies. Alternatives comments received at Public Meeting #2 were largely endorsements of previously identified alternatives or suggested enhancements to displayed alternatives.

NEXT STEPS

The next steps are to finalize the Draft Purpose and Need statement and to request formal NEPA/404 Merger Team concurrence on the document.

The PSG is currently working to refine and evaluate alternatives. Round 1 of the alternatives evaluation will test single-mode alternatives based on travel benefit and how well they meet the project Purpose and Need. Round 2 will evaluate combination alternatives, and Round 3 will provide detailed evaluation of Draft Environmental Impact Statement (DEIS) alternatives.

PROJECT DISCUSSIONS

USEPA (West) requested clarification on the Single Mode Travel Benefit Analysis. IDOT (Harmet) responded that we will initially model the single mode alternatives to see how they perform individually. An example of a single mode would be a Blue Line extension or a High Occupancy Vehicle (HOV) lane. These single mode alternatives will not address all of the needs of the corridor, but when combined with another single mode alternative, a greater number of needs will be satisfied.

USACE (Chernich) asked whether this project will receive official concurrence given that an Individual Permit will not likely be needed. IDOT (Harmet) answered that this is not an official concurrence project because we do not know the extent of the alternatives, and whether an Individual Permit will be needed. However, IDOT plans to go through with NEPA coordination because of the public interest and because it is too early to make concrete decisions about concurrence. USEPA (Westlake) suggested that the project should continue to seek concurrence due to the level of public interest and the potential for future environmental considerations such as air, noise or environmental justice should they arise.

NEPA/404 Merger Team Meeting

January 13, 2012



Illinois Department of Transportation

Eisenhower expressway

Agenda



Illinois Department of Transportation

- Study Background
- Existing Transportation System Performance Report
- Purpose and Need Overview
- Purpose and Need Comments Summary
- Single Mode Alternatives Identification & Evaluation Overview
- Next Steps – Combination Modes

Eisenhower expressway

Eisenhower expressway

Study Background

Illinois Department of Transportation

Why is I-290 Being Studied?



Illinois Department of Transportation

- I-290 corridor was built during the 1950s
- First multi-modal transportation corridor in US
- Major link in the regional transportation network
- Section between Mannheim Road and Cicero Avenue is over 50 years old and in need of reconstruction





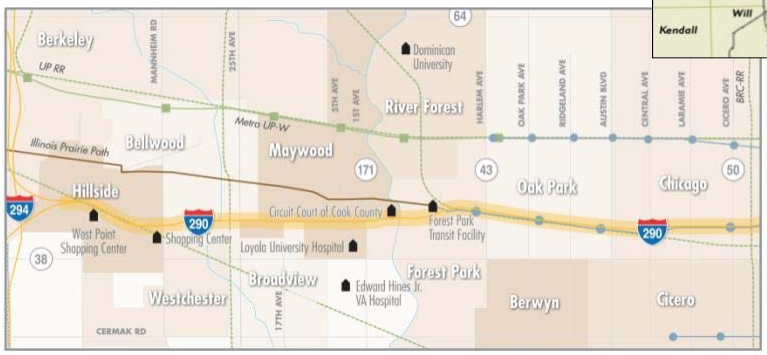
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Eisenhower expressway

I-290 Study Area

- West of Mannheim Road to East of Cicero Avenue
- Approximately 9 miles
- Eight Communities





Study Status



Stakeholder Involvement to Date

- 12 Corridor Advisory Group/Task Force (CAG/TF) Meetings
- Public Meeting #1 – November 2009
- Public Meeting #2 – May 2011
- Individual Community Stakeholder meetings
- Agency and Transit Working Group meetings



Resource Agency Meetings

- NEPA/404 Merger Team Meeting – September 2009
  - Agency scoping
- U.S. EPA Briefing – May 2011
- NEPA/404 Merger Team Meeting – June 2011
  - Purpose and Need briefing



Existing Transportation System Performance Report



Illinois Department of Transportation

- Describes existing transportation conditions
  - Study area transportation system (roadways, public transportation, freight railroads, non-motorized transportation)
  - Socio-economic and land use
  - Identifies deficiencies
- Available on project website
  - http://www.eisenhowerexpressway.com/info_center/reports.aspx



I-290 Purpose and Need Statement



Illinois Department of Transportation

- PURPOSE: To provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor
- NEEDS: Five specific need points to be addressed:
  - Improve regional and local travel
  - Improve access to employment
  - Improve safety for all users
  - Improve modal connections and opportunities
  - Improve facility deficiencies

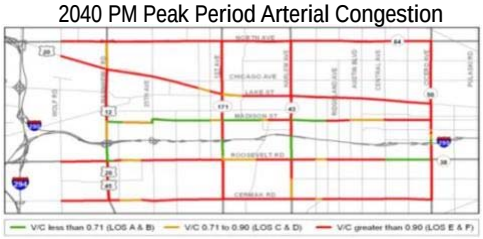
Need Point #1: Improve Regional and Local Travel

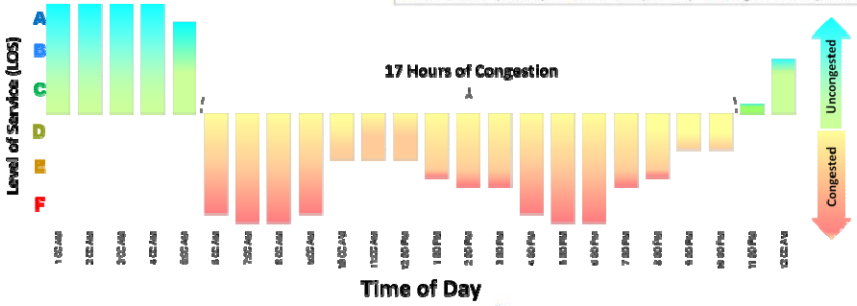


Illinois Department of Transportation

- Improve regional travel
- Improve local travel

2040 PM Peak Period Arterial Congestion





Eisenhower expressway

Need Point #2: Improve Access To Employment

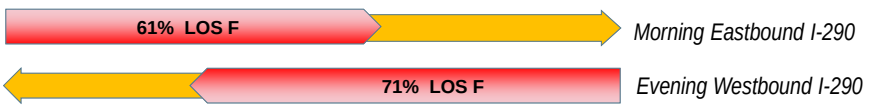


- Heavy congestion constrains access to jobs
- Access to jobs by auto from the study area will decrease by up to 33% by auto by 2040

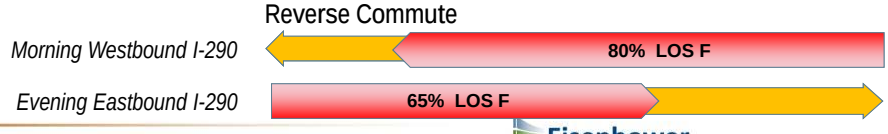
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45 – 60	1,760,000	1,613,000	-8%

Number of Jobs Accessible by Transit			
Travel Time (minutes)	2010	2040 Baseline	Change
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15 – 30	57,000	57,000	0%
30 – 45	796,000	786,000	-1%
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Traditional Commute



Reverse Commute

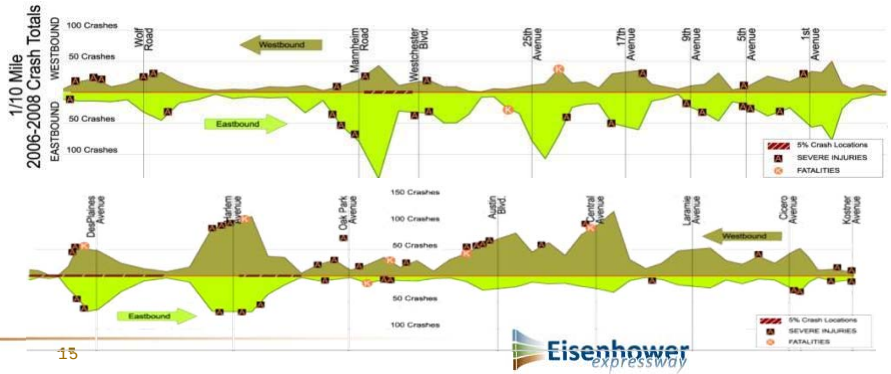


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Need Point #3: Improve Safety For All Users

- Address high I-290 comparative crash rates
- Address I-290 high frequency crashes
- Address pedestrian-vehicle conflicts on cross-streets





15

Eisenhower expressway

Need Point #4: Improve Modal Connections and Opportunities

- Improve pedestrian, bicycle, and vehicular access to transit
- Improve bus transfer connections
- Improve non-motorized connections











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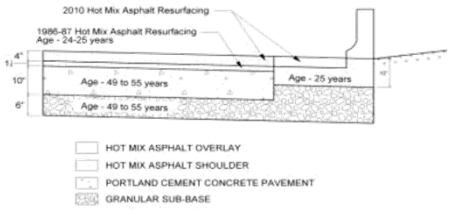
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Need Point #5: Improve Facility Deficiencies



Illinois Department of Transportation

- Address pavement age
- Address geometric, structure & drainage deficiencies
- Address ADA ramp & sidewalk deficiencies







Eisenhower expressway

Eisenhower expressway

Purpose and Need Comments



Illinois Department of Transportation

Purpose and Need Comments



Illinois Department of Transportation

- Additional Stakeholder Input Sought for Purpose and Need
  - Refined Purpose and Need publicly available on October 28, 2011
  - Formal review and comment period ended at midnight on November 30, 2011
  - 109 Comments during comment period
  - 21 comments on the Purpose and Need

Eisenhower expressway

Summary of Comments Received During the Formal Comment Period



Illinois Department of Transportation

- Transit agency (CTA, RTA, FTA) comments:
  - Editorial comments
  - More emphasis on I-290 as a multi-modal corridor
  - Clarify working relationship with transit agencies
  - Request FTA as joint lead agency – *FTA accepted Cooperating Agency Status*
  - Inclusion of entire CTA Blue Line Forest Park Branch existing facility condition (state of good repair) as a formal need point

Eisenhower expressway

Summary of Comments Received During the Formal Comment Period



Illinois Department of Transportation

- Response regarding CTA Blue Line condition:
  - Existing transit facilities conditions to be described in EIS Affected Environment Section
  - Blue Line deficiencies in P&N imply a baseline condition to be addressed by IDOT - IDOT cannot take on a major CTA capital improvement
  - IDOT to address Blue Line improvement where affected by I-290 improvements
  - IDOT requested CTA initiate separate study for entire Blue Line Forest Park Branch (Categorical Exclusion)
    - Position CTA to capitalize on joint funding opportunities
    - Request initial study emphasis in I-290 Study Area

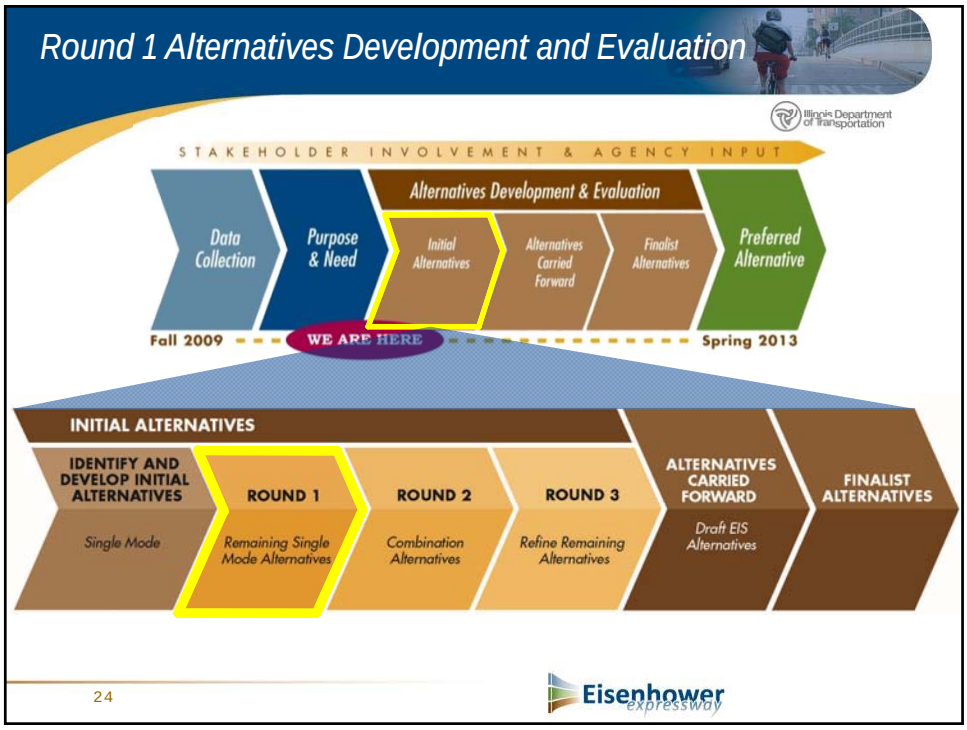
Summary of Comments Received During the Formal Comment Period



Illinois Department of Transportation

- Other Purpose & Need related comments received:
  - Place more emphasis on I-290 as a multi-modal corridor
  - Clarify working relationship with transit agencies
  - Consideration of environmental impacts
  - Alternative specific suggestions
  - Health Impact Assessment


Eisenhower expressway
Single Mode Alternatives Identification and Screening
GP
HOV
EXP
HRT
TOLL
HOT
Illinois Department of Transportation


Round 1 Alternatives Development and Evaluation
Illinois Department of Transportation
STAKEHOLDER INVOLVEMENT & AGENCY INPUT
Data Collection
Purpose & Need
Alternatives Development & Evaluation
Initial Alternatives
Alternatives Carried Forward
Finalist Alternatives
Preferred Alternative
Fall 2009
WE ARE HERE
Spring 2013
INITIAL ALTERNATIVES
IDENTIFY AND DEVELOP INITIAL ALTERNATIVES
Single Mode
ROUND 1
Remaining Single Mode Alternatives
ROUND 2
Combination Alternatives
ROUND 3
Refine Remaining Alternatives
ALTERNATIVES CARRIED FORWARD
Draft EIS Alternatives
FINALIST ALTERNATIVES
24
Eisenhower expressway

Single Mode Alternatives Identification

- 570+ alternative related comments/ideas submitted
  - Corridor Advisory Group/Task Force Alternatives Workshop
  - Public Meetings
  - Website
  - E-Mail/Mail





Single Mode Alternatives Evaluation

- Alternatives grouped into categories by mode and similarity
- Categories reviewed for relevance to Purpose & Need and fatal flaws
- 22 alternatives identified for Single Mode evaluation:
  - 9 Transit
  - 11 Expressway & 2 Arterial
  - No Build
- Round 1 Evaluation included:
  - CMAP Regional Travel Demand Model – Travel Performance
  - Footprint impact & fatal flaw screening
  - Safety assessment

9 Single Mode Transit Alternatives	
Blue Line Extension (HRT)	Blue Line Extension - From Forest Park To Oak Brook Via IL Prairie Path & Butterfield Rd. (HRT 1)
	Blue Line Extension - From Forest Park To Oak Brook Via IL I-290 & I-88 (HRT 2)
	Blue Line Extension - From Forest Park To Mannheim Via I-290 (HRT 3)
Express Bus	Various service from DuPage and Northwest Cook Counties to Forest Park CTA terminal (EXP)
Bus Rapid Transit (BRT)	Oak Brook to Forest Park - Via Butterfield Road & IL Prairie Path (BRT 1)
	Oak Brook to Forest Park - Via I-88 & I-290 (BRT 2)
	Oak Brook to Cicero Avenue - Via I-88 & I-290 (BRT 3)
	Oak Brook to Ashland Ave - Via I-88 & I-290 – CTA Blue Line conversion (BRT 4)
	Lombard to Forest Park - Via I-88 & I-290 (BRT 5)

11 Single Mode Expressway Alternatives			
GP Add Lane			General Purpose Add Lane from I-88 to Central Avenue (GP)
Managed Lanes	**HOV Lanes**	**2+ riders**	Oak Brook to Racine Ave (HOV 2LL)
			I-88 to Racine Ave (HOV 2L)
			Oak Brook to Central Avenue (HOV 2W)
		3+ Riders	Oak Brook to Racine Ave (HOV 3LL)
			I-88 to Racine Ave (HOV 3L)
			Oak Brook to Central Avenue (HOV 3W)
	HOT Lanes		Oak Brook to Central Avenue, 3+ Vehicles Free (HOT 1)
			Oak Brook to Racine, 3+ Vehicles Free (HOT 2)
	Toll Lanes		Toll Existing I-290 Lanes, I-88 to Cicero Ave. (TOLL 1)
			Toll I-290 with Add Lanes , I-88 to Cicero Ave. (TOLL 2)

Travel Performance Measures



- Regional and Study Area:
  - Vehicle miles of travel (VMT) & Truck miles of travel (TMT)
  - Vehicle hours of travel (VHT) & Truck hours of travel (THT)
  - Vehicle hours of delay & Truck hours of delay
  - Congested VMT & Congested TMT
- Study Area
  - I-290 and arterial speeds and volume-capacity ratios
  - Person throughput (east-west highway & transit)
  - Safety (injuries & fatalities)
- Regional
  - New transit trips
  - Job accessibility (auto & transit)

Single Mode Alternatives - Expressway Conclusions



Findings: Expressway Alternatives...

- Have best improvement to I-290 travel performance
- Have best improvement to local & regional travel
- Improve peak period arterial performance
- Best improvement to job accessibility
- Best safety performance

Single Mode Alternatives- Transit Conclusions







Findings: Transit Modes…

- Do not improve I-290 performance
- Generates new transit trips, but diverts riders from other transit services
- Increased transit access to jobs
- Are compatible with expressway alternatives
- Majority of benefits of Blue Line extension to Mannheim vs. Oak Brook

Round 1 Conclusions – Alternatives Not Carried Forward

The following single mode alternatives will <u>not be carried forward</u>:

Illinois Prairie Path Transit Extension

- Similar Performance as alignment along I-290
- I-290 Alignment diverts fewer Metra UP-W riders
- Potential conflicts with recreational context

Existing Blue Line Conversion to BRT

- Blue Line conversion performance similar to Blue Line
- Potential capacity issues with BRT
- HRT & BRT have similar footprints
- Existing Blue Line will be modeled as representative mode

Alternatives Evaluation Report



Illinois Department of Transportation

- Draft Alternatives Evaluation Report Available
  - Interim report summary of:
    - Alternatives development and evaluation process
    - Evaluation measures
    - Initial alternatives identification and screening
    - Round 1 findings
  - Report will be updated as the process advances
  - Available on project website:
    - www.eisenhowerexpressway.com



Eisenhower expressway

Next Steps



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Moving Forward



Combination Alternatives Evaluation



- Round 2 – Combination Alternatives Screening
- 10 initial Combination Alternatives identified
  - All contain expressway mode capacity improvement
    - General Purpose Lanes, or
    - Managed Lanes (HOV, HOT, Toll)
  - All contain express bus (from Forest Park or Mannheim)
  - Each expressway / express bus alternative also paired with High Capacity Transit (HCT) extension along I-290 to Mannheim Road

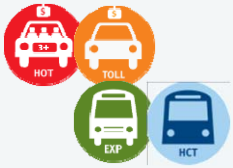
10 Initial Combination Alternatives - Summary

Note: HCT is 'High Capacity Transit' - may be either BRT or Blue Line Extension (HRT)

GP Add Lane		**General Purpose Add Lane** from I-88 to Central Ave. with shoulder riding **Express Bus** from Forest Park to the west
		**General Purpose Add Lane** from I-88 to Central Avenue, **HCT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west
HOV 2+		**HOV 2+** from I-88 to Racine Ave., **Express Bus** operating in **HOV Lane** from Forest Park to the west
		**HOV 2+** from I-88 to Racine Ave., **HCT** from Forest Park to Mannheim Rd, **Express Bus** from Mannheim Rd. to the west
HOT 3+		**HOT 3+** from I-88 to Racine Ave., **Express Bus** operating in **HOT Lane** from Forest Park to the west
		**HOT 3+** from I-88 to Racine Ave., **HCT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west

10 Initial Combination Alternatives - Summary *(Continued)*

Note: HCT is 'High Capacity Transit' - may be either BRT or Blue Line Extension (HRT)

TOLL		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction from I-88 to Racine Ave., and **Express Bus** operating in Toll lane from Forest Park to the west
		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction form I-88 to Racine Avenue, **HCT** to Mannheim Road, and **Express Bus** from Mannheim Rd. to the west
HOT 3+ & TOLL		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave. , **Toll remaining lanes** from I-88 to Racine Ave., and **Express Bus operating in HOT Lane** from Forest Park to the west
		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Cent to Racine Ave., **Toll remaining lanes** from I-88 to Racine Ave., **HCT** from Forest Park to Mannheim, and **Express Bus** from Mannheim Rd. to the west

Illinois NEPA/404 Merger Meeting

January 13, 2012

I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-201-00
Cook County

This was the third presentation of the I-290 project to the Illinois NEPA/404 Merger Team. The meeting was held at 3:30 pm. The purpose of the meeting was to provide a study briefing and update the Merger team on the status of the study. It should be noted that in the September 2009 meeting, the NEPA/404 Merger team concluded that this study will not require formal concurrence, and that the study may continue as an 'EIS with agency review,' using the scheduled NEPA/404 merger team meetings to provide study updates.

IDOT District 1 and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a brief recap of the study background, the study process, stakeholder involvement, purpose and need, and the alternatives development & evaluation process.

Purpose and Need

A brief summary of the 5 main purpose and need points were presented, followed by a summary of the stakeholder comments received during the 30 day review period that ended on November 30, 2011. Twenty-one of the 109 comments submitted during this period were related to purpose and need. Comments were received by the Chicago Transit Authority (CTA), Regional Transportation Authority (RTA), and the Federal Transit Agency (FTA) who has accepted Cooperating Agency status. These agencies were seeking to have the state of good repair needs for the entire CTA Blue Line Forest Park Branch included in the I-290 Purpose and Need. IDOT's response is that by including the existing Blue Line needs as part of the I-290 Purpose and Need, it would imply a condition required to be addressed by IDOT. IDOT cannot take on a major capital maintenance improvement for another agency, but would be required to address improvements where the CTA was affected by the I-290 project. IDOT will include the condition of the CTA Blue Line in the affected environment section of the Draft Environmental Impact Statement and requested that CTA initiate a separate study of the Blue Line Forest Park Branch to facilitate and capitalize on joint funding opportunities.

Alternatives Identification and Evaluation

The alternatives evaluation process and progress to date was summarized. The process consists of 3 rounds of evaluation that precede the identification of the Alternatives to Carry Forward. Over 570 alternative suggestions were received from the stakeholders since the first public meeting in November of 2009. The alternatives were grouped by mode and similarity into 33 categories, which were then reviewed for fatal flaws and relevance to purpose and need. In Round 1, single mode alternatives were evaluated to understand how each individual mode addresses the transportation needs. Twenty-two single mode alternatives were identified for evaluation in Round 1, consisting of nine transit alternatives (Blue Line Extensions, Bus Rapid Transit, Blue Line Conversion to BRT, Express Bus Service) and 11 expressway alternatives (general purpose add lane, High Occupancy Vehicle lanes, High Occupancy Toll lanes, and general toll lanes).

The single mode evaluation determined that the expressway alternatives provide the best performance improvements for I-290 travel, best local and regional travel, arterial travel, and safety improvements, as well as the best improvement in job accessibility. Transit alternatives did not provide improvements to I-290 performance, but did provide an increase to jobs via transit and generated new transit trips, but also diverted trips from other transit services in the study area. It was also found that the majority of the travel benefits of a Blue Line extension are provided by an extension to Mannheim, versus an extension to Oak Brook, and at half the length.

Two single mode transit alternatives were also dropped from further consideration: fixed guideway transit extensions along the Illinois Prairie Path, and conversion of the existing Blue Line Forest Park Branch to a Bus Rapid Transit system.

The interim draft Alternatives Evaluation Report was made available for comment on the public website. The 30+ day comment period will end on January 23, 2011.

Next Steps

The next step in the alternatives evaluation process is to evaluate an initial set of Combination Mode alternatives in Round 2. The results of the Round 2 evaluation will be used to identify and refine a more condensed set of alternatives for evaluation in Round 3. Rounds 2 and 3 will also include a purpose and need test, and round 3 will consider environmental effects. The goal at the end of Round 3 is to identify the Alternatives to Carry Forward for evaluation in the DEIS.

Ten combination mode alternatives have been identified and are currently under evaluation. These included combinations of expressway capacity improvements, express bus service, and high capacity transit extensions form the Forest Park CTA station. Expressway modes included some Tolling and High Occupancy Toll lanes both as added capacity and by converting existing lanes to HOV, HOT, or Toll. The study team will be coordinating with the FHWA regarding federal tolling policies.

The USEPA asked what the study Timeline was. IDOT explained that the timeline goals are to hold the next public meeting in June 2012, a draft EIS in a year, followed by a Record of Decision in late 2013.

The USEPA requested that IDOT distribute the Purpose and Need comments and responses to the Merger Team.

IDOT – John Baczek, Mark Peterson, Pete Harmet
Consultant Team – Bryan Kapala, Ron Shimizu

NEPA/404 Merger Team Meeting

June 25, 2013



Illinois Department of Transportation

Eisenhower expressway

Agenda



- Study progress since last meeting (January 2012)
- Revised Purpose and Need (extended study area)
- Alternatives evaluation
- CTA Vision Study Coordination
- Next Steps

2

Eisenhower expressway



Study Progress

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Last meeting recap:

- Study background
- Existing conditions
- Purpose and Need
- Single Mode Alternatives Evaluation
- Combination mode alternatives to be evaluated in Round 2

Eisenhower expressway

Study Progress

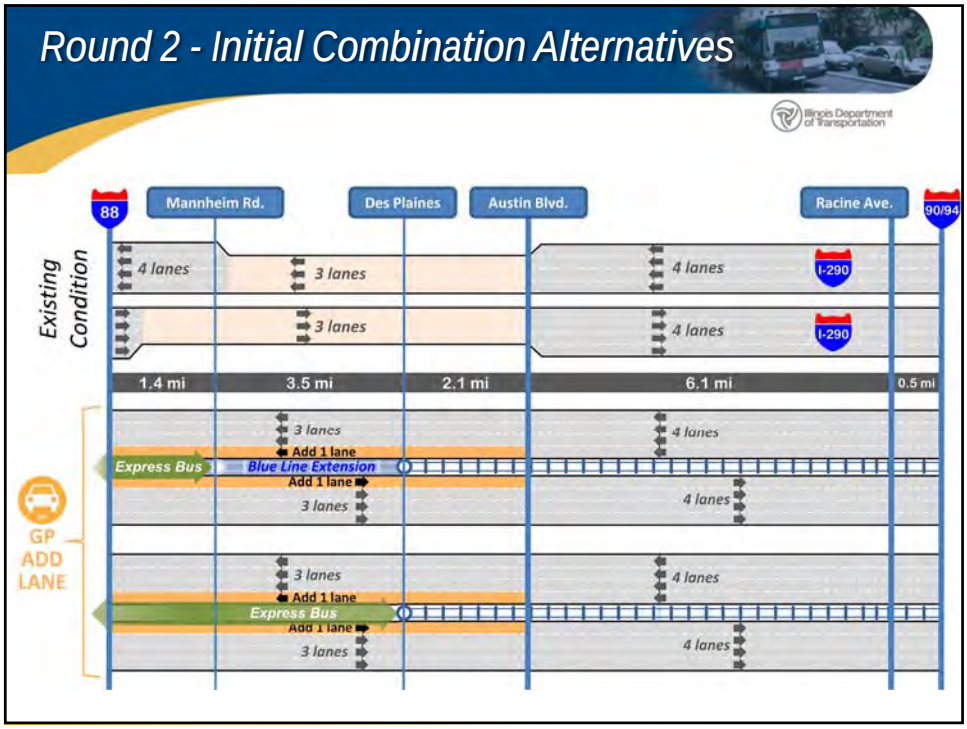
Progress since last meeting:

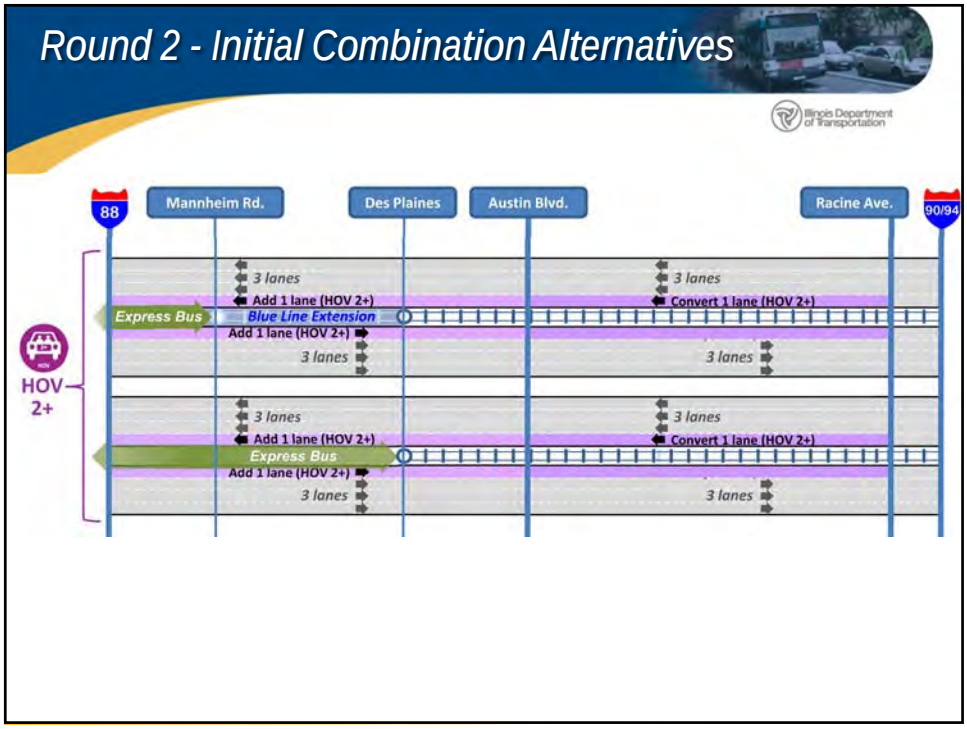
- Completed Round 2 alternatives evaluation
- Initial interchange concepts & coordination
- Formally extended study area to the east
- Updated the existing conditions evaluation
- Updated the Purpose and Need
- CTA Vision Study Coordination
- Held 3 Corridor Advisory Group Meetings

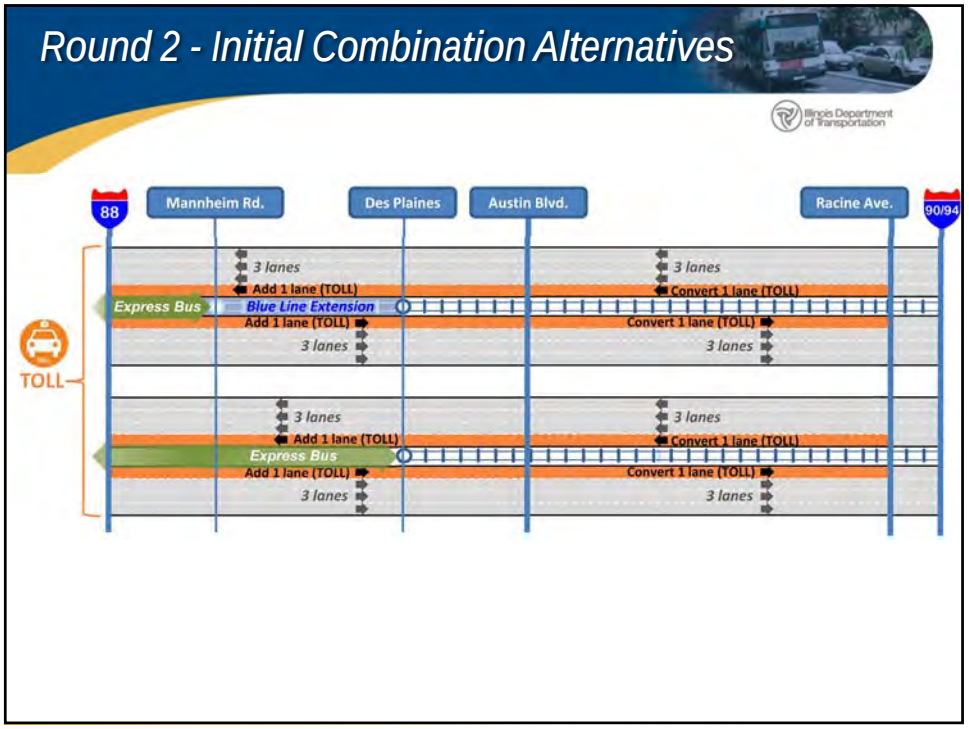
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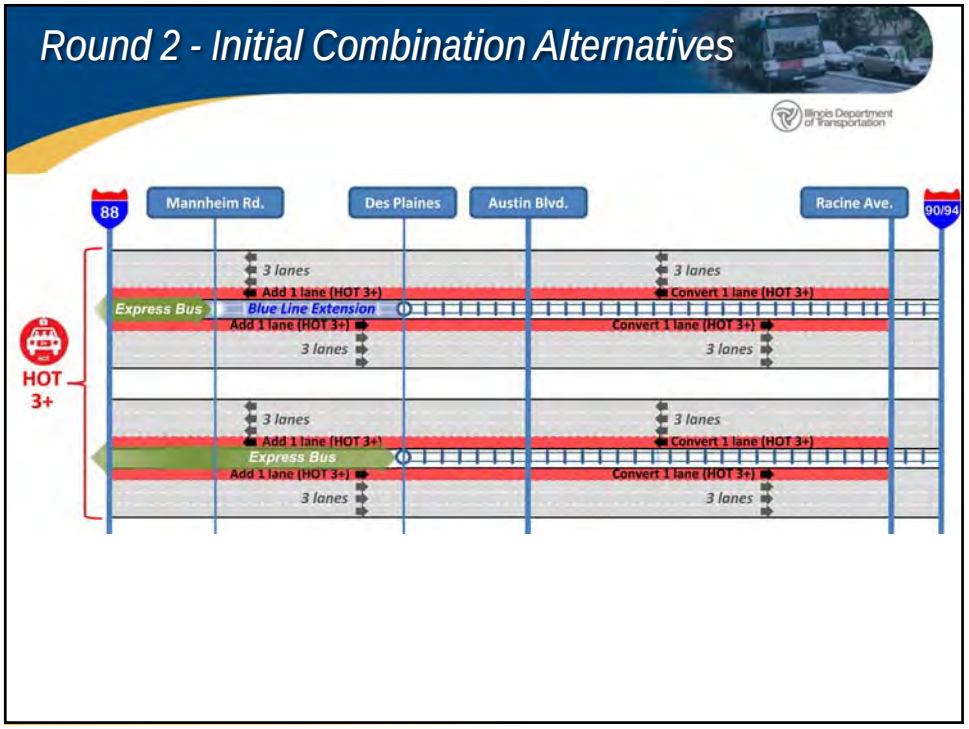
Eisenhower expressway



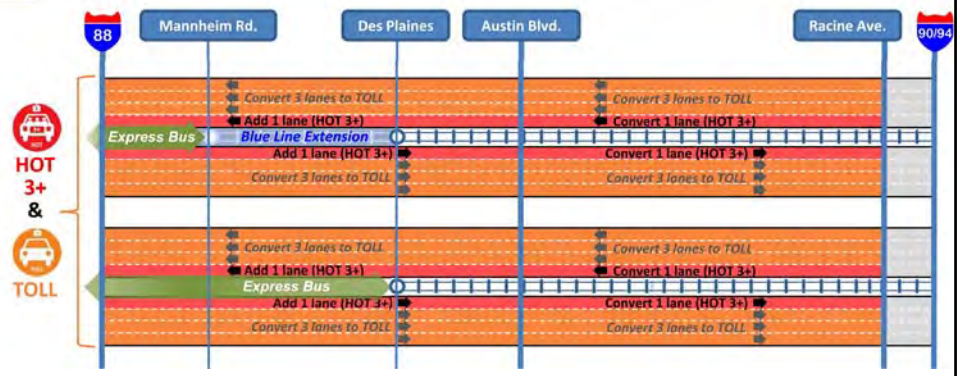

Round 2 - Initial Combination Alternatives
Illinois Department of Transportation
88
Mannheim Rd.
Des Plaines
Austin Blvd.
Racine Ave.
90/94
Existing Condition
4 lanes
3 lanes
4 lanes
I-290
3 lanes
4 lanes
I-290
1.4 mi
3.5 mi
2.1 mi
6.1 mi
0.5 mi
GP ADD LANE
3 lanes
Add 1 lane
4 lanes
Express Bus
Blue Line Extension
Add 1 lane
3 lanes
4 lanes
3 lanes
Add 1 lane
4 lanes
Express Bus
Add 1 lane
3 lanes
4 lanes


Round 2 - Initial Combination Alternatives
Illinois Department of Transportation
88
Mannheim Rd.
Des Plaines
Austin Blvd.
Racine Ave.
90/94
HOV 2+
3 lanes
Add 1 lane (HOV 2+)
3 lanes
Convert 1 lane (HOV 2+)
Express Bus
Blue Line Extension
Add 1 lane (HOV 2+)
3 lanes
3 lanes
3 lanes
Add 1 lane (HOV 2+)
3 lanes
Convert 1 lane (HOV 2+)
Express Bus
Add 1 lane (HOV 2+)
3 lanes
3 lanes


Round 2 - Initial Combination Alternatives
Illinois Department of Transportation
88
Mannheim Rd.
Des Plaines
Austin Blvd.
Racine Ave.
90/94
TOLL
Express Bus
Blue Line Extension
3 lanes
Add 1 lane (TOLL)
Convert 1 lane (TOLL)
Express Bus
3 lanes
Add 1 lane (TOLL)
Convert 1 lane (TOLL)
3 lanes

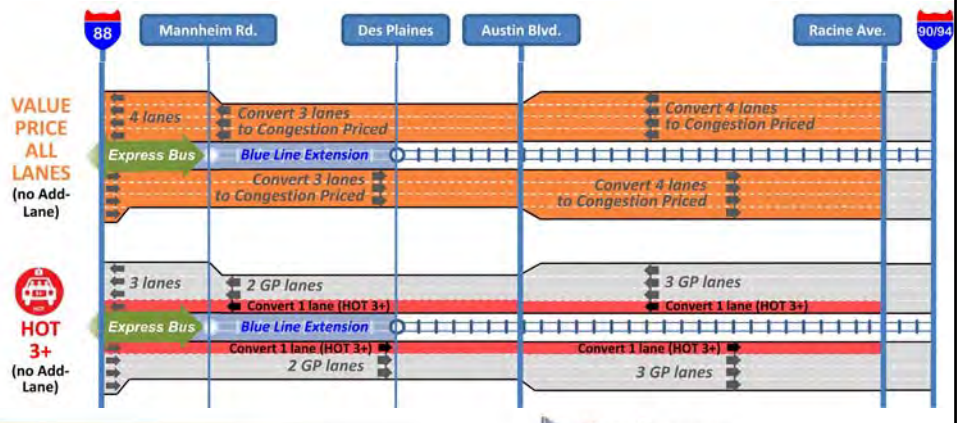

Round 2 - Initial Combination Alternatives
Illinois Department of Transportation
88
Mannheim Rd.
Des Plaines
Austin Blvd.
Racine Ave.
90/94
HOT 3+
Express Bus
Blue Line Extension
3 lanes
Add 1 lane (HOT 3+)
Convert 1 lane (HOT 3+)
Express Bus
3 lanes
Add 1 lane (HOT 3+)
Convert 1 lane (HOT 3+)
3 lanes

Round 2 - Initial Combination Alternatives



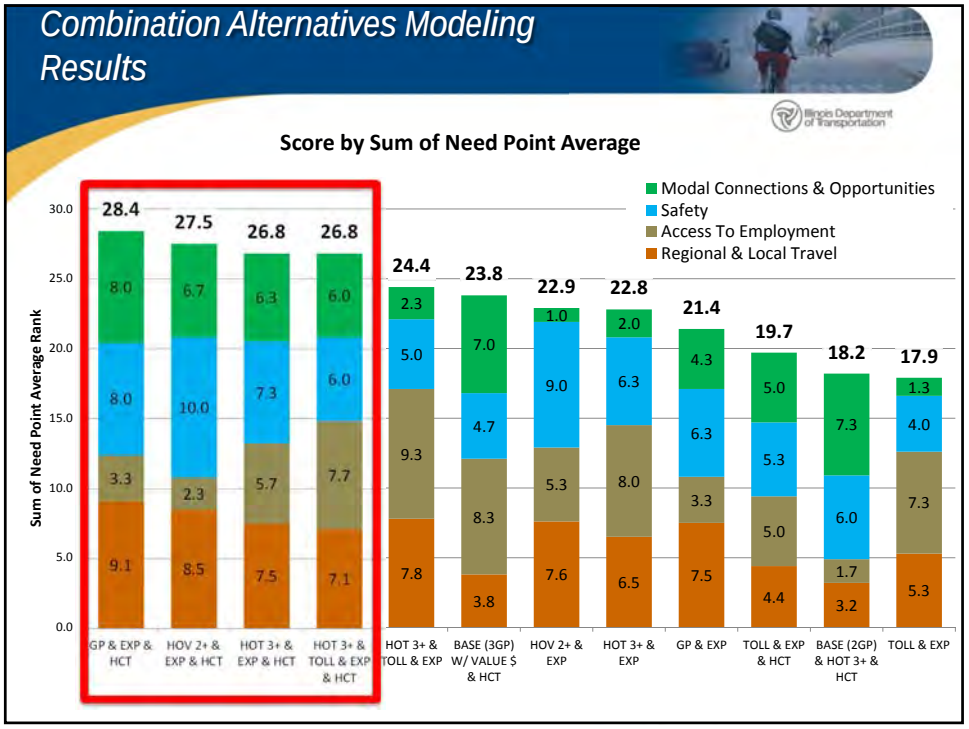
Additional Round 2 Alternatives Evaluated

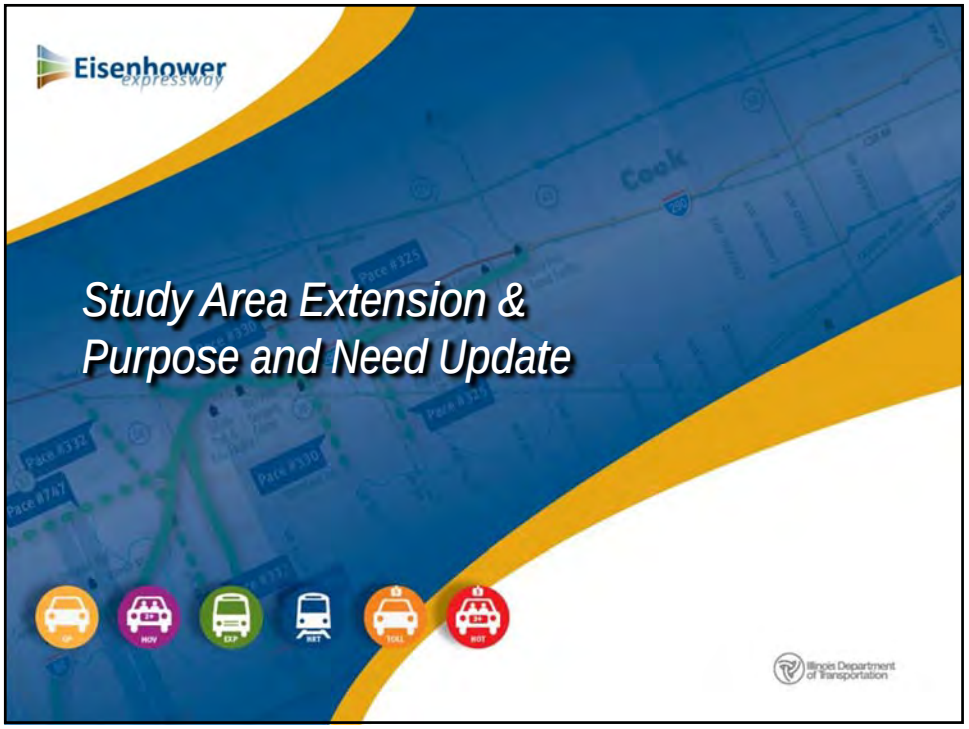
- Two additional combination modes evaluated based on Round 2 feedback:
  - Maintain existing lanes + Toll or HOT + Blue Line Extension



12

Eisenhower expressway


Combination Alternatives Modeling Results
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Score by Sum of Need Point Average
Modal Connections & Opportunities
Safety
Access To Employment
Regional & Local Travel
Sum of Need Point Average Rank
30.0
25.0
20.0
15.0
10.0
5.0
0.0
28.4
27.5
26.8
26.8
24.4
23.8
22.9
22.8
21.4
19.7
18.2
17.9
8.0
8.0
3.3
9.1
6.7
10.0
2.3
8.5
6.3
7.3
5.7
7.5
6.0
6.0
7.7
7.1
2.3
5.0
9.3
7.8
7.0
4.7
8.3
3.8
1.0
9.0
5.3
7.6
2.0
6.3
8.0
6.5
4.3
6.3
3.3
7.5
5.0
5.3
5.0
4.4
7.3
6.0
1.7
3.2
1.3
4.0
7.3
5.3
GP & EXP & HCT
HOV 2+ & EXP & HCT
HOT 3+ & EXP & HCT
HOT 3+ & TOLL & EXP & HCT
HOT 3+ & TOLL & EXP
BASE (3GP) W/ VALUE $ & HCT
HOV 2+ & EXP
HOT 3+ & EXP
GP & EXP
TOLL & EXP & HCT
BASE (2GP) & HOT 3+ & HCT
TOLL & EXP


Eisenhower expressway
Study Area Extension & Purpose and Need Update
Illinois Department of Transportation

I-290 Purpose and Need Statement

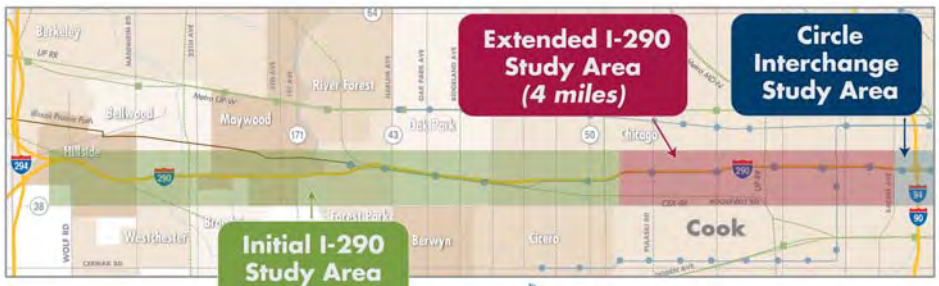
- PURPOSE: To provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor
- NEEDS: Five specific need points to be addressed:
  - Improve regional and local travel
  - Improve access to employment
  - Improve safety for all users
  - Improve modal connections and opportunities
  - Improve facility deficiencies

Eisenhower expressway

I-290 Study Area

Extended Study Area:

- Formally extended overall study area 4 miles to the east
- Encompasses extent of Round 3 alternatives
- Matches up with Circle Interchange Study at Racine Avenue
- 13 mile overall study area length I-88 to Circle



Eisenhower expressway

Extended Study Area Existing Conditions

Configuration:

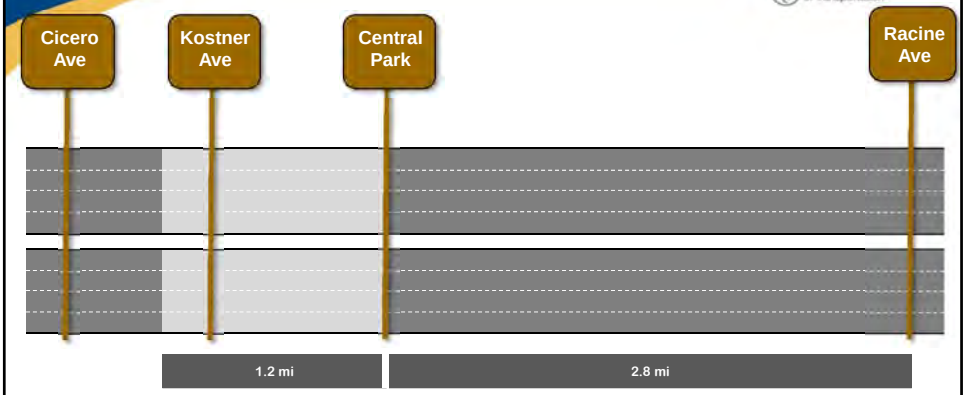


- 8 lanes throughout
- Width varies
  - 203’ to 273’
- Median CTA ROW
  - 52’ to 124’
- Frontage roads

17

Eisenhower expressway

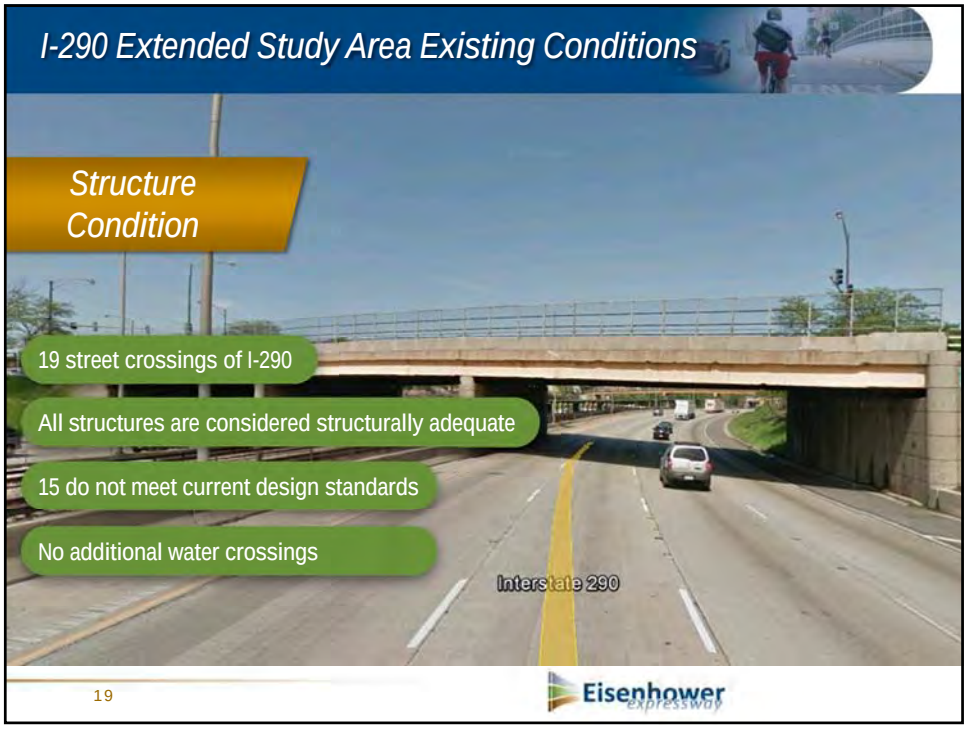
Extended Study Area Existing Pavement

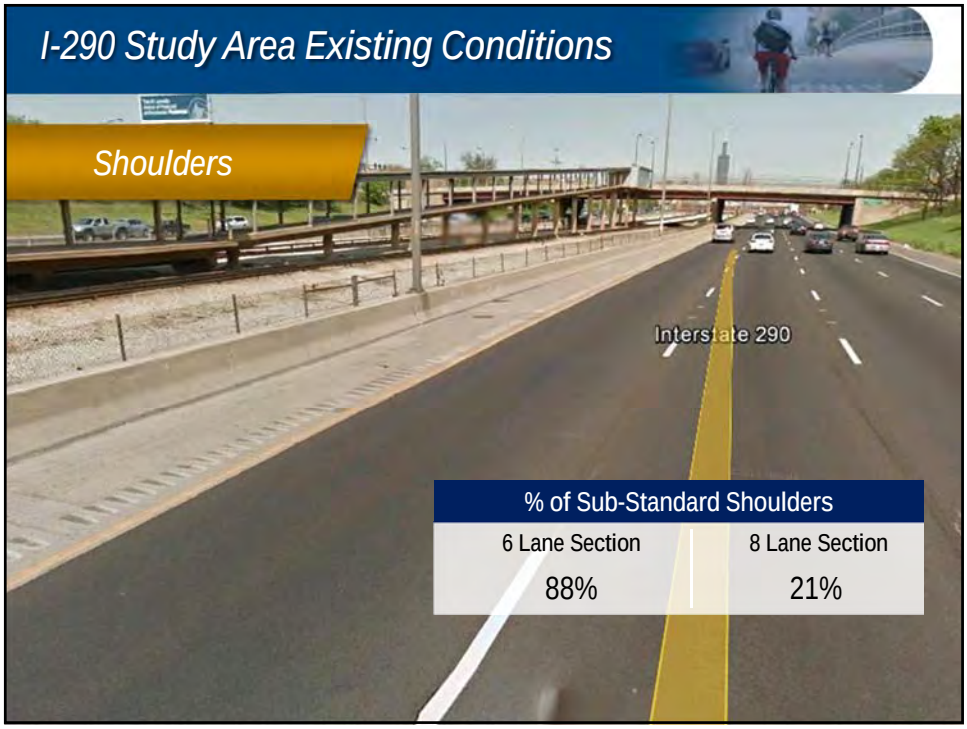


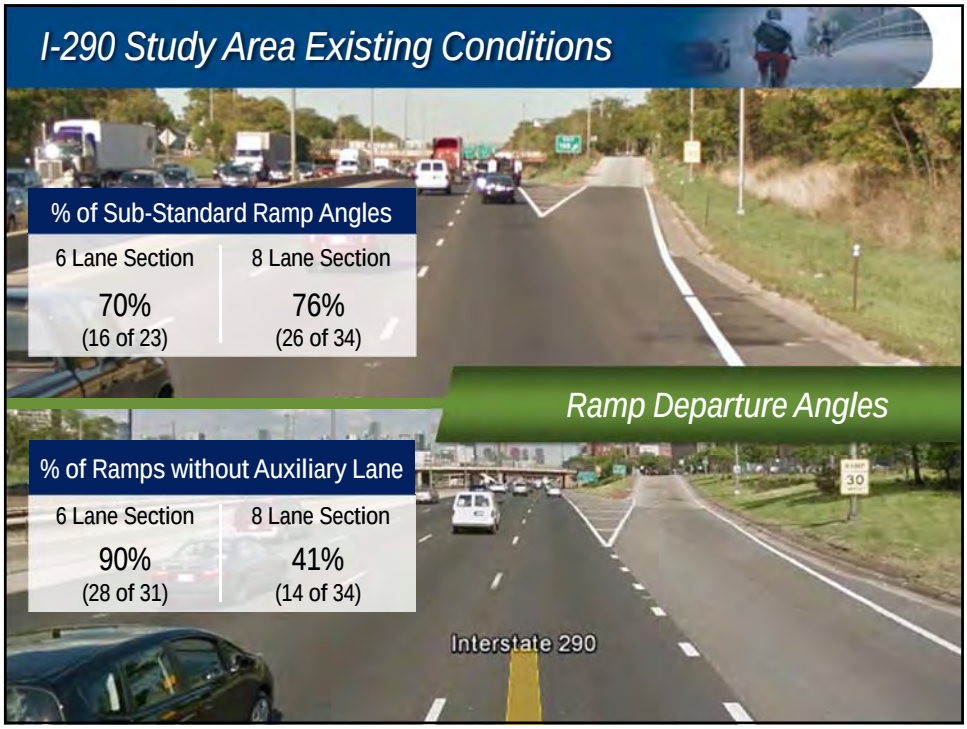
Concrete (1988)

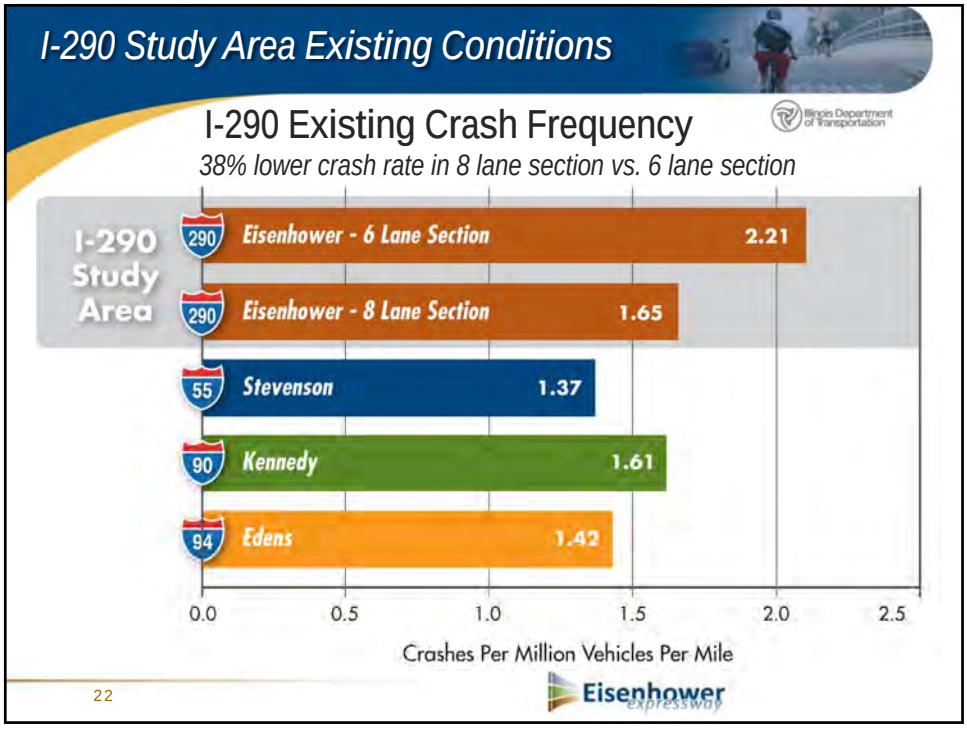
Concrete (1956) & Asphalt Overlay (2010)

Existing Mainline Pavement
24 to 58 yrs. old


I-290 Extended Study Area Existing Conditions
Structure Condition
19 street crossings of I-290
All structures are considered structurally adequate
15 do not meet current design standards
No additional water crossings
Interstate 290
19
Eisenhower expressway

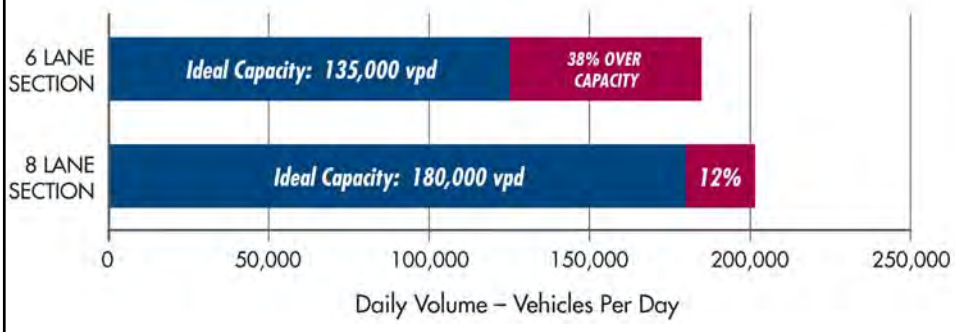

I-290 Study Area Existing Conditions
Shoulders
Interstate 290
% of Sub-Standard Shoulders
6 Lane Section
88%
8 Lane Section
21%


I-290 Study Area Existing Conditions
% of Sub-Standard Ramp Angles
6 Lane Section
70%
(16 of 23)
8 Lane Section
76%
(26 of 34)
Ramp Departure Angles
% of Ramps without Auxiliary Lane
6 Lane Section
90%
(28 of 31)
8 Lane Section
41%
(14 of 34)
Interstate 290


I-290 Study Area Existing Conditions
I-290 Existing Crash Frequency
38% lower crash rate in 8 lane section vs. 6 lane section
I-290 Study Area
290 Eisenhower - 6 Lane Section 2.21
290 Eisenhower - 8 Lane Section 1.65
55 Stevenson 1.37
90 Kennedy 1.61
94 Edens 1.42
0.0
0.5
1.0
1.5
2.0
2.5
Crashes Per Million Vehicles Per Mile
22
Eisenhower expressway

Study Area Existing Conditions

I-290 Existing Volumes



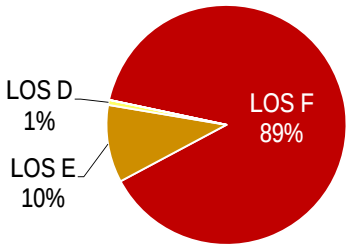
Eisenhower expressway

Level of Service (LOS)

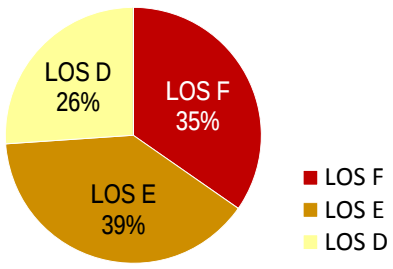
I-290 Existing Operations

Peak Period LOS as % of Length

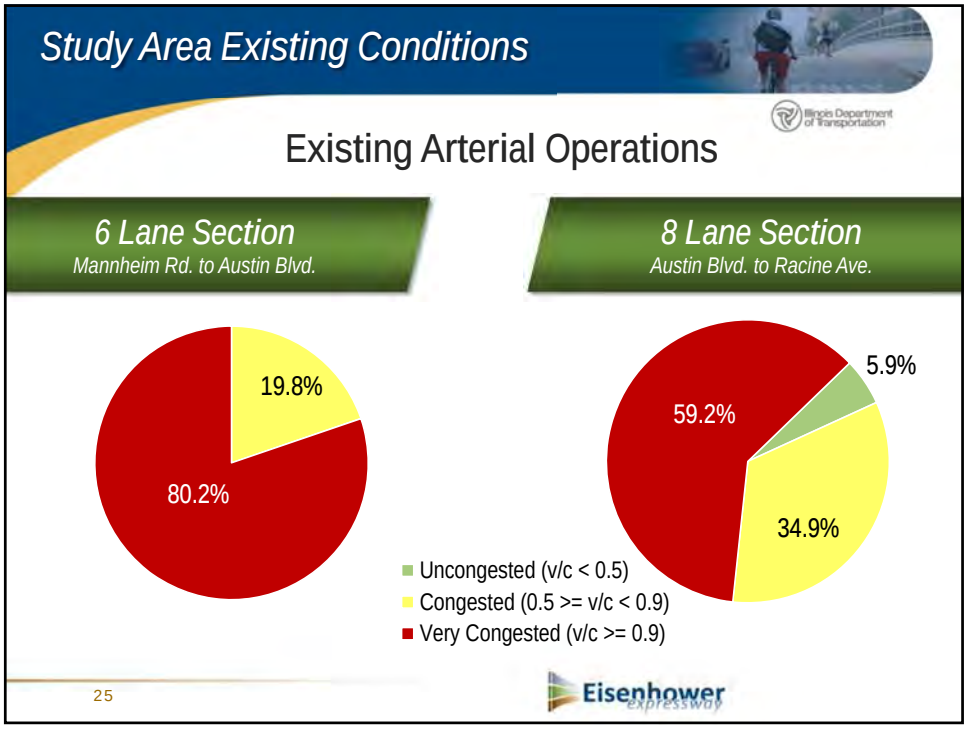
6 Lane Section
Mannheim Rd. to Austin Blvd.



8 Lane Section
Austin Blvd. to Racine Ave.



Eisenhower expressway

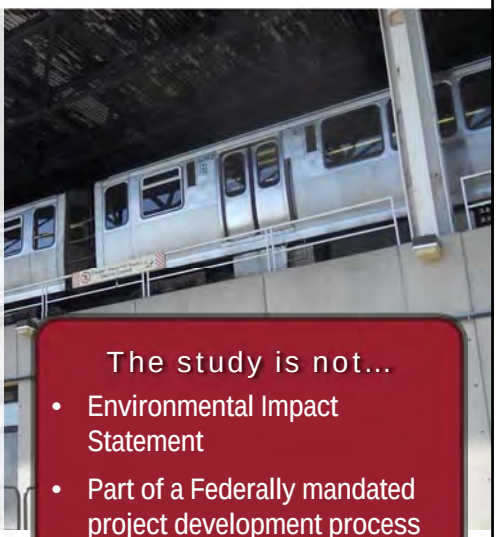

Study Area Existing Conditions
Illinois Department of Transportation
Existing Arterial Operations
6 Lane Section
Mannheim Rd. to Austin Blvd.
8 Lane Section
Austin Blvd. to Racine Ave.
19.8%
80.2%
5.9%
59.2%
34.9%
Uncongested (v/c < 0.5)
Congested (0.5 >= v/c < 0.9)
Very Congested (v/c >= 0.9)
25
Eisenhower expressway


cta
CTA BLUE LINE VISION STUDY
CTA Blue Line Forest Park Branch Feasibility/Vision Study

What is the Blue Line Feasibility / Vision Study?

CTA BLUE LINE VISION STUDY

- Opportunity to assess current conditions
  - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
  - Near-term (10 years)
  - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not…

- Environmental Impact Statement
- Part of a Federally mandated project development process



I-290 Next Steps

- Geometric refinement of remaining alternatives
- Cross-road and interchange design refinements
- Build population and employment forecast(s) (CMAP coordination)
- DEIS Level Evaluation:
  - Air and noise
  - Environmental Justice
  - Cost Estimates
  - Etc.
- Incorporate CTA Vision Study findings
- Stakeholder coordination

Eisenhower expressway

I-290 Next Steps

- One on One communities/agency meetings – ongoing
- Community Advisory Group Meeting #16 – July 17
  - Close out Round #2/address stakeholder comments
  - Discuss scope of next round of evaluation
  - Introduce aesthetic treatments
  - Conduct joint CTA/IDOT bike/pedestrian access workshop
  - CTA Vision Study update
- Public Meeting #3 – September/October
- Community Advisory Group Meeting #17 – December
- Draft EIS release – April 2014
- Public Hearing – May 2014
- Phase I study completion – Fall 2014.

Eisenhower expressway

NEPA/404 Merger Meeting Summary

June 25, 2013

I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-597-10
Cook County

IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information – Alternatives Evaluation

This was the fourth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to provide a Study briefing and update the Merger Team on the status of the Study. It should be noted that in the September 2009 meeting, the NEPA/404 Merger Team concluded that this Study will not require formal concurrence, and that the Study may continue as an EIS with agency review, using the scheduled NEPA/404 merger team meetings to provide Study updates.

IDOT District 1 (IDOT) and the project consultant Parsons Brinckerhoff presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a brief recap of the study progress since the last meeting including: completion of Round 2 alternatives evaluation, initial interchange concepts and coordination, formally extended study area 4 miles to the east, updated the existing conditions evaluation, updated the Purpose and Need, began CTA Vision study Coordination and held 3 Corridor Advisory Group (CAG) Meetings. Due to the amount of coordination and work these tasks have required, the last CAG meeting was held February 21, 2013 and the next meeting is targeted for July 17, 2013.

<u>Alternatives Evaluation</u>
A brief summary of the combination alternatives was presented followed by a discussion of the alternatives scoring methodology. Ten combination mode alternatives were evaluated that included combinations of expressway capacity improvements, express bus service, and high capacity transit extensions from the Forest Park CTA station to Mannheim Road. Expressway modes included Tolling and High Occupancy Toll lane alternatives both from the standpoint of added capacity and converting existing lanes to HOV, HOT, or Toll. The alternatives scoring was based on Purpose and Need score by sum of Need Point Average. Based on the scoring of ten combination mode alternatives, it was determined that four alternatives should be advanced for further evaluation in the DEIS (see attached). These four include:

- Add GP (one in each direction) Lane, Blue Line Extension, and Express Bus,
- Add HOV 2+ (one in each direction), Blue Line Extension and Express Bus,
- Add HOT 3+ (one in each direction), Blue Line Extension and Express Bus

- Add HOT 3+ (one in each direction), Toll remaining lanes, Blue Line Extension and Express Bus

Based on modeling results, it was determined that stand-alone transit alternatives did not provide improvements to I-290 performance, but did provide an increase to jobs accessible via transit and generated some new transit trips, but also diverted trips from other existing transit services in the study area. Compared to a High Capacity Transit (HCT) extension to Oak Brook, it was found that the majority of the travel benefits of a Blue Line extension are provided by an extension to Mannheim Road, at half the distance to Oak Brook.

Our updated evaluation of Round 2 alternatives included two new "non widening" alternatives that were suggested by the Village of Oak Park and Citizens for Appropriate Transportation (CAT) (see attached Round 2 Non Widening Alternatives); these alternatives include features that would further restrict flow on I-290 (i.e., the Village plan calls for high toll rates on all lanes, the CAT plan calls for converting the existing inside lanes to managed lanes). The effect of these strategies was a diversion of traffic from I-290 onto an already congested arterial system. As such, these alternatives did not perform well enough to be carried further.

<u>Agency questions and comments on the Alternatives</u>
The USEPA asked whether shoulders will be converted to through lanes? IDOT stated no, the shoulders are not wide enough for conversion. Widening for additional lanes will occur to the outside of the existing roadway. Reservation for a future Blue Line Extension would occur in the roadway median.

The USEPA asked how are tolls to be collected? IDOT stated that tolls will be collected electronically using automated toll collection devices located on gantries above each tolled lane.

The USEPA asked how HOV riders are to be accounted for? IDOT responded that there would have to be enforcement to verify that drivers are complying with the requirements of the HOV or HOT lane. Also, technological advances may allow for electronic enforcement or verification.

USEPA stated that all of the alternatives appear to include a Blue Line Extension, which IDOT confirmed, and also noted that there would also be an independent collector-distributor bus service at the end of the line feeding into the terminal station.

The USEPA stated that there appears to be a large existing parking area at Mannheim Road on the south side near shopping areas. IDOT replied yes, there may be opportunities to develop park and ride facilities at these locations.

The USEPA asked whether the transit agencies were supportive of the extension. IDOT stated that the CTA Vision Study will focus on the existing Blue Line, while the extension would be a lower priority. IDOT will lead the planning for the extension and provide accommodation for a future westward extension in the median. The CTA wants

to call the extension High Capacity Transit (HCT) instead of Heavy Rail Transit (HRT) in order to provide options for future development and investigate costs.

The USEPA asked if IDOT was pleased with the range of alternatives. IDOT said yes, they were because they did not know what the outcome of the evaluation would be. Also, the top four alternatives represent a good range for evaluation in the next round.

Purpose and Need

A brief summary of the five main Purpose and Need points were presented, followed by a presentation of the Extended Study Area update to the Purpose and Need. A four mile extension of the Study Area was required in order to fully encompass the extent of the Round 3 alternatives. Because the Regional Travel Model already encompassed this area, no re-evaluation of the existing alternatives modeling was required. The study area now includes the entire 13 miles between the I-88 interchange and the western study limit of the Circle interchange.

Existing conditions assessment was completed to determine mainline facility condition, operations and safety in similar detail to what was previously performed in the six-lane reconstruction section between I-88 and Cicero Avenue. In general, the eight lane section has more favorable design elements, operations (mainline and arterials), and safety performance than the six-lane section. Pavement conditions are slightly better in that a 1.2 mile long segment was replaced in the mid 1980's. Condition and age of the overhead bridges in the extended study area are comparable to what was found in the original study area to the west. It should be noted, that the eight lane section is not being widened and, as a result, the corridor is not being reconfigured. All of the overhead bridges will be studied for replacement, however, as part of a separate study beginning this fall. Interchanges will remain unaffected by mainline operational improvements and are adequate for future transportation needs as determined by operational analysis. Therefore, they will not be improved except to address bridge condition.

Air and Noise studies will be conducted throughout the entire 13 mile length of the study including through the 4 mile extended study area recently added.

Agency questions and comments on the Purpose and Need

The USEPA questioned whether the I-88/I-290/I-294 Hillside interchange is included in the study area. IDOT stated that I-88 converges into one lane as it approaches the Eisenhower. Although the I-290 mainline was not reconstructed during the Hillside interchange construction, everything that was constructed in 2001 as part of the Hillside interchange project is designed to accommodate mainline reconstruction and capacity improvements without reconfiguration.

USEPA asked whether design standards are met for the bridges over the expressway? IDOT stated that many of the bridges over the expressway do not meet current design standards. During this study, they will be designed to current standards and reviewed for adequacy to serve future needs including Complete Streets requirements.

The USEPA asked whether restriping will provide more lanes in the eight lane section. IDOT answered no; restriping is required to convert one of the four existing lanes (in each direction) into managed lane. This may include a small buffer area between the managed lane and general purpose lane. No widening is anticipated.

The USEPA asked whether the managed lane operation extends into the eight lane section? IDOT stated that this was the impetus behind extending the study area an additional four miles; to encompass the operations of the managed lanes east of Cicero. The inside, median lane may be converted to an HOT 3+, HOV 2+ or remain as a General Purpose lane; to be evaluated in Round 3. The managed lane option would end west of the Circle interchange.

CTA Vision Study

The CTA has initiated the Blue Line Vision Study to assess current conditions, plan for modernization and provide opportunity for public input on long term modernization strategies for the Blue Line Forest Park branch. This study will provide recommendations to the I-290 Study to facilitate improved modal connectivity between the transit stations and expressway, arterials, pedestrians and bicycles modes.

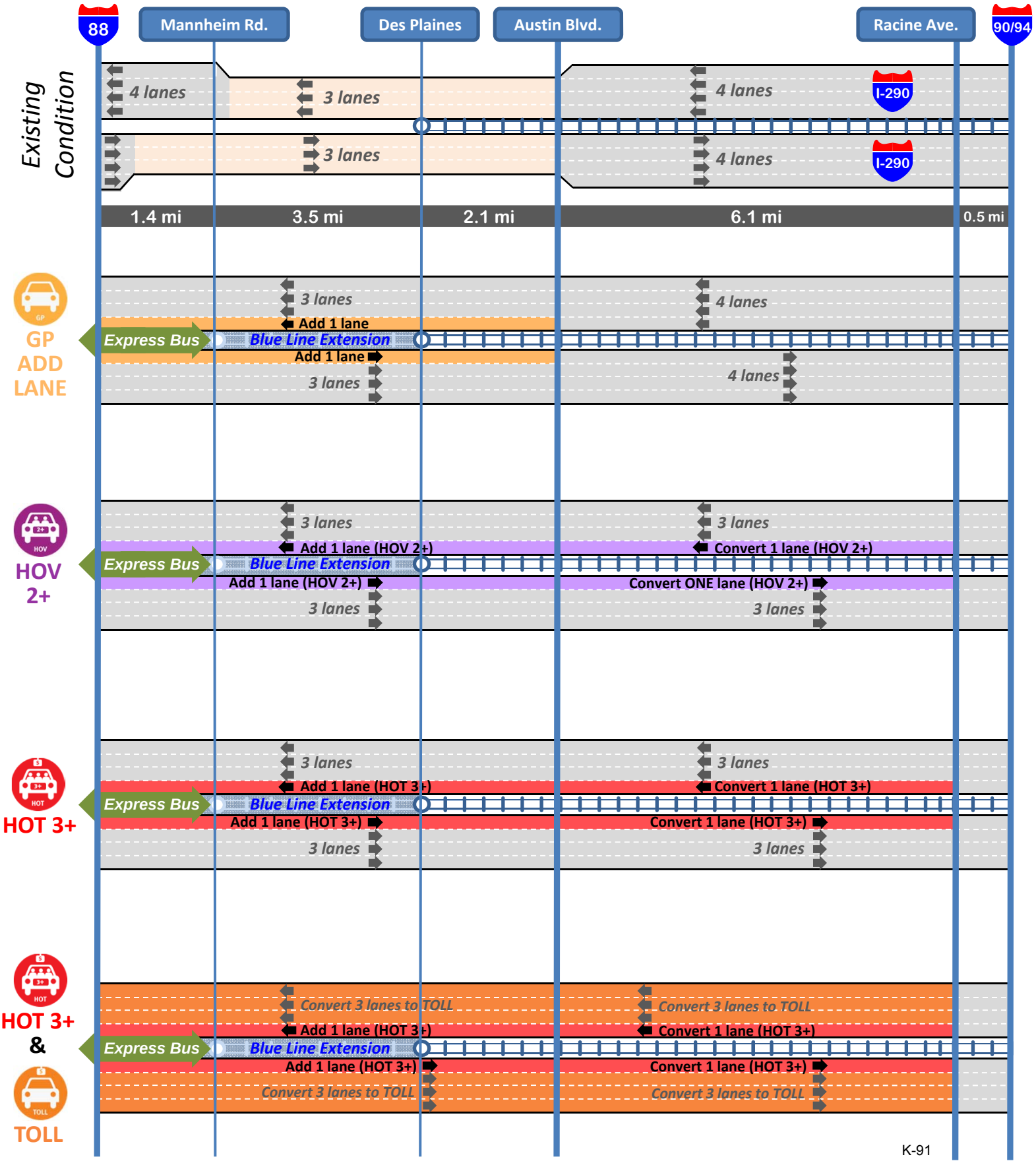
Next Steps

The next step in the alternatives evaluation process is to perform a DEIS evaluation of the remaining four alternatives. This will require the development of geometry for refinement of the roadway and interchanges, to provide the necessary detail for Air and Noise Studies, cost estimates and environmental justice determination. The Build Population and Employment forecast will be completed and coordinated through CMAP. Stakeholder involvement will include coordination with CTA on the Vision Study findings and one-on-one meetings with communities to refine cross-street and interchange preliminary design.

Eisenhower expressway

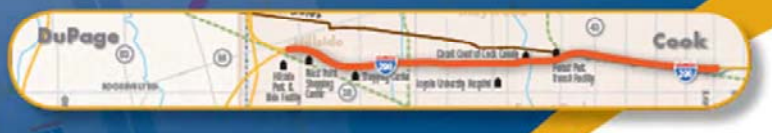
I-290 Phase I Study - *Round 3*

Combination Mode Alternative Descriptions



NEPA/404 Merger Team Meeting

February 27, 2014



Illinois Department of Transportation

Eisenhower expressway

Agenda



Illinois Department of Transportation

- Study progress since last meeting (June 2013)
- Alternatives Carried Forward
- Public Meeting #3
- CTA Vision Study Coordination
- Next Steps

Study Progress



Illinois Department of Transportation

Last meeting recap (June 2013):

- Revised Purpose & Need - Study area extension to the east
- Round 2 evaluation results
- Four alternatives identified for further evaluation in Round 3
- CTA vision study coordination
- Corridor Advisory Group meetings held
- Interchange concepts & coordination

Eisenhower expressway

Study Progress



Illinois Department of Transportation

Progress since last meeting:

- Identified four alternatives to be evaluated in the DEIS
- Round 3/DEIS alts travel demand modeling (ongoing)
- Interchange concept & design refinements
- CTA Vision Study & CSX coordination
- 2 CAG Meetings (Round 2 wrap-up, bike & pedestrian workshop)
- Public Meeting # 3 (two locations)
- Town Hall Meeting, stakeholder meetings
- Air & noise analysis preparations

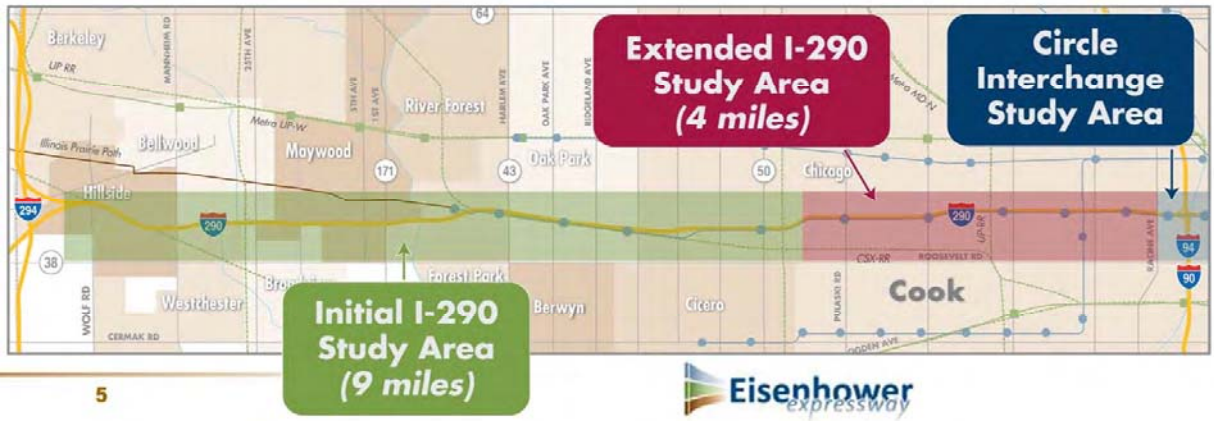
Eisenhower expressway

I-290 Study Area

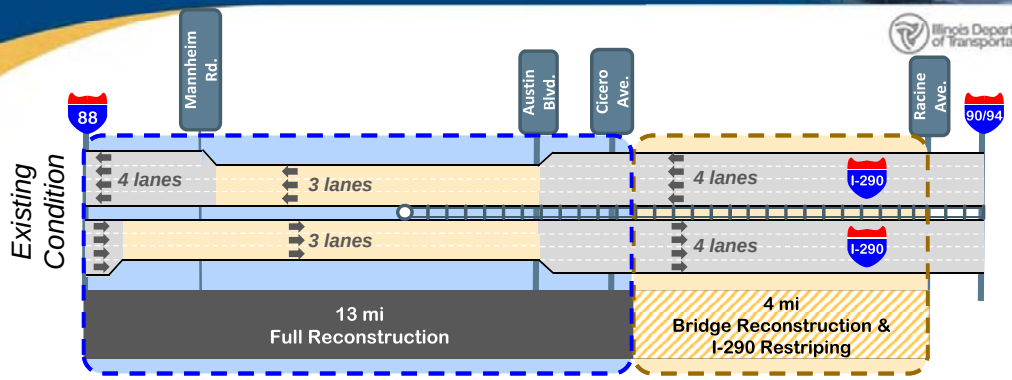
Illinois Department of Transportation

Study Area:

- Formally extended overall study area 4 miles to the east
- Encompasses extent of Round 3 alternatives
- Matches up with Circle Interchange Study at Racine Avenue
- 13 mile overall study area length I-88 to Circle



Reconstruction and Restriping



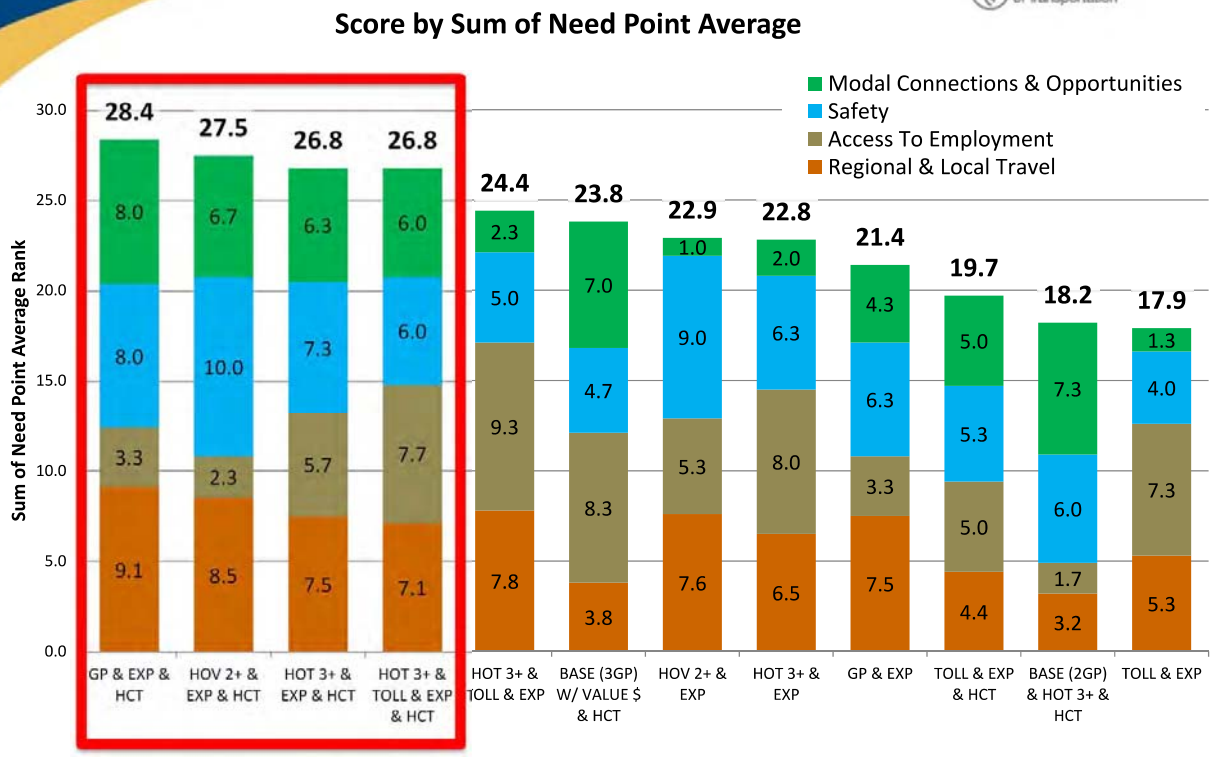
Full Reconstruction:

- Remove bottleneck
- Address left-hand ramps
- Accommodate transit extension
- Address structure & pavement age
- Address drainage issues

Restriping & Bridge Reconstruction:

- Reconstruct overhead bridges – as part of separate project(s)
- If managed lane is selected:
  - Restripe I-290 for HOV or HOT lane
  - Spot roadway improvements for managed lane infrastructure (gantries)

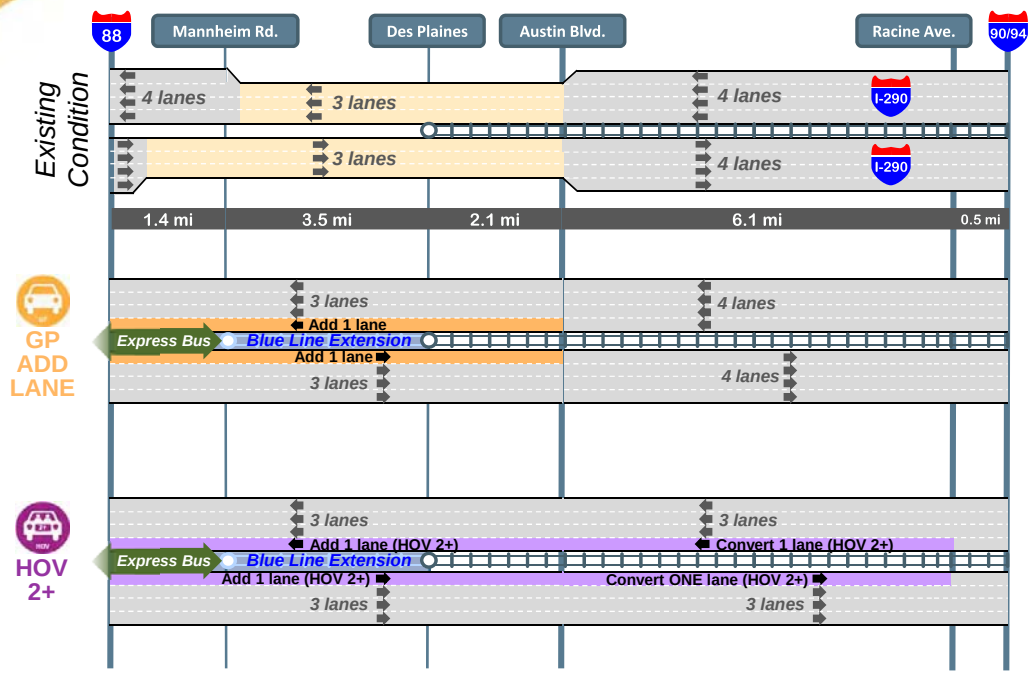
Round 2 - Combination Alternatives Modeling Results



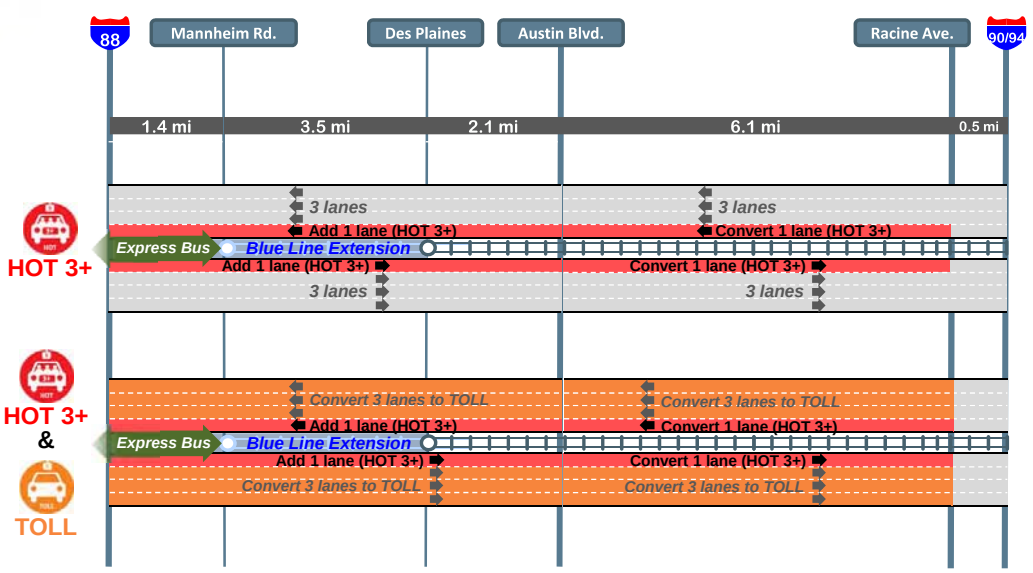
Round 2 Observations

- Lane addition:
  - Improved I-290 travel times
  - Improved arterial travel (except for tolling all lanes)
  - Improved safety performance
- Managed Lane:
  - Offers improvements in GP lane travel time
  - Moves more people through the corridor
  - Improved accessibly to regional jobs

Round 3 / DEIS Alternatives



Round 3 / DEIS Alternatives



Common Elements of Alternatives

- Additional lane each direction west of Austin Blvd.
- Overhead bridge reconstruction/restriping east of Cicero Ave. (separate studies)
- Mainline design accommodates space for future Blue line Extension to Mannheim Road
- Interchange locations and type
- Similar footprints
  - Evaluations regarding use of CSX & CTA ROW in progress

Public Meeting #3

- Joint meeting with CTA
- Two locations to encourage participation
  - Oct. 7 – Chicago Marriot: 45 attendees
  - Oct. 8 – Proviso Math & Science Academy: 158 attendees
- Continuous narrated powerpoint, exhibit area, interchange visualizations, moderated Q & A sessions



Public Meeting #3 Comment Themes

- 40 Comment Forms/61 Q&A Cards Submitted:
  - Tolling
  - Improved signage
  - Height & location of ramps (Harlem & Austin)
  - Air & noise
  - Safety
  - Bridge repairs
  - Pedestrian access/paths
  - Bike lanes
  - Blue Line extension
  - Bus rapid transit/BRT
  - CTA station improvements
  - Managed lanes
  - Funding

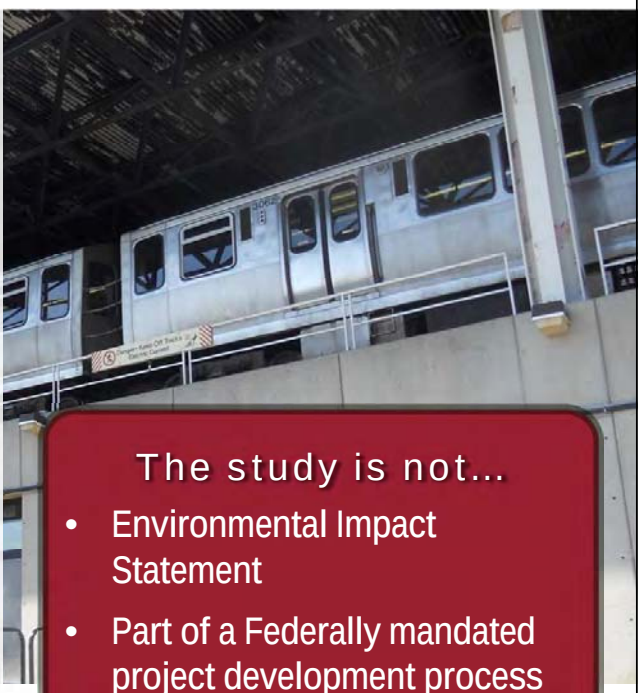


CTA BLUE LINE VISION STUDY

CTA Blue Line Forest Park Branch Feasibility/Vision Study

What is the Blue Line Feasibility / Vision Study?

- Opportunity to assess current conditions
  - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
  - Near-term (10 years)
  - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not...

- Environmental Impact Statement
- Part of a Federally mandated project development process

Vision Study Findings

- CTA focus on modernization of existing facility – not planning for an extension at this time.
- Third express track not needed
  - Potential express service – limited time savings
  - Insufficient ROW to add third track and 24' wide platforms in trench
- Forest Park Terminal Modernization
  - Evaluating site for new terminal/yard/shop
  - Improved access to terminal bus/auto/pedestrians
- Recommendations to improve stations
  - Wider platforms
  - ADA accessibility
  - Improved weather and noise protection

I-290 Next Steps



- Additional engineering and DEIS preparation
- Stakeholder meetings – Ongoing
- Community Advisory Group Meetings – Spring/Summer 2014
- Draft EIS release – Late 2014
- Public Hearing – Fall/Winter 2014

DRAFT
NEPA/404 Merger Meeting Summary
February 27, 2014

IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information – Alternatives Carried Forward

This was the fifth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to update the Merger Team on the status of the Study and present the alternatives being carried forward into the Draft Environmental Impact Statement. It should be noted that in the September 2009 meeting, the NEPA/404 Merger Team concluded that this Study will not require formal concurrence, and that the Study may continue as an EIS with agency review,' using the scheduled NEPA/404 merger team meetings to provide Study updates.

IDOT Region 1 (IDOT) and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. In advance of the meeting, Merger Team was provided the *I-290 Phase I Study - Alternatives Carried Forward* document that summarized the alternatives identification and evaluation process that led to the selection of the four alternatives being carried forward for evaluation in the DEIS. The presentation provided a brief recap of the study progress since the last meeting including: identification of the four alternatives being carried forward into the DEIS, travel demand modeling of DEIS alternatives (ongoing), interchange concept & design refinements, CTA Vision Study and CSX Railroad coordination, Corridor Advisory Group meetings held, Public Meeting #3 held (two locations), stakeholder meetings, and preparations for air quality and noise evaluations.

<u>DEIS Alternatives</u>
As part of the presentation, a description of the four DEIS alternatives was presented. These four include:

- GP Lane, High Capacity Transit Extension, and Express Bus,
- HOV 2+, High Capacity Transit Extension and Express Bus,
- HOT 3+, High Capacity Transit Extension and Express Bus
- HOT 3+, Toll remaining lanes, High Capacity Transit Extension and Express Bus

Each of the four alternatives include an add lane in each direction west of Central Avenue, provisions for extending high capacity transit in the median of I-290 from the Forest Park CTA Terminal to Mannheim Road, similar interchange locations and types, and similar footprints. The primary difference in the four alternatives is how the expressway lanes are managed.

Full reconstruction of the I-290 is proposed from the west of Mannheim Road to just east of Cicero Avenue. Reconstruction of the approximately 4 mile eight lane section of I-290 from east of Cicero to Racine Avenue is not proposed to be reconstructed. However, the

condition of the overhead bridges in this section is being evaluated for improvements as part of separate studies.

CTA Vision Study:

The CTA is wrapping up its own evaluation of the existing CTA Blue line to identify its modernization and improvement needs in the I-290 Corridor. The recommendations of this study are also being used to inform IDOT's I-290 Phase I study. The current findings that affect the I-290 Phase I Study are:

- CTA's priority is modernization of the existing Blue Line and is not currently considering a western extension of the blue line
- A third express track is not needed between Forest Park and the Loop.
- Existing station locations are not expected change between Austin Boulevard and the CTA Forest Park Terminal.
- Existing station platforms need to be improved for ADA accessibility, including wider platforms to 24', improved head stations at street level, and elevator access. Due to the wider platforms, a third track will not fit in the remaining right of way.
- Need for a new terminal, yard, and shop at the current CTA Forest Park Terminal location. The current facility is over 50 years old.

Next Steps

The evaluation of the four DEIS alternatives is anticipated to continue into summer/fall 2014 including design and engineering refinements to the mainline and interchanges, and air and noise studies. Additional Corridor Advisory Group meetings will be held around the same time frame in anticipation for a release of the DEIS in late 2014 followed by a Public Hearing.

Agency questions and comments on the Alternatives

The USEPA asked what safety measures are being considered near the CTA Station access points at the interchanges. IDOT explained that many safety improvements are being incorporated into the designs at Harlem Avenue and Austin Boulevard including wider sidewalks and pedestrian plaza areas, pedestrian refuge islands and improved crossings, modernized signals, and bus pull outs. Dual head stations (one on either side of the street) were considered by the CTA Vision Study, but are not proposed.



Agenda

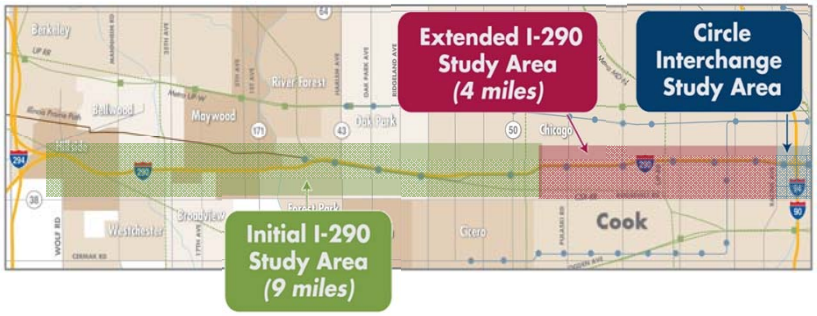


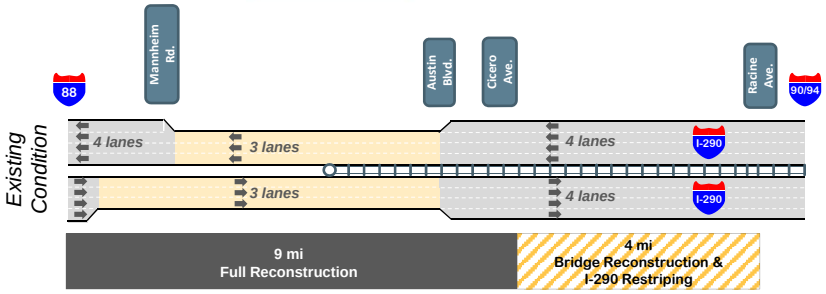
Illinois Department of Transportation

- Study Overview
  - Study Area
  - Study Process
  - Public Involvement
  - Purpose & Need
  - Round 1 Single Mode Alternatives Screening
  - Round 2 Combination Mode Alternatives Screening
  - Round 3 DEIS Alternatives
  - CTA Blue Line Vision Study
- Preliminary Preferred Alternative Recommendation
- Next Steps

2

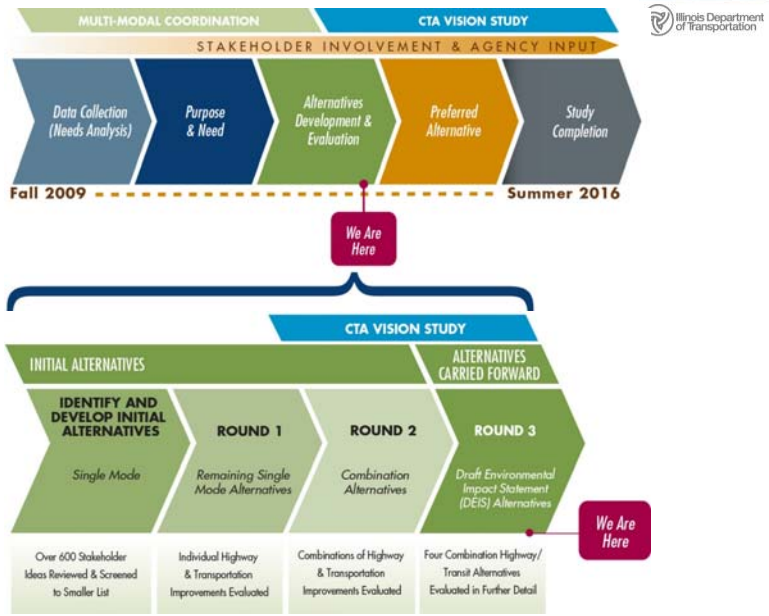
I-290 Study Area





3

Study Process Overview



4

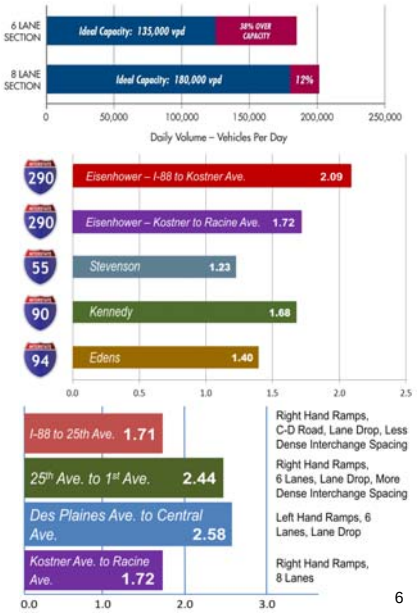
Public Involvement Opportunities



5

I-290 Purpose and Need

- PURPOSE: *to provide an improved transportation facility along the I-290 multimodal corridor*
- NEED: Five specific need points to be addressed:
  - *Improve regional and local travel*
  - *Improve access to employment*
  - *Improve safety for all users*
  - *Improve modal connections and opportunities*
  - *Improve facility deficiencies*
- Purpose and Need was provided to public for review



6

Round 1 – Single Mode Evaluation

- 570+ stakeholder suggestions
  - Transit, highway, bicycle & pedestrian modes
- Stakeholder suggestions condensed into 33 concept categories
  - Roadway, Transit, Related Improvements



- 21 single mode alternatives identified
  - 9 Transit: 3 HRT, 5 BRT, EXP
  - 11 Expressway: GP, 6 HOV, 2 HOT, 2 Toll
  - 1 Arterial Widening (with & without parking)

Round 1 Single Mode Findings

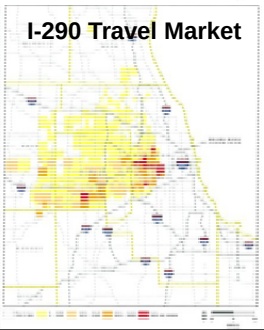
Transit
- No impact on I-290 congestion
- Increased transit access to jobs
- Ridership diverted from existing transit facilities

Expressway
- Best overall travel performance
- GP Lane: "under" manages flow (absorbs more demand)
- Tolling: "over" manages flow (arterial diversion)
- Managed Lane: more efficiently manages flow

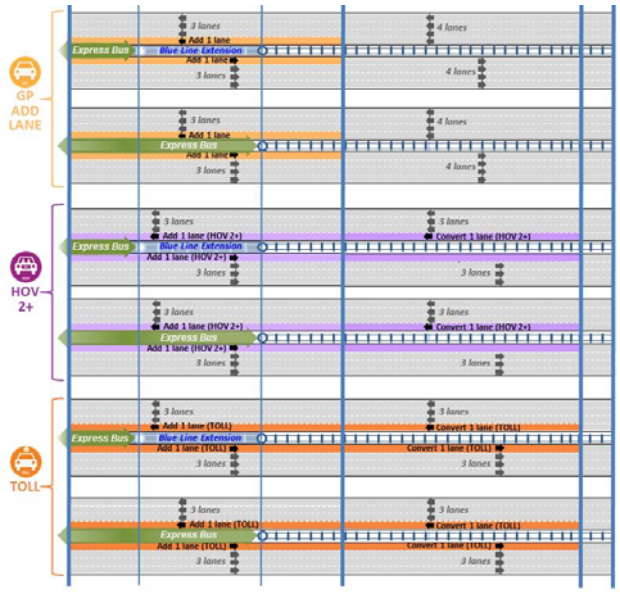
Arterial Widening
- Fatally flawed due to displacement impacts

Opportunities to improve expressway performance by combining alternatives with transit





Round 2 - Combination Mode Alternatives + No Build

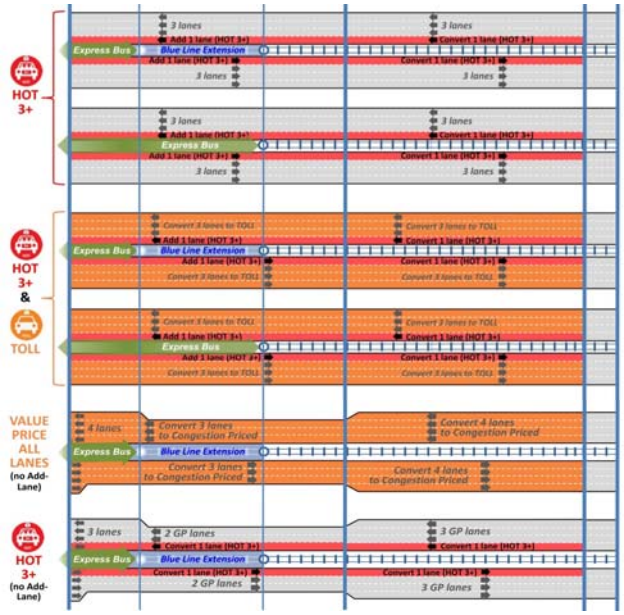


General Purpose Lane & EXP:
w & w/o HCT

HOV 2+ Lane & EXP:
w & w/o HCT

Toll Lane & EXP:
w & w/o HCT

Round 2 - Combination Mode Alternatives + No Build



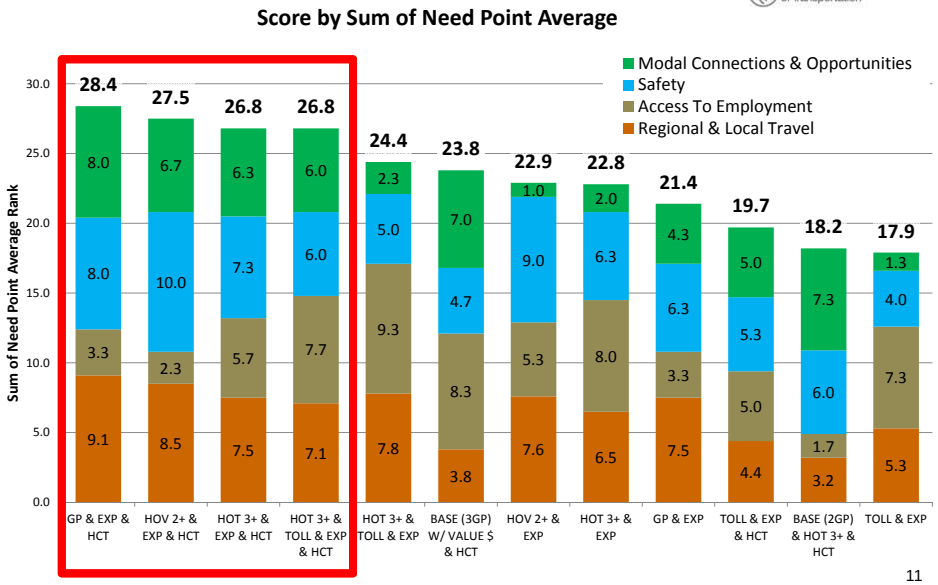
HOT 3+ Lane & EXP
w & w/o HCT

HOT 3+ Lane & TOLL & EXP
w & w/o HCT

Value Price & EXP
w HCT *(no additional lanes)*

HOT 3+ Lane & EXP
w HCT *(no additional lanes)*

Round 2 Combination Alternatives Scoring Results

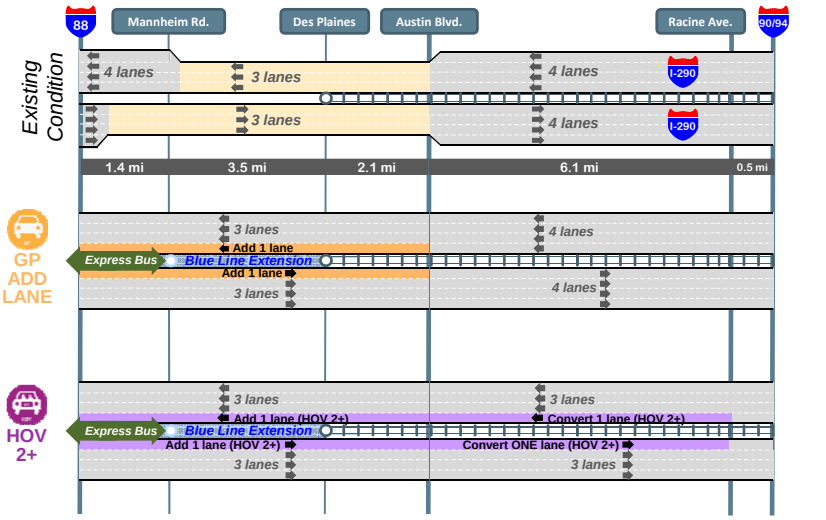


Round 2 Overall Conclusions

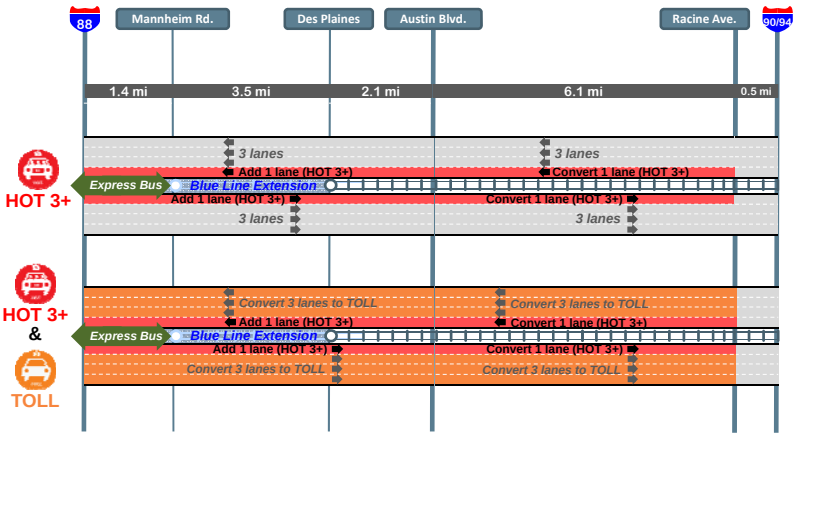
- Non-widening options performed poorly
- Adding a GP Lane attracts the **most traffic** to I-290
- Adding a HOV or HOT Lane provides **highest person throughput** in the corridor
- Tolling makes I-290 less attractive resulting in **auto diversion to arterials**
- HOV or HOT Lane provide **net improvements** in GP lane travel times

4 Combination Mode Alternatives Carried Forward
best meet Purpose & Need

Round 3 - DEIS Alternatives

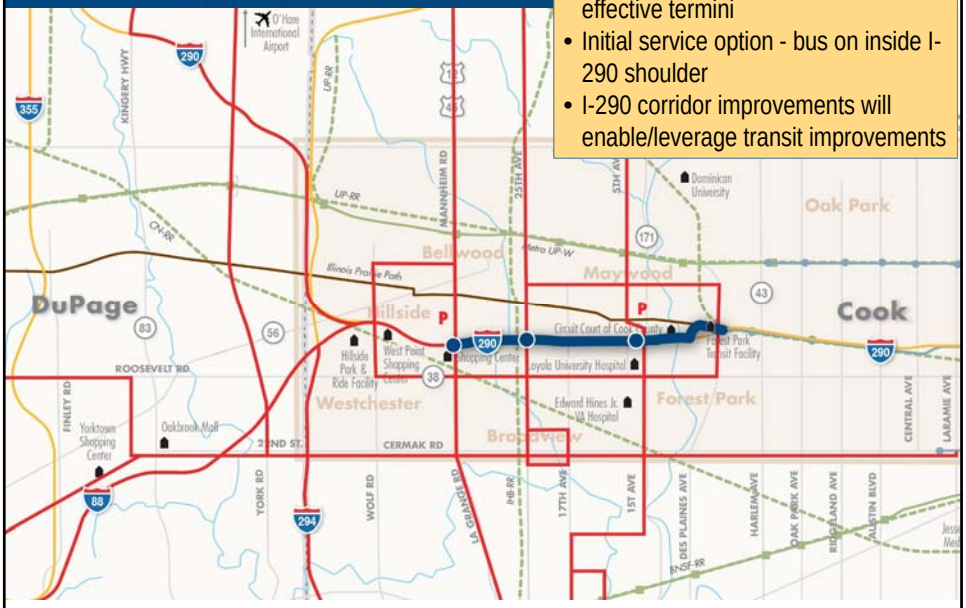


Round 3 - DEIS Alternatives



Blue Line Extension

- Common to all alternatives
- Extension to Mannheim – most effective termini
- Initial service option - bus on inside I-290 shoulder
- I-290 corridor improvements will enable/leverage transit improvements

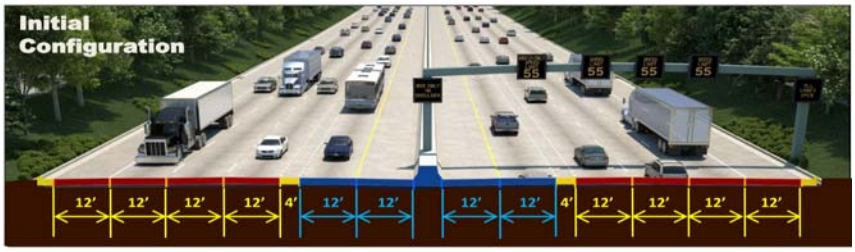


15

Convertible Transit Configuration



Illinois Department of Transportation



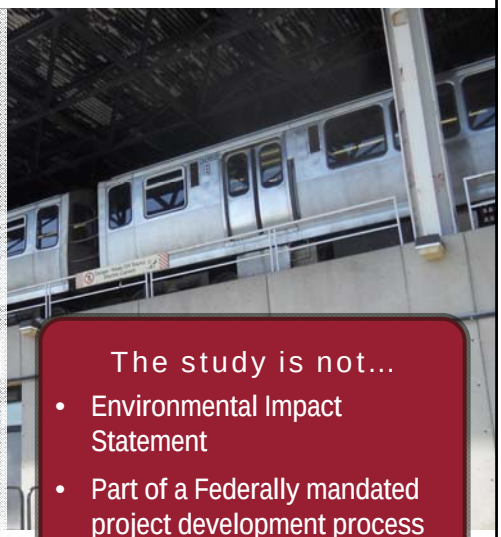


16

CTA Blue Line Forest Park Branch Feasibility/ Vision Study

CTA BLUE LINE VISION STUDY

- Opportunity to assess current conditions
  - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
  - Near-term (10 years)
  - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not…

- Environmental Impact Statement
- Part of a Federally mandated project development process

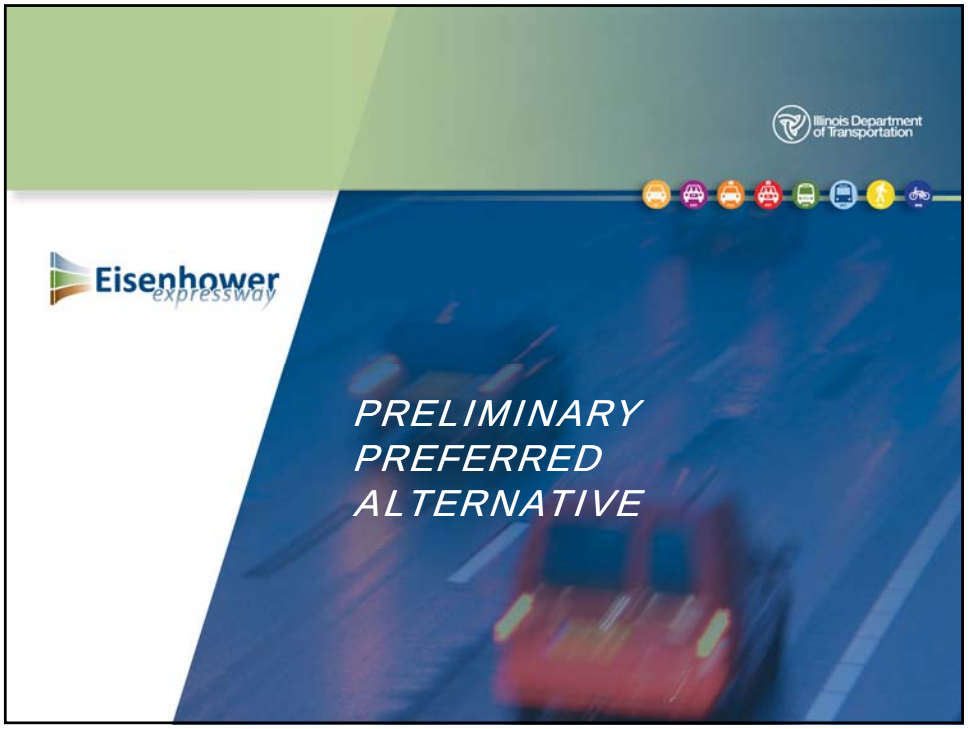
17

Vision Study Preliminary Findings

CTA BLUE LINE VISION STUDY

- CTA focus on modernization of existing facility – not planning for an extension at this time.
- Third express track not needed
  - Potential express service – limited time savings
  - Insufficient ROW to add third track and 24' wide platforms in trench
- Forest Park Terminal Modernization
  - Evaluating site for new terminal/yard/shop
  - Improved access to terminal bus/auto/pedestrians
- Recommendations to improve stations
  - Wider platforms
  - ADA accessibility
  - Improved weather and noise protection

18



Travel Performance

Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Regional VMT (miles)	Quantitative	201,187,710	+151,380	+72,492	+52,211	+33,774
Regional VHT (hours)	Quantitative	8,067,709	-9,840	-9,773	-16,161	-17,300
I-290 Travel Time (Min) (GP/ML)	Quantitative	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 / 13.5	14.8 / 12.6
Study Area Arterial VMT (miles)	Quantitative	4,294,01 1	-24,560	+6,944	-8,853	+147,834
Study Area Arterial VHT (Hours)	Quantitative	255,282	-1,996	-967	-1,643	+6,778
Person Throughput	Quantitative	459,122	25,247	31,871	28,604	25,294
Job Accessibility	Quantitative	5,151,539	105,053	364,948	397,660	326,499
Overall Safety (crashes per million person miles per year)	Quantitative	0.287	-4.86%	-6.44%	-6.21%	-4.65%
East-West Transit Trips	Quantitative	76,950	4,375	2,150	4,425	8,425

- HOT 3+ Alternative is ranked 1st or 2nd for all measures
- HOT3+ Alternative provides best overall balance

20

Social/Economic



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Adverse travel at ramp consolidation	Quantitative	--	79	79	79	79
Traffic VMT diversion to local roads	Quantitative	--	-24,560	+6,944	-8,853	+147,834
Average change in travel time to job destinations from the 2040 No Build Alternative, EJ Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-2 to -10 minutes	-2 to -9 minutes
Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
Bicycle/Pedestrian changes	Qualitative	No change in existing condition	Provision of a new east-west separated shared path from Des Plaines Avenue to Austin Boulevard (approximately 2 miles); improved pedestrian crossings; new pedestrian refuge islands; improved pedestrian/bicycle safety with new/wider sidewalks; improved shared use path connectivity.			

21

Social/Economic (cont.)

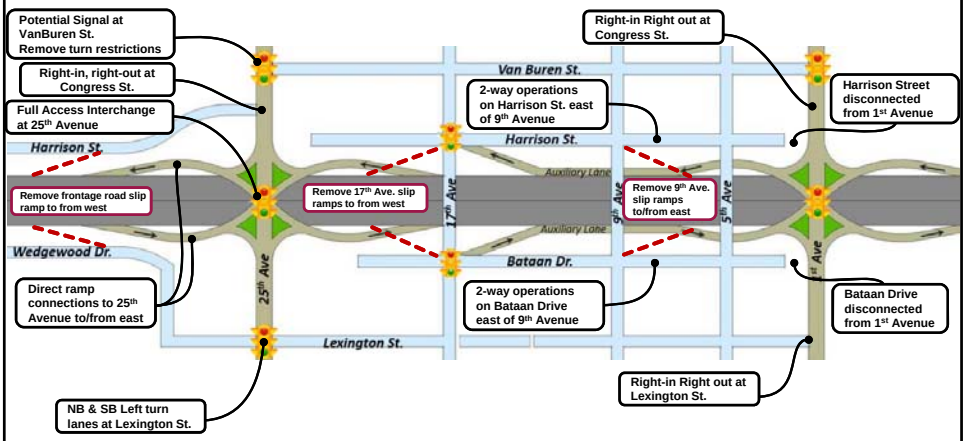


Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Housing units displaced	Quantitative	0	0			
Public services displaced	Quantitative	0	0			
Businesses displaced	Quantitative	0	0			
Construction-related jobs created	Quantitative	--	18,904	18,904	18,980	18,980
Productivity (based on travel time savings)	Quantitative	--	+$1.6 B	+$1.6 B	+$2.7 B	+$2.8 B
Consistency with local and regional plans	Qualitative	No Effect	CMAP includes capacity improvements for I-290 in its GO TO 2040 plan and classifies improvements to the I-290 as one of the regions 'priority projects'. The local comprehensive plans for Oak Park, Maywood, Broadview, Hillside, and Bellwood all express a desire to improve access to I-290.			
Community Cohesion	Qualitative	No Effect	Improvements to roadways crossing the highway will improve community cohesion within the project area.			
Land use changes	Quantitative	No Effect	No major land use changes are expected as a result of the project			
Right-of-Way acquisition	Quantitative	0	2.43 acres			

- More difference in alternatives for traffic VMT diversion & productivity, some travel time differences

22

Summary of Proposed Access Modifications



Change of Access – Average All Directions



- *GIS Analysis - Compares shortest travel distance between No-Build and Build.*
- *Change in travel distance calculated to/from I-290 to/from each property (7,400 individual parcels evaluated)*
- *Average distance changes for all directions: Less than 1/10th mile (+79 ft.)*

Historic Resources



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Historic properties impacted	Quantitative/ Qualitative	No Effect to Historic Properties	76 NRHP listed & potentially NRHP eligible properties identified. Section 106 process ongoing.			
Parkland Impacts	Quantitative/ Qualitative	No Effect	No Effect			
Section 4(f)	Quantitative/ Qualitative	No Effect	No direct, temporary or constructive use of publicly owned parks and recreational areas is required.			

- No differentiation among build alternatives
- Section 106 determinations of eligibility under way as requested by IHPA
- Met with Columbus Park

25

Visual Resources



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Visual Impacts/Benefits	Qualitative	No Effect	Proposed transportation improvements with respect to the visual environment are the same for all alternatives and is not a differentiator. Noise walls and aesthetic treatments will be evaluated and identified for the Preliminary Preferred Alternative.			

- Aesthetic treatments currently being reviewed with municipalities

26

Air Quality



Resource	Analysis Level	No Build Alternative	Build Alternative			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Pollutant Burden (daily burden – tons) – *Provided as sensitivity test for informational purposes; not intended for Preliminary Preferred Alternative selection.*						
VOC (Hydrocarbon)	Quantitative	3.469	+0.10%	-0.01%	-0.14%	-0.02%
NOX	Quantitative	7.584	+0.21%	-0.12%	-0.07%	-0.60%
CO	Quantitative	64.8	+0.73%	-0.51%	-0.34%	-0.35%
PM_{10}	Quantitative	4.953	-0.06%	-0.03%	-0.31%	-0.43%
$PM_{2.5}$	Quantitative	0.892	+0.09%	-0.13%	-0.30%	-0.50%
MSAT (daily pounds) – *Provided as sensitivity test for informational purposes; not intended for Preliminary Preferred Alternative selection.*						
Acrolein	Quantitative	6.391	-0.08%	-0.07%	-0.17%	-0.62%
Benzene	Quantitative	90.412	+0.30%	-0.04%	-0.08%	+0.05%
1,3 Butadiene	Quantitative	0.399	-0.20%	-0.08%	-0.20%	-0.83%
Diesel PM	Quantitative	274.540	+0.10%	-0.13%	-0.16%	-1.11%
Formaldehyde	Quantitative	141.552	-0.07%	-0.07%	-0.17%	-0.60%
Naphthalene	Quantitative	11.944	-0.02%	-0.06%	-0.16%	-0.53%

- Mostly positive trends for build alternatives
- CMAP Tier II Consultation meeting

Hazardous Waste



Illinois Department of Transportation

Resource	Analysis Level	No Build Alternative	Build Alternative			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Hazardous Materials - Recognized Environmental Condition (RECs) Sites affected	Quantitative	0	495			

- No differentiation among build alternatives

Natural Environment



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Wildlife (number of species impacted)	Quantitative/ Qualitative	0	0			
Wetlands (acres)	Quantitative	0	0			
Floodplains, volume change from existing (acre-feet)	Quantitative	0	-4.1 (overall flood storage capacity increased)			
Water Quality – Are Water Quality Standards Met (chlorides, metals, and TSS)? (yes/no)*						
Salt Creek	Quantitative/ Qualitative	Yes	Yes			
Des Plaines River	Quantitative/ Qualitative	Yes	Offset additional chloride load			
South Branch of Chicago River	Quantitative/ Qualitative	Yes	Yes			

- No differentiation among build alternatives

29

Noise



Measure	No Build Alternative	Build Alternatives			
		GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Receptors over the NAC	227	230	228	229	220
% of Receptors over NAC	79%	80%	79%	80%	76%

- ¾ of receptors currently over NAC
- Reasonable and feasible analysis completed
- Currently preparing for viewpoints solicitation

30

Construction Cost Estimate



Illinois Department of Transportation

Measure	No Build Alternative	Build Alternatives			
		GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Construction Cost (YOE $)	--	$2.568B	$2.568B	$2.571B	$2.571B

- Construction cost differences due to additional costs for tolling-related infrastructure

31

Build Alternatives Comparison

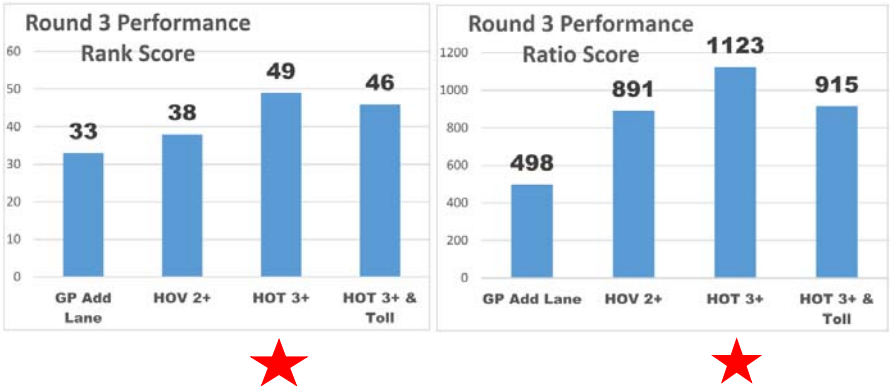


#	Round 3 DEIS Performance Measure	Unit	No-Build	GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & Toll
1.1	Regional vehicle miles traveled (VMT)	miles	201,187,710	151,380	72,492	52,211	33,774
1.2	Regional vehicle hours traveled (VHT)	hours	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 Travel Time (GP Lane / Managed Lane)			21.2/NA	23.2/13.7	23/13.5	14.8/12.6
1.4	Study Area Arterial VMT	miles	4,294,011	-24,560	6,944	-8,853	147,834
1.5	Study Area Arterial VHT	hours	255,282	-1,996	-967	-1,643	6,778
1.6	Person Throughput	persons	459,122	25,247	31,871	28,604	25,294
1.7	Job Accessibility	# of jobs	5,151,539	105,053	364,948	397,660	326,499
1.8	Overall Safety (crashes per million person miles per year)	rate	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-West Transit Trips	# of trips	76,950	4,375	2,150	4,425	8,425
2.01	Adverse travel at ramp consolidation (Parcel Average)	Feet	-	79	79	79	79
2.02	Traffic Diversion to Local Roads	VMT	4,294,011	-24,560	6,944	-8,853	147,834
2.03	Average Change in travel time to job destinations, EJ Communities	Min	-	-1 to -3	0 to -9	-2 to -10	-2 to -9
2.04	Average Change in travel time to job destinations, Non-EJ Communities		-	-2 to -2	-2 to -5	-2 to -5	-4 to -6
2.09	Construction related jobs created	#	-	18,904	18,904	18,980	18,980
2.10	Productivity (based on travel time savings)	$B	-	$ 1.6	$ 1.6	$ 2.7	$ 2.8
6.1	Noise Receptors exceeding noise abatement criteria (NAC)		227	230	228	229	220
9.1	Round 3 Construction Cost Estimates		$ -	$ 2,558	$ 2,558	$ 2,571	$ 2,571
		Rank Score (1 to 4)		33	38	**49**	46
		Ratio Score (0 to 100)		498	891	**1123**	915

- HOT 3+ Alternative is highest ranked by both rank & ratio scoring

32

Build Alternatives Comparison



- HOT 3+ Alternative has highest score by rank or ratio method

33

How Does the Preliminary Preferred Alternative Address Stakeholder Goals?

- Congestion:
  - 56% travel time savings and improved reliability in HOT 3+ lane
  - Arterial relief
- Safety:
  - -6.2% overall expressway, arterial, and transit safety improvement
  - Improved non-motorized safety
- Facility Design:
  - Improved community connections across I-290
  - Improved access to transit
- Minimize or Avoid Impacts:
  - Mainline remains in existing ROW
  - Some ROW (2.4 acres) at spot locations near interchanges
- Additional Travel Choices:
  - Managed lane for 3+ person carpools, congestion priced tolling, and express bus service
  - New east-west multi-use trail

34

Recommendation for Preliminary Preferred Alternative



- Travel performance: HOT 3+ has highest score & ranks in top 2 in all travel performance categories
- Generally, no substantial environmental differences among build alternatives
- Recommend HOT 3+ & HCT & EXP Alternative as Preliminary Preferred Alternative

35

I-290 Next Steps



- CAG 21 Meeting: *October 15*
- CAG 22 Meeting: *February 2016*
- Draft EIS release: *February 2016*
- Public Hearing: *March 2016*
- Final EIS/ROD: *Fall 2016*

36

Illinois NEPA/404 Merger Meeting
September 17, 2015

USEPA – Region 5
77 West Jackson Blvd.
Chicago, IL

12th Floor – Lake Ontario Room

Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703
Training Room

9 am – 12 noon

- I-55 Managed Lanes (District 1, Cook County) (45 min)
  - Request to exempt project from NEPA-404 merger process

- US 30 roadway improvements from Dugan to Municipal (District 1, Kane County, FAA Co-Lead) (45 min)
  - Request to exempt project from NEPA-404 merger process

- North Lake Shore Drive (District 1, Cook County) (90 min)
  - Information – project update

12 noon – 1:30 pm

Lunch

1:30 pm – 3:30 pm

- Interchange study at I-88 and IL 47 (District 1, Kane County) (60 min)
  - Information – project introduction

Note: the following project is not subject to the NEPA-404 merger process concurrence points and is being presented for information only.

- I-290 from west of Mannheim Road to Racine Avenue (District 1, Cook County) (60 min)
  - Information – preferred alternative

Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - I-55 Managed Lanes (Cook and DuPage Counties)
Request to exempt project from merger process

Name	Agency	e-mail address	Participation Location
John Sherill	IDOT	John.sherrill@illinois.gov	Chicago, IL
Soren Hall	USACE - Chicago	soren.g.hall@usace.army.mil	Chicago, IL
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Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - US 30 Roadway improvements from Dugan to Municipal Dr (Kane County)
Request to exempt project from merger process

Name	Agency	e-mail address	Participation Location
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Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - North Lake Shore Drive (Cook County)
Information: Project Update

Name	Agency	e-mail address	Participation Location
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Jon-Paul Kohler	FHWA	jon-paul.kohler@dot.gov	Springfield, IL

Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - Interchange study at I-88 and IL-47 (Kane County)
Information: Project Introduction

Name	Agency	e-mail address	Participation Location
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Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - I-290 from west of Mannheim Road to Racine Avenue (Cook County)
Information: Preferred Alternative

Name	Agency	e-mail address	Participation Location
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NEPA/404 Merger Meeting Summary
September 17, 2015

IDOT District 1, DuPage and Cook counties
I-55 Managed Lanes from I-355 to I-90/94
Environmental Assessment
Request for exemption from the NEPA-404 merger process

DECISIONS:

The following agencies agreed to exempt the project from the merger process: USEPA, USFWS, USACE, IDNR and IEPA

The following agencies were not present: IEPA and IHPA

NEXT STEPS:

None.

DISCUSSION:

This was the first presentation for the I-55 Managed Lanes project from I-355 to I-90/94. The purpose of the meeting was to provide a project overview and to request exemption of the project from the NEPA-404 merger process. Federal Highway Administration (FHWA) facilitated the meeting and prompted self-introductions. The Illinois Department of Transportation (IDOT) presented the project.

An overview of the project was presented by IDOT facilitated by a PowerPoint presentation and with reference to the project Environmental Resource Exhibit that was displayed. Project length, typical abutting land use, interchanges, traffic demand, vehicle occupancy, truck demand, corridor transit availability and congestion levels were reviewed. The existing roadway is in good physical condition and is not in need of reconstruction. The future travel demand within the study area is projected to be substantial due to anticipated growth in the Will County area. The intent of the project is to provide additional capacity within the existing median (generally forty feet wide along the south half of the project and sixty feet wide along the north half of the project). As such, no ROW acquisition is anticipated. Additionally, an active traffic management system is anticipated to provide additional travel management strategies for all lanes of the roadway.

In response to a question from USEPA, IDOT noted that the I-55 corridor will not likely need additional major reconstruction/rehabilitation for 25 to 30 years after this improvement is implemented.

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The project Purpose and Need was reviewed. The needs include serving the corridor traffic profile; addressing travel demands; providing travel reliability and supporting transit opportunities. The purpose of the project is to promote mobility and operational efficiency; utilize congestion management strategies to improve reliability; provide a sustainable transportation solution; support new travel options and maximize the use of the existing facility.

The sketch level evaluation was summarized. Numerous alternatives were evaluated for the 2040 Design Year. The addition of a new general purpose lane did not provide travel reliability nor support transit opportunities and therefore was not carried forward. A truck only managed lane alternative would require an expanded roadway section requiring extensive reconstruction and ROW and therefore was not carried forward. Managed lane options evaluated included High Occupancy Vehicle (HOV) lanes, High Occupancy Vehicle Toll lanes (HOT) and Express Toll lanes (ETL). Managed lane alternatives in general support the need for improved mobility and sustainable solutions while supporting expanded transit opportunities.

The environmental impacts were reviewed. The project is anticipated to be constructed within the existing I-55 right-of-way, with only minor potential excursions outside of the existing right-of-way for drainage outfall improvements and potential spot locations for noise walls and/or ITS infrastructure. Environmental resource impacts will be generally limited to the existing grass median (60 foot) areas (east of Harlem Avenue – IL 43) where there are some areas identified as wetlands and Waters of the US requiring coordination with USACE. There may be minor additional impacts within existing interchange areas or near existing drainage outfalls for drainage improvements, and between the mainline and frontage roads or near the existing ROW line for noise abatement walls and/or ITS infrastructure improvements. Based on INHS field surveys, no threatened or endangered species or suitable habitat exists in the project area. Two historic resources exist within the project area (the Chicago Sanitary and Ship Canal historic district and the Harlem Avenue (IL 43) bridge over the canal) which will not be impacted by the proposed improvement.

In response to questions by USACE, IDOT confirmed that all the alternatives are within the same footprint and would be built in the existing median. Thus the environmental impacts of all the build alternatives will be similar. Although the proposed drainage plan is still in development, any required detention will be contained within the existing I-55 interchanges or by in-line pipe detention.

IDOT asked USACE for guidance regarding jurisdictional determinations for Waters of the US and specifically concerning how highway ditches are defined. USACE stated the new guidance that has been issued will result in little or no change on how jurisdictional determinations are made.

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IDOT District 1, Kane County
US 30 Roadway improvements from Dugan to Municipal
Environmental Assessment
Request to exempt from NEPA-404 merger process

DECISIONS:

An exemption from the NEPA 404 merger process cannot be granted at this time. The difference in impacts between the two alternatives is too great. Additional information is needed on how FAA determines what alternative will be approved.

NEXT STEPS:

IDOT will coordinate with the FAA and resource agencies on their receptiveness to attend an off cycle NEPA meeting to discuss FAA position on project alternatives. IDOT will submit the alternatives analysis to FAA for review and concurrence on the preferred alternative. This requires review by FAA headquarters in Washington D.C.

DISCUSSION:

This was the first presentation of the project to the NEPA 404 merger agencies. The purpose of this meeting was to introduce the project and request exemption from the NEPA 404 merger process. The reason the project is being presented is that an individual permit will be required due to wetland impacts exceeding one acre and recent coordination with the FAA has resulted in the decision for the project to be processed as a condensed EA in accordance with FAA requirements with the FAA as a joint lead agency. The basis for the request for exemption from the NEPA 404 process is that the requirement to process as an EA is due to property acquisition from the local airport and not for environmental reasons. Also, the need for an individual wetland permit will afford the resource agencies the opportunity to review the project.

The meeting was led by Ted Hamilton, Project Manager for the project consultant, HR Green, Inc.

The project consultant (Hamilton) introduced the project. IDOT initiated the project in the Fall of 2013. The intent of the improvement is to address transportation related safety, capacity, and drainage issues. The project was approved by FHWA to be processed as a Categorical Exclusion II.

This section of US 30 is located in the Village of Sugar Grove, Kane County. US 30 provides direct access to IL 56/I-88 to the east and is utilized by traffic from communities located to the west and southwest. The Aurora Municipal Airport is located along the north border of US 30 within the project limits. A new residential development is located to the east and a mix of

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commercial and industrial parcels is to the west. The Aurora Municipal Airport owns property south of US 30 that is currently used for agriculture.

The identified needs can be divided in four categories:

1. Improve roadway safety –

   US 30 was identified as a 5% location for Year 2010. A total of 55 crashes have occurred within the project limits from 2009 through 2013, with 27 total injuries, 5 of which were Type A or incapacitating injuries.

2. Address Traffic Issues / Expand Roadway Capacity –

   Traffic is projected to double by the year 2040 from 13,300 to 27,000 vehicles per day. Maintaining the existing two lane section for 2040 traffic results in insufficient roadway capacity, decreased safety due to congestion, and deficient levels of service.

3. Correct Existing Geometric Design Deficiencies –

   There are sight distance concerns due to a crest vertical curve located at the airport entrance, insufficient turn lane storage capacity at the intersection of US 30 and Dugan Road and lack of pedestrian / bicyclist facilities.

4. Provide Drainage Improvements –

   Flooding along the US 30 corridor with overtopping the roadway in a 50-year storm event. Because of the drainage issues the airport experiences operational problems with their MALSR equipment (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights). An advanced project is currently under construction to provide intersection and shoulder improvements along US 30 from Dugan Road to Municipal Drive. Included in this improvement is replacement of box culverts at two crossings to provide conveyance of a 50-year storm; however, the drainage improvements will not provide the required three feet roadway freeboard. The profile of US 30 needs to be raised approximately three feet to achieve the required freeboard.

The proposed improvement provides a four-lane roadway with a median and HMA shoulders. An open ditch drainage system is proposed except along the businesses east of Dugan Road. This section will utilize a closed storm sewer system to minimize property impacts. Profile adjustments are proposed along US 30 to meet freeboard requirements which will improve drainage, and to improve sight distance. A multi-use path is proposed south of US 30 throughout the project limits. The project was originally qualified and approved for processing as a Categorical Exclusion II. All wetland permits and mitigation requirements are to be followed, including agency coordination through the Section 404 permit process. Based on the anticipated wetland impacts at this stage of the evaluation, the permit will be processed as an Individual Permit.

DRAFT

Since the improvement required land acquisition of airport property, a meeting was held with the FAA to review the project. The resultant key points from the meeting were the following:

- Acquisition of property will be permanent easement rather than Fee Simple Acquisition.
- FAA requested to be a Joint Lead Agency.
- The project must meet FAA NEPA requirements.
- Existing US 30 crosses the runway protection zone (RPZ) of two runways.

FAA NEPA requirements (FAA Order 1050.1E.CHG1) specify if airport property is required and there is a change in land use, the project does not qualify as a Categorical Exclusion. The project is required to be processed as an EA utilizing their Condensed EA form. In addition, since the proposed alignment crosses the RPZ an alternative analysis is required. FAA Technical Memorandum – Interim Guidance on Land Uses Within the RPZ, September 2012, specifies a full range of alternatives be identified and documented that will avoid the RPZ, minimize impacts, and mitigate risk.

There are multiple project constraints in developing different alternatives:

- Aurora Municipal Airport – The location of the airport, the two RPZ's, and the MALSR which extends south of US 30.
- The Burlington Northern & Santa Fe (BNSF) Railroad is located south of the RPZ.
- Current Construction Projects –continuity with adjacent projects, including to tie into the intersection improvements at US 30 and Dugan Road that are currently being constructed. Just south of the intersection is an additional intersection improvement along Dugan Road at Granart Road which has recently been constructed.
- There are numerous environmental resources including wetlands, floodplain, prime farmland, and water resources.
- Existing improvements at Municipal Drive and an existing residential development along Municipal Drive south of US 30.

Five alternatives have been considered. From coordination with the FAA and the Aurora Municipal Airport, three of five developed alternatives are being considered for further analysis. Alternative 1 shifts the US 30 alignment approximately 140 feet south to avoid the MALSR. This alternative does avoid the smaller of the two RPZs. Alternative 2 shifts the alignment to avoid both RPZs. Due to the location of the BNSF railroad, the alignment consists of minimum radius curves with maximum superelevation. The third alternative is the no build option which will not address the safety and operational concerns that currently exist while maintaining existing US 30 within both RPZs. The remaining two alternatives were eliminated due to maintenance issues identified by FAA related to the MALSR.

A comparison table of impacts for Alternative 1 and Alternative 2 was presented. The two alternatives were compared for environmental impacts, safety concerns, right of way impacts, and community/economic impacts. Alternative 1 is considered safer since the alignment consists of gentle curves rather than the sharp curves of Alternative 2. Alternative 2 requires twice the

DRAFT

amount of land acquisition, severs parcels, and has greater wetland impacts. Shown below are the environmental impacts.

Environmental Impacts	Alternative 1	Alternative 2
Wetlands	2.0 Acres	6.2 Acres (0.9 High Quality)
Floodplains	6.9 Acres	11.4 Acres
Stormwater Detention	1.45 Ac/Ft	1.99 Ac/Ft
Cultural	None	None
Biological	None	TBD*
Water Quality	Minor	Greater
Permitting-ACOE 404	Required (IP)	Required (IP)
Noise		
--No. Impacted	1	1
--Noise walls likely to be implemented	No	No
--Maximum noise level increase	5 dB(A)	12 dB(A)

*Based upon best available information, pending completion of Wetland Delineation Report

Mr. Hamilton then concluded his presentation with reasons IDOT seeks exemption from the NEPA 404 Merger Process:

- IDOT/FHWA view would normally process the project as a categorical exclusion.
- IDOT/FHWA is processing as an EA for so that FAA can use our environmental document for their decision making process.
- FAA requires EA due to property acquisition with change in use.
- Project length is approximately 1.9 miles on a defined corridor with physical barriers; airport to the north and BNSF RR to the south, constraining the project study area.
- FAA request to be joint lead will impact project schedule.
- Only a limited number of reasonable alternatives exist.
- NEPA requirement of avoidance, minimization and mitigation of resources still applies.
- A Section 404 Individual Permit is anticipated regardless of alternative selected, providing sufficient opportunity for agency involvement and input.

USFWS (Cirton) asked if all the wetlands been field identified. The wetlands located north of US 30, 500 feet south of US 30 and along with the Sugar Grove Branch were delineated. Information for the wetlands located north of the BSNF railroad and adjacent to Municipal Drive

DRAFT

is based upon ADID maps. Additional information is pending upon the completion of the Wetland Delineation Report by the IHNS.

USEPA (Westlake) inquired if FAA had concerns with birds being drawn to the proposed basins. The basins are designed to FAA standards and will drain within 48 hours of a storm event.

USACE (Hall) suggested verifying the area of wetland impact for Alternative 1 within the floodplain. If only the banks are impacted the total acreage may be less than 1 acre which would not require IP permitting. Another alternative to consider is tunneling the road under the RPZ. USEPA (Westlake) and USFWS (Cirton) stated that this could substantially increase the cost of the project and cause stormwater management issues since this area has a history of flooding.

FHWA (Piland) inquired what type of FAA rules/policy dictates the avoidance of the RPZ. Are these laws or just guidelines? IDOT is meeting with the FAA in the near future and will request this information.

USACE (Hall) stated he cannot make a determination for exemption to the NEPA 404 Merger Process. There is too much uncertainty on how the FAA will proceed with the alternatives. USEPA agreed that additional information is needed to make a determination. IDOT stated that the FAA was invited to attend this meeting.

FHWA (Fuller) asked if the attendees would be willing to meet off cycle to discuss this further with the FAA since this project is a district priority. All agencies were willing to meet off cycle.

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IDOT District 1, Cook County
US 41 (North Lake Shore Drive) – Grand Avenue to Hollywood Avenue
Environmental Impact Statement
Information – Project Update

DECISIONS:

Additional permitting is not required for lake fill within a harbor.

NEXT STEPS:

The project consultant will continue developing a range of alternatives and documenting the environmental resources.

DISCUSSION:

This was the sixth presentation of the project to the NEPA/404 merger team. The purpose of this meeting was to provide a project status as well as provide a presentation regarding shoreline protection and lake fill.

The meeting was led by Mary Young (Young) of Civiltech Engineering, the project consultant, with Mike Folkening of Civiltech Engineering and Lars Barber of Baird & Associates also presenting.

The project consultant (Young) provided a project update since the last NEPA-404 merger meeting in September 2014. The purpose and need statement was approved in December 2014. The purpose of the project is to improve the NLSD multi-modal transportation facility. The specific needs to be addressed throughout the study include: improve safety, improve mobility of buses, automobiles and non-motorized modes of travel, improve facility deficiencies, and improve accessibility to and from Lincoln Park, the Lakefront Trail and the adjacent communities. Identified needs can be divided into four categories:

- Improve Safety for All Users
- Improve Mobility for All Users
- Address Infrastructure Deficiencies
- Improve Access and Circulation

On October 15, 2014 the NLSD project team conducted its 3rd field trip. The primary focus was to observe the environmental resources including impacts to beaches and the historic nature of the park. Although not in the study area, a tour of Northerly Island was conducted. Northerly Island is a 91 acre peninsula providing paths, casual play areas, and fishing. The project restored the shoreline habitats, coastal wetland and other coastal plant communities and installed native

DRAFT

plants and trees. The project created a high quality and more diverse natural area for flora and fauna.

Additionally, the team visited the Montrose Point Illinois Natural Areas Inventory (INAI) site along with the Magic Hedge bird sanctuary. There are several sections of NLSD where the corridor is constrained, either by the urban edge, shoreline, park amenities, or other sensitive areas such as bird sanctuaries. The NLSD project study corridor contains two bird sanctuaries, one located just north of Belmont Harbor, and the other, the Magic Hedge, located along the eastern side of Montrose peninsula. At the Magic Hedge, over 300 species of birds have been recorded. A small stretch of low-lying bushes and the west side of the sanctuary in particular have been a magnet for migrating songbirds and rarities. In 2005, Montrose Beach Dunes was added to the Illinois Department of Natural Resources' statewide list of high-quality natural areas (Illinois Natural Areas Inventory).

The project consultant (Folkening) presented on the 2015 field visit, held on August 13, 2015. The focus of this field visit was to witness the peak summertime activities within the corridor including: traveling on the CTA bus routes along the corridor, bicycling along the existing multi-use paths through Lincoln Park, visiting active construction sites for Navy Pier Flyover and Fullerton Parkway Revetment/Theater on the Lake project, and viewing previously implemented improvements along South Lake Shore Drive.

The field trip attendees split into 2 groups to ride CTA buses: Routes #135 (Outer Drive from Belmont Avenue to Grand Avenue) and #147(Outer Drive from Foster Avenue to Michigan Avenue Although traffic was down due to the summer, both buses were filled to capacity.

An on-site presentation was then provided of the Navy Pier Flyover construction which was designed to provide safer walking and biking along the Lakefront Trail near Navy Pier. This section of the Lakefront Trail is one of the most heavily traveled in downtown Chicago. The Flyover provides an elevated path from the Chicago River to Jane Addams Park which will grade separate the Trail from Illinois and Grand Avenues. The bi-directional Flyover pathway is 16 feet wide. Funding is primarily provided by CMAQ with additional funds made available by the State of Illinois. The total cost is $60 Million, split over three phases. Once the construction is complete, the Chicago Park District will assume maintenance responsibilities.

The tour then shifted to the construction activities at the Fullerton Parkway Revetment - Theater on the Lake project. This project is the last in a series of shoreline improvements that stemmed from the Chicago Shoreline Protection Project. The new revetment will stretch for 1,700 feet and protect the area against flooding and erosion. The site is also one of the worst bottlenecks of congestion for pedestrians, bicyclists, and runners. The improvement will straighten out the severe curve at this location along the Lakefront Trail.

The tour then traveled to South Lake Shore Drive to see improvements that were constructed as part of that project which had challenges and opportunities similar to the North Lake Shore Drive Project.

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In September 2015, the Project Study Group traveled to Minneapolis, MN to observe Bus on Shoulder (BOS) operations. The Twin Cities region has more than 300 miles of freeway shoulder available to buses, which is more than three times the number of all metro areas in the country combined. The group witnessed BOS operations in the AM & PM peak hours, attended a tour of Minneapolis's Transit Control Center and met with Metro Transit's operations and planning experts.

The project consultant is continuing studies including documenting environmental resources and developing a range of alternatives.

The project consultant (Barber) from Baird & Associates presented coastal considerations for the NLSD project. For NLSD, the project team will perform coastal analysis and may need to construct shore protection systems in areas that do not have adequate shoreline protection. These protection systems will consider wave overtopping and flooding in conjunction with alternatives developed by the project team. Photos of overtopping and flooding from the 1950's, 1987, 2011, and the recent October 31, 2014 event were presented, conveying the need to address flooding along NLSD which has been a problem for a very long time.

For the NLSD project, site investigations and existing condition analysis was performed for the shoreline section from Grand Avenue to North Avenue. The existing data includes water depths, beach profiles, and grain sizes.

A cross section at Banks Street was presented to illustrate how a stepped concrete revetment accommodates overtopping and flooding. The stepped revetment extends farther out into deeper waters. It was noted that waves have the ability to rise upwards of 65% off the available water depth. Some of the wave is below the still water, but most of the wave height is above. It was noted that the high water elevation for a 100 year event at the Banks Street location has an approximate datum of +7 feet. Mr. Barber discussed the stepped stone revetment for the shoreline section between Fullerton Parkway and Diversey Avenue. This section has a ponding area available for storage. The low water condition was compared to the October 31, 2014 event. The Diversey Avenue-Fullerton Parkway section allows the back wave to travel back out to the lake. This berm section is at elevation +12 feet, with an additional berm towards the back that is 2 feet higher. The storage width for this segment is approximately 150 feet. For the NLSD project, the project team will need to carefully evaluate crest elevations, setbacks, overtopping and return rates, especially in regard to alternatives that include depressing segments of NLSD or sections involving causeways or bridges.

USACE (Hall) asked if the design for the water level factors in permanent changes that lower the water level. The project team stated that several water levels are used during analysis. Each case has a specific feature which determines the worst case scenario.

USFWS (Cirton) suggested that the parkland be mitigated in kind and habitats in kind. Near shore habitats for fish should be considered with the improvement of the shoreline protection. The lake fill should incorporate wildlife habitats. The project team stated that recycled materials can be used to provide habitat oriented fill.

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USACE (Hall) stated that coordination with the USACE should take place for the existing projects. The coordination should include Section 408 authorization and potential impacts with work already completed. The project team stated that coordination will take place and that the majority of the potential impacts are in locations that have not been improved.

CDOT (Sadler) asked if there was anything unique, such as additional permitting, to consider about filled harbors versus open shoreline. USACE stated that all lake fill and dredging requires the same USACE involvement. No additional permitting is required.

ILEPA (Faught) emailed after the meeting stating that there was phone trouble and wanted to bring up stormwater management which should be considered when evaluating alternatives for North Lake Shore Drive. If the ILEPA is required to conduct a water quality review (i.e. for an individual 401 water quality certification or Section 39 final determination for an IDNR Lake Michigan Permit), water quality impacts including issues with impairments will be studied. There are currently some Total Maximum Daily Loads (TMDLs) for Lake Michigan due to impairments. He noted that more information can be found on the IEPA TMDL page here: http://www.epa.illinois.gov/topics/water-quality/watershed-management/tmdls/reports/index

The ILEPA noted that the TMDLs should be complied to determine if there are any new stormwater discharges to Lake Michigan (i.e. stormwater from areas that did not previously drain to the Lake) and that "new" water is not discharged in one of the areas subject to the TMDLs. Since the project is in the planning stages, it is not possible to say what requirements the ILEPA would have, however, it may be as simple as adding a BMP treatment system. The easiest thing for ILEPA's review would be to make sure that the drainage patterns to the Lake are not changed. As planning becomes more finalized and if there is a need to re-route water to the Lake, it is suggested that coordination with the ILEPA occur to discuss where the "new" drainage will occur and what we may be needed to assure the TMDLs are in compliance.

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IDOT District 1, Kane County
Interchange study at I-88 and IL-47
Environmental Assessment
Information – Project introduction

DECISIONS:

None requested, none given.

NEXT STEPS:

Seek concurrence on the project's Purpose and Need at the February 2016 NEPA/404 Merger Meeting.

DISCUSSION:

This was the first presentation of the I-88 at IL 47 interchange project. The purpose of the meeting was to introduce and provide an overview of the project. The Federal Highway Administration (FHWA) facilitated the meeting and prompted self-introductions. The Illinois Department of Transportation (IDOT) presented the project which was facilitated with a PowerPoint presentation.

The Project Study Group (PSG) includes IDOT, Illinois Tollway, Kane County, the FHWA, and the Village of Sugar Grove who is the lead agency

The project location and past studies were discussed. The project study limits run along IL 47 from Old Oaks Road/College Drive on the south to Green Street on the north, and a half a mile east and west of IL 47 on I-88. The existing I-88 at IL 47 provides partial access to-and-from the west only. IL 47 consists of a four lane cross section (two lanes in each direction) between Finley Road and Seavey Road with a northbound left-turn lane at the existing westbound I-88 entrance ramp. North and south of the interchange, IL 47 consists of a two lane cross section (one lane in each direction) between Old Oaks Road/College Drive to Finley Road, and from Seavey Road to Green Street.

The existing land use in the study area consists of agricultural (58%), residential (26%), forest preserve (15%), and institutional (1%). The Village of Sugar Grove's future land use plans for this corridor anticipate development including commercial and corporate campus land uses. Based on population growth information provided by the Chicago Metropolitan Agency for Planning (CMAP), the Villages of Sugar Grove and Elburn are expected to experience 30% growth by year 2040. Existing population of Sugar Grove and Elburn are expected to grow from 10,000 to 30,000 and 6,000 to 18,000 respectively.

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Similarly, traffic volumes along IL 47 are expected to grow 36% south and 60% north of I-88 by year 2040 maintaining the existing partial access interchange and assuming no improvements to IL 47 or a "No-Build" condition. The existing Average Daily Traffic (ADT) volumes along IL 47 range from 7,400 to 10,900 vehicles per day (vpd) and are expected to grow to 12,000 to 15,000 vpd by year 2040 in a "No-Build" condition. Traffic volumes along I-88 currently range from 28,000 east of IL 47 and 31,000 west of IL 47 and expected to experience 10% growth by year 2040.

A summary was then provided of the first Public Meeting that was held on July 29, 2015. The meeting was attending by 103 people who submitted a total of 17 comment forms. Issues raised by the public at that meeting included: safety concerns/suggestions, concerns regarding noise and water pollution, land use suggestions, access suggestions, and alternative roadway configurations.

The first Community Advisory Group (CAG) meeting, held September 1, 2015, was then summarized. The meeting was attended by 21 CAG members. The concerns that were raised at that meeting included: drainage, environmental impacts, accessibility, safety, capacity, other infrastructure, and funding. The second CAG meeting is anticipated to be held in November 2015, to discuss the draft Purpose and Need for the project.

IDOT provided an overview of the initial outline of the Purpose and Need based on the initial data collected and stakeholder comments. Population and transportation demands in the area were reviewed and crash statistics were summarized. Purpose and Need Items discussed included: Enhance System Linkage and Accessibility, Support Existing and Future Economic Development, Accommodate Transportation Demands, and Improve Safety.

The U.S. Environmental Protection Agency (USEPA) commented on the study location and if there are any addition access needs identified along I-88 corridor. IDOT will evaluate and incorporate additional information and justification into the Purpose and Need document to support the logical termini for this project.

IDOT provided an overview of environmental resources located with the study limits. The environmental resources that have been identified thus far include the Hannaford Woods/Nickels Farms Forest Preserve property located along both sides of IL 47 south of the interchange and just north of Waubonsee Community College. Blackberry Creek and Tributary C to Blackberry Creek are also located within the project study limits. Information regarding other natural and cultural resources is still being collected at this time.

Based on the safety and crash data presented by IDOT, the U.S. Army Corps of Engineers (USACE) expressed concern as to whether there was adequate data to justify safety as a need for this project. IDOT indicated that the study team will evaluate further.

The USACE suggested the purpose and need document contain an exhibit showing the operation Level of Service (LOS) for the existing and future "No-Build" traffic. IDOT indicated they will incorporate the subject exhibit into the Purpose and Need document.

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IDOT District 1, Cook County
I-290 from west of Mannheim Road to Racine Avenue
Environmental Impact Statement
Information – Preferred Alternative

DECISIONS:

None requested, none given.

NEXT STEPS:

The draft EIS is expected to be release in February 2016.

DISCUSSION:

This was the sixth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to update the Merger Team on the status of the Study and present a preliminary preferred alternative recommendation that will be described in the Draft Environmental Impact Statement. It should be noted that at the September 9, 2009 meeting, the NEPA/404 Merger Team concluded that this project will not require formal concurrence, and that the project may continue as an EIS with agency review using the scheduled NEPA/404 merger team meetings to provide project updates.

IDOT Region 1 (IDOT) and the project consultant Parsons Brinckerhoff (PB) presented a PowerPoint presentation to the Merger Team. The presentation provided a brief summary of the study and concluded with a preliminary preferred alternative recommendation of the HOT 3+, High Capacity Transit Extension and Express Bus Alternative.

The IDOT presentation included:

- Study Area: West of US 12/20/45 (Mannheim Road) to Racine Avenue
- Study Process: Three rounds of alternatives evaluation and screening
- Public Involvement: Context Sensitive Solutions approach including Corridor Advisory Group, agency and small group meetings, public meetings and project website
- Purpose and Need: To improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and address facility deficiencies
- Round 1 Single Mode Screening: 570+ initial stakeholder suggestions were considered resulting in 21 single mode alternatives (9 transit, 11 expressway, and 1 arterial widening). The round 1 analysis showed that the transit alternatives had no impact on I-290 congestion, the expressway alternatives had best travel performance, and the arterial widening alternative was fatally flawed due to displacements.

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- Round 2 Combination Mode Screening: Evaluated 12 combination mode alternatives including General Purpose (GP) lanes, high occupancy vehicle (HOV) 2+ persons per vehicle, toll all lanes, high occupancy toll (HOT) 3+ persons per vehicle, HOT 3+ and toll all remaining lanes, no widening and value price, no widening with HOT 3+ conversion. These alternatives all included express bus and were tested with and without high capacity transit (HCT). These alternatives were compared to the No Build Alternative using purpose and need evaluation measures and scoring, resulting in the No-Build, GP, HOV 2+, HOT 3+ and HOT 3+ and Toll Alternatives all with express bus and a HCT extension being carried forward for evaluation in the DEIS and Round 3 as shown in Attachment 1.
- Round 3 DEIS Alternatives: These four alternatives were further defined including interchange types, a typical cross-section to allow a future westward HCT extension, additional feeder bus service, and non-motorized improvements including wider sidewalks, improved ADA accessibility, and an east-west multi-use trail allowing a connection from the Illinois Prairie Path in Maywood to Columbus Park in Chicago (See Attachments 2 and 3 for transit components associated with alternatives).
- CTA Blue Line Vision Study: Planning study for modernization of the Blue Line Forest Park Branch and coordination with I-290 Phase I Study. Preliminary findings included focus on existing facility (not planning for an extension at this time), a third express track is not needed, Forest Park terminal station, yard and shop to be modernized, maintain current station entrances, and improve stations.
- Preliminary Preferred Alternative Recommendation: An evaluation matrix was presented including travel performance, as well as social, economic and environmental factors. HOT 3+ was the best overall in travel performance, ranking first or second in all other measures. There were no substantial environmental differences among the build alternatives since they all have the same footprint. Only 2.4 acres of new right-of-way will be required for a project with an approximate construction cost of $2.6 billion. Scoring matrices were presented showing the HOT 3+ as the highest scoring, and consistent with addressing stakeholder goals (See Attachments 4 and 5).
- Next Steps: DEIS release in February 2016, Public Hearing in March 2016, FEIS/ROD in late summer/fall 2016.

Agency questions and comments during and after the presentation included several questions from the USEPA including:

- When will the DEIS be released? IDOT responded that the release is currently anticipated in February 2016.
- What is HCT? IDOT responded it is High Capacity Transit, which represents a fixed guideway transit extension as either a Blue Line heavy rail extension or bus rapid transit.
- Has IDOT looked at other arterial improvements beyond the crossings? IDOT responded that they are reviewing potential improvements to parallel east-west arterials in advance of mainline construction, including North Avenue, Madison Street, Roosevelt Road, and Cermak Road in terms of ensuring good pavement surface, and operational improvements such as modernized, interconnected traffic signals, intersection monitoring with television cameras, and arterial dynamic message signs, among other improvements.
- With regards to environmental justice, have the impacts of tolling on low-income

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populations been analyzed for the HOT 3+ Alternative? IDOT responded that carpools with three or more occupants and transit vehicles would not pay tolls to access the managed lane. In addition, potential remedial strategies could include toll subsidy programs for low-income families (Los Angeles), promotion of carpooling/vanpooling to employment centers from low-income areas, as well as national research showing support for HOT lanes by low-income populations. Also, the remaining general purpose lanes receive a benefit from the HOT 3+ in terms of improved travel times and decreased congestion for those motorists not paying tolls.

- Are there neighborhood concerns with the ramp consolidation? IDOT responded that there has been some concern expressed but not at a neighborhood level. It has been a few individuals. What is driving the design is the elevated crash rates on I-290 between 1st Avenue and 25th Avenue which is associated with the very close ramp spacing in this section. There have been a couple of instances where stakeholders have questioned the change in access, and access to a particular commercial establishment at 1st Avenue. IDOT has coordinated closely with Maywood, Bellwood, and Broadview on the change in access. Due to current design standards and the very close crossroad spacing, it is physically not possible to reinstate the existing 9th Avenue ramps and the 17th Avenue ramps to and from the west.

Removal of the ramps at 17th and 9th is expected to reduce the number of vehicles using the frontage roads as bypass routes to mainline congestion. This returns the frontage roads to the local communities and the residential neighborhoods on the either side of the expressway.

IDOT BDE said that a revised Section 25 of the BDE manual covering Environmental Impact Statements has been prepared. For the FEIS, two options are now described: a traditional FEIS, followed by a Record of Decision (ROD), and a combined FEIS and ROD. FHWA said that if a preliminary preferred alternative is presented in the DEIS, then by default, a combined FEIS/ROD document should be prepared.

DRAFT

Appendix L

I-290 Cost Estimating Procedures

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP | Parsons Brinckerhoff

September 2016

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Table of Contents

1.0 INTRODUCTION 1

2.0 PROJECT BACKGROUND 1

3.0 METHODOLOGY 1

3.1 FHWA Major Project Review 2

4.0 MAJOR CONSTRUCTION ITEMS AND UNIT COSTS 2

4.1 Roadway Related Items 2

4.1.1 Demolition and Removal 2
4.1.2 Pavement 3
4.1.3 Earthwork and Grading 3
4.1.4 Pedestrian Improvements 3
4.1.5 Roadside Safety 3
4.1.6 Traffic Signals, Signing, and Pavement Markings 3
4.1.7 Lighting 4
4.1.8 Drainage 4
4.1.9 Intelligent Transportation System (ITS) and Tolling 4
4.1.10 Utilities 4
4.1.11 Traffic Control (Maintenance of Traffic) 4
4.1.12 Erosion Control and Landscaping 5
4.1.13 Aesthetic Improvements 5
4.1.14 Mobilization 5
4.1.15 Construction Layout 5

4.2 Structures 5

4.2.1 Roadway Structures 5
4.2.2 Retaining Walls 5

4.3 Land Acquisition, Right-of-Way and Land Remediation 6

4.4 Environmental Mitigation (Noise Walls) 6

4.5 Engineering Services 6

4.5.1 Design Engineering Services (Phase 2) 6
4.5.2 Construction Inspection and Services (Phase 3) 6

4.6 Transit Related Costs 6

4.7 Project Contingency 7

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1.0 Introduction

This document describes the procedures used to prepare the conceptual level cost estimate for the I-290 Preliminary Engineering and Environmental Study – West of US 45 (Mannheim Road) to Racine Avenue (I-290 Study). The estimates are intended to provide an indication of the magnitude of costs for the proposed project components in the Draft Environmental Impact Statement (DEIS), and to support the alternatives evaluation process.

2.0 Project Background

The Project Corridor begins at the intersection of I-290/I-88 to the west and traverses east through the Villages of Hillside, Bellwood, Westchester, Broadview, Maywood, Forest Park, Oak Park, and City of Chicago. Reconstruction is proposed for I-290 extending from the I-88/I-290 split in the west to approximately Kostner Avenue. This section is proposed to be completely reconstructed including mainline, interchanges, and multiple crossroads structures and is referred to as the *Reconstruction Section*. Restriping of the existing eight-lane section is proposed from east of Kostner Avenue to Racine Avenue with improvements dedicated to accommodating operational/managed lane features of the preferred alternative and is referred to as the *Restriping Section*. The extent of improvements from Kostner Avenue to Racine Avenue include pavement restriping and potential noise abatement wall placement. Existing overhead bridges in this section are proposed to be reconstructed as part of separate, stand-alone projects.

3.0 Methodology

The conceptual cost analysis began with a parametric estimate for major construction categories and refined with actual quantity breakdowns and takeoffs. Unit costs were determined and calibrated using similar projects based on order of magnitude, project location, and the nature of the overall project such as an urban environment with constrained right of way and high traffic volumes. High cost value construction categories are further subdivided increasing detail and accuracy for the overall conceptual cost estimate. Unit costs were adjusted and assessed for a base year of 2015. Inflation was applied as necessary to provide Year of Expenditure costs for the project analysis.

Example projects used for calibration include several Circle Interchange projects and the Illinois Tollway I-90 reconstruction. Both projects are located adjacent to or near the Project Corridor and are currently under construction.

3.1 FHWA Major Project Review

The Federal Highway Administration (FHWA) completed a "Major Project Review" of the proposed project in September 2015. The objective was to conduct an unbiased risk-based review to verify the accuracy and reasonableness of the current estimate and apply an independent risk based probability range for the cost estimate.

Based on the assumptions and risks discussed during the review, the cost estimate at the 70 percent confidence level is $2,630 million (year of expenditure). For the purposes of the review, the project was assumed to be completed in year 2027 at the 70 percent confidence level. The cost ranged between $2,080 million (0 percent) to $3,069 million (100 percent). These estimates are based on the best information available at the time they were developed. It is expected that cost estimates will be revised and refined through further project development, such as Phase 2 design and future procurement activities.

4.0 Major Construction Items and Unit Costs

The major construction items were identified as items with the greatest influence on the construction cost which can be reasonably defined at the preliminary level of design. Quantities for these major items were generated based on quantity takeoffs and historical project data. The major construction items are grouped into the following headings:

- Roadway Related Items,
- Structures (bridges and retaining walls),
- Land Acquisition, Right-of-Way and Land Remediation,
- Environmental Mitigation (noise walls),
- Engineering Services,
- Transit Related Costs, and
- Project Contingency.

4.1 Roadway Related Items

This category includes pay items related to demolition and removal, pavement, earthwork and grading, pedestrian improvements, roadside safety, traffic signals and signing, lighting, drainage, intelligent transportation system (ITS), tolling, utilities, traffic control, erosion control and landscaping, aesthetics, mobilization, and construction layout.

4.1.1 Demolition and Removal

Demolition and removal costs were estimated based on the conceptual design footprint. Existing bridge and sign structure demolition within the *Reconstruction Section* is included in this cost. Bridge demolition costs are broken down further by distinguishing between railroad bridges (CSX, CTA, and IHB Railroads), minor crossroad bridges, and bridges associated with a full interchange. Removal of existing pavement, curb and gutter, concrete barrier, guardrail and sidewalks are measured directly from existing topographic survey and individually quantified within this cost.

4.1.2 Pavement

The proposed project assumes multiple pavement designs based on roadway classifications. The cost estimate separated out the pavement design into three classifications based on past pavement designs by the Illinois Department of Transportation. The three classifications include mainline pavement, interchange ramps, and local roadways/frontage roadways. The mainline pavement and ramps costs are based on a durable rigid pavement (Jointed Concrete) with a hot mix asphalt base. Mainline and ramp shoulders costs are based on full depth concrete pavement construction. The same pavement design is used for both the mainline and ramps. The frontage/local roadway pavements are based on a standard flexible hot mix asphalt design. Pavement pricing may vary significantly depending on the final design and material selection. The design and pricing are based upon pavement life cycle for the project.

4.1.3 Earthwork and Grading

Roadway profiles and cross sections were developed for the proposed design. Estimated quantities for earth excavation and fill materials are based on quantity takeoffs and calculated per cubic yard. An estimated quantity of unsuitable material is included as part of the overall earthwork quantities. A special waste excavation quantity and cost is provided as part of the project based on a percentage of the overall earthwork cost.

4.1.4 Pedestrian Improvements

This cost is intended to cover project improvements for a multi-use path and pedestrian friendly improvements such as increased width sidewalks. Costs are generated based on historical data for projects of this magnitude and geographic location.

4.1.5 Roadside Safety

This cost covers the approximate cost and quantities of concrete median barrier and locations requiring guardrail protection and Jersey barrier wall associated with the proposed project.

4.1.6 Traffic Signals, Signing, and Pavement Markings

This cost is intended to cover the cost of proposed traffic signals, signing, and pavement markings. The cost for traffic signals are broken down into three general types of categories and applied throughout the project. The three categories for traffic signals

include a proposed cost for the Single-Point Urban Interchange at 25th Avenue and 1st Avenue interchanges, a cost for a Single-Point Urban Interchange for Harlem Avenue and Austin Boulevard interchanges, and cost for a standard urban local roadway intersection scenario. The proposed signing cost is intended to cover full replacement of sign panels and ground mounted posts throughout the project corridor and replacement of the existing truss and cantilever supports within the *Reconstruction Section* of the project. The signing cost is based on a percentage of the overall construction cost. The pavement markings cost is based on quantity takeoffs for the proposed pavement marking design for both the *Reconstruction* and *Restriping* sections.

4.1.7 Lighting

This cost category is intended to cover the cost of proposed lighting along the I-290 Eisenhower Expressway median, interchanges, and along local roadways as applicable. The cost assumes all existing lighting is replaced. The proposed lighting costs are generated using specific pay items and applied for each type of location mentioned above.

4.1.8 Drainage

This cost is intended to cover all temporary and permanent roadway drainage including storm water retention/detention, median drains, catch basins, inlets, laterals, roadside ditches, etc. required for a closed drainage system. This cost also included the placement of an additional main trunk sewer for the I-290 Study. The drainage cost was estimated as a percentage of the total construction cost based on similar local urban major highway reconstruction projects and increased for overall complexities of the project including the additional work associated with the proposed mainline trunk sewer.

4.1.9 Intelligent Transportation System (ITS) and Tolling

This cost category is intended to cover standard items utilized for a typical ITS system and tolling system catered for the Project Corridor. Costs include ramp meters and sensors, toll points, cameras, toll signs, active traffic management equipment, and communication equipment. The cost includes electric toll collection and enforcement for the tolling alternatives. The overall cost extends into both the *Reconstruction* and *Restriping* sections.

4.1.10 Utilities

This cost is intended to cover the cost of relocation or protection of identified utilities within the *Reconstruction Section*. Engineering services for utility work are included in this cost and based on historical percentages of the overall estimated utility construction costs. The known utilities are itemized and unit costs developed using the existing utility type, size, and general construction methodology for either replacement or protection of the utility. The cost will be updated and modified as the project progresses to include actual work plans and engineering costs provided by the utilities based on final design.

4.1.11 Traffic Control (Maintenance of Traffic)

This cost is intended to cover the general traffic control during construction and is based on a percentage of the total construction cost. This category includes all typical traffic control for the I-290 Study and detours including, but not limited to; temporary signing, temporary pavement and pavement markings for minor roadways, temporary signalization, channelizing devices, barricades, etc. Significant temporary improvements associated with the maintenance of traffic are itemized and added to the overall cost including temporary pavement, walls, and structures.

4.1.12 Erosion Control and Landscaping

This cost category is intended to cover the cost of erosion control and landscaping during construction and is based on a percentage of the total construction cost. Erosion control and landscaping costs include all sediment and erosion control, seeding, mulching, etc. to minimize erosion.

4.1.13 Aesthetic Improvements

This cost category is intended to cover standard aesthetic improvements along the *Reconstruction Section* of the project associated with public outreach. The cost is based on a percentage of the associated total construction cost for the project.

4.1.14 Mobilization

This cost is intended to cover the cost of mobilization of the construction workforce based on a percentage of the total construction related cost.

4.1.15 Construction Layout

This cost is intended to cover the cost of construction layout as provided for in construction contracts based on a percentage of the total construction related cost and historical data.

4.2 Structures

This category includes pay items related to roadway structures and retaining walls.

4.2.1 Roadway Structures

Roadway structures consist of grade separated and waterway crossing structures. The structures are subdivided into pedestrian bridges, standard crossroad bridges, interchange bridges, railroad bridges and mainline expressway bridges. Bridge costs are for the structures in the *Reconstruction Section* only and are based on historical square footage determined from newly constructed bridges associated with the Circle Interchange project and other local projects. As the complexity of the bridge design increased, so did the estimated cost per square foot.

4.2.2 Retaining Walls

The cost of the walls is for the *Reconstruction Section* and is based on exposed wall heights determined by proposed cross sections. Both mechanically stabilized earth walls (MSE) and soldier pile walls are assumed to achieve the proposed design. Based on existing terrain and proximity to existing facilities, soldier pile walls are estimated for 80 percent of the total wall locations and MSE walls for the additional 20 percent. The unit pricing for the walls are based on historical unit costs for projects of similar scope and location. Overall, the soldier pile wall unit costs are greater than the unit costs used for MSE walls.

4.3 Land Acquisition, Right-of-Way and Land Remediation

Land values for permanent right-of-way and temporary easement are based on the fair market value of the Cook County Assessor website for Year 2008 and escalated to the current based year. Costs are categorized as either residential or commercial and are reported on a square footage basis. A conceptual cost is included for removal and remediation of hazardous materials during building demolition and earthwork. Assumptions for the amount of soil removed and the quantity of contaminated soil are estimated.

4.4 Environmental Mitigation (Noise Walls)

This cost is intended to cover the cost of the proposed noise abatement wall placement in both the *Reconstruction* and *Restriping Sections*. The noise abatement wall unit cost is generated based on the exposed area of the wall and historical unit cost data. The location and size of the noise abatement walls are approximate and based on the first preliminary round of analysis. Final noise abatement wall location and types have not been determined at this time.

4.5 Engineering Services

This category includes pay items related to engineering design and services, and construction inspection and services. Descriptions of these items are as follows.

4.5.1 Design Engineering Services (Phase 2)

This cost is intended to cover the services associated with detailed design documentation for bidding purposes and to construct the proposed project. The Phase 2 costs are estimated as a percentage of the total construction cost at this time.

4.5.2 Construction Inspection and Services (Phase 3)

This cost is intended to cover the associated construction inspection services to observe and construct the proposed project. The assumed Phase 3 costs are estimated as a percentage of the total construction cost at this time.

4.6 Transit Related Costs

The proposed project will result in impacts to existing Chicago Transit Authority (CTA) crossroad Blue Line station head houses and ramps in the *Reconstruction Section*. Costs were based on historical data from several local transit projects and from the CTA Blue Line Vision Study. Associated costs include the building structure, structural support of each head house and the affected ramp structure only. Stations were divided into major and minor categories based on ridership and current usage for the purposes of the cost estimate. A lump sum was assigned to each major and minor station.

An additional cost is included for railroad flagging in the *Reconstruction Section* of the proposed project for proposed improvements at and along the IHB Railroad, CTA, and CSX Railroads.

4.7 Project Contingency

This cost is intended to cover additional project unknowns such as general project related roadway items not quantified in detail and additional future detailed design development associated with Phase 2 of the project. The project contingency is estimated as a percentage of the total construction cost and determined based on current level of design development at this time and historical data.

Appendix M

INVEST Evaluation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP | Parsons Brinckerhoff

September 2016

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Table of Contents

1.0 SUSTAINABILITY 1

List of Tables

Table 1. INVEST Ratings for Urban Extended Projects 3
Table 2. I-290 Phase I Study Preliminary INVEST Scorecard 3

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1.0 Sustainability

The Federal Highway Administration (FHWA) "Infrastructure Voluntary Evaluation Sustainability Tool" (INVEST) is a web-based voluntary tool used to measure the sustainability of transportation projects. It was developed with ongoing input from state and local transportation agencies and professional organizations and is based on the three primary principles of sustainability: social equity, responsible use of natural resources, and economic development. The tool is designed to encourage and help agencies and organizations integrate sustainability best practices into highway and roadway projects.

Based on the Department and Stakeholder interest, the project will use the INVEST evaluation tool as part of the project development. INVEST was not used as a measure to evaluate the alternatives, or to determine their suitability for sustainable practices as compared to each other. The methodology and tools suggested by INVEST are being applied to the Preferred Alternative. There is no credit for completing NEPA documentation because it is required for federally funded projects and by many states.

The current Version 1.2 of the INVEST tool includes sustainability scoring in three main categories of highway development: System Planning and Processes, Project Development, and Operations and Maintenance.

The *System Planning and Processes* category focuses on the sustainability efforts within an agency's system planning processes. The System Planning and Processes category covers a broad spectrum of highway development rather than a singular project. The criteria used for scoring an agency's System Planning and Processes includes the level of integration of long-term plans with local and/or regional plans to coordinate transportation, land use, economic development, nature resource planning, and community goals and visions. Scoring criteria also include consideration of system wide multimodal and freight planning, along with other factors such as travel demand management and congestion management strategies, strategies to reduce emissions and energy consumption, practices of cost estimating and revenue forecasting, and asset management. Since the focus of System Planning and Processes is centered on the overall practices and operations of transportation agencies, it is beyond the scope of the I-290 Phase I Study and would not be considered in the evaluation and scoring for the project.

The *Project Development* category includes evaluation and scoring for two different project types. The basic scorecard is for small reconstruction, preservation, or restoration projects. The second category using an extended scorecard is for new construction projects of new roadway facilities or major reconstruction projects. The focus of the Project Development category is on the actual planning, design, and construction of a new highway facility. Projects are awarded a Bronze, Silver, Gold, or Platinum status based on a total number of points achieved. The criteria used for scoring the sustainability of a project during the Project Development phase covers a wide range of

topics including but not limited to cost benefit analysis, educational outreach, ecological connectivity, freight mobility, pavement design, and construction activities. An evaluation of sustainability during the Project Development phase generally requires an advanced level of project detail to accurately score the project's performance in each criterion.

The *Operations and Maintenance* category includes the criteria for evaluating and scoring an agency's programs and practices for their operations and maintenance of roadway facilities. There are 15 criteria used in evaluating the Operations and Maintenance and include items such as tracking the implementation/fulfillment of environmental commitments; use of pavement, bridge, and maintenance management systems; traffic control maintenance plans; roadside and facilities infrastructure maintenance plans; standards of practice for snow and ice control; and plans to document renewable energy use and reductions in fossil fuel use and emissions during operations and maintenance. Since the Operations and Maintenance phase of a highway project comes after the facility has been constructed, it is not considered in the evaluation and scoring of the current I-290 Phase I Study; however, it could be carried forward to evaluate the I-290 corridor's operations and maintenance when the facility is built.

There are five project types for the Project Development module in INVEST: Paving, Rural Basic, Rural Extended, Urban Basic, and Urban Extended. The best fit for the I-290 Phase I Study was determined to be the Urban Extended, which according to the INVEST Compendium [1]is for urban projects for a new roadway facility; structure projects were nothing of its type currently exists; and major reconstruction projects that add travel lanes to an existing roadway or bridge. The urban designation was used because this project traverses through a densely populated urban area, including the City of Chicago, where transit connectivity amenities and other urban considerations would apply.

The INVEST ratings are shown in Table 1. The ratings range from Bronze which would be achieved with 52 points (30 percent), to the highest rating, Platinum, which would be achieved with 103 points (60 percent). Several of the criteria presented require an advanced level of project detail or development. At this stage in the project development process for the I-290 Phase I Study, there is not enough engineering definition and design to assess the project's complete potential implementation of various sustainable practices and strategies. However, an early examination of various sustainable best practices can help inform the future design of the I-290 facility and potential mitigation strategies and help guide decisions regarding roadway design and construction to incorporate as many sustainable elements as appropriate.

[1] INVEST Compendium, Federal Highway Administration, September 2015, https://www.sustainablehighways.org/files/3421.pdf

Table 1. INVEST Ratings for Urban Extended Projects

	Number of Points Required for Each Level
Total Number of Points	172
Bronze (30%)	52
Silver (40%)	69
Gold (50%)	86
Platinum (60%)	103

The preliminary evaluation and scoring for the I-290 Phase I Study is shown in Table 2. Based on this preliminary evaluation, the I-290 Phase I Study achieves 58 out of a maximum 172 points. This provides the current designation of Bronze for the I-290 Phase I Study based on current available information and based on the INVEST 1.2 criteria.

The INVEST scoring will continue to be updated with further project development, including more detailed design. Many of the criteria appear to offer good opportunities to achieve higher ratings at the appropriate time for evaluation by simply following existing state policies. For example, IDOT performs life cycle evaluations of pavement designs (applicable to criterion PD-2) and inserts special provisions in most construction contracts to limit construction emissions (applicable to criterion PD-26). Other criteria (such as criterion PD-8 for ecological connectivity or PD-24 for contractor warranty) require commitments to go above and beyond meeting existing regulatory or policy requirements, but will be considered in current project development.

Table 2. I-290 Phase I Study Preliminary INVEST Scorecard

Criteria	Points
PD-01 Economic Analyses Criterion: • Was a benefit-cost analysis (BCA) for the project completed using minimum acceptable industry practices? Points: [0 / 2] • Was an Economic Impact Analysis (EIA) completed that meets all the listed requirements? Points: [3 / 3] Notes: This criterion may need additional evaluation throughout the Phase I process. Some of the results of this type of analysis were presented at CAG/TF Meeting #18.	3/5
PD-02 Lifecycle Cost Analyses Criterion: • Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?	0/3

Criteria	Points
Points: [0 / 1] • Was an LCCA performed for all storm water infrastructure alternatives considered? Points: [0 / 1] • Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered? Points: [0 / 1] Notes: These will be performed as part of the Phase II design process, but cannot be scored yet.	
PD-03 Context Sensitive Project Development Criterion: • Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process? Points: [2 / 2] • Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project? Points: [1 / 1] • As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it? Points: [1/ 1] • Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them? Points: [1/ 1] • Do project features consider the appropriate scale of the project? Points: [1/1] • Did the project remove objectionable or distracting views? Points: [2/2] • Did the project integrate context sensitive aesthetic treatments? Points: [1/1] • Were aesthetics for structural items incorporated into the design of the project? Points: [1/1]	10/10
PD-04 Highway and Traffic Safety Criterion: • Were human factors considerations incorporated? Points: [2 / 2] • Was awareness built among the public regarding contributing factors to crashes? Yes. Points: [1 / 1] • Does the agency conduct explicit consideration of safety using quantitative, scientifically proven methods? Yes. • Was the project type established during scoping of project alternatives through a quantitative, scientifically reliable process? Yes. Points: [1/1] • Were project design and/or operational alternatives developed and evaluated using explicit consideration of substantive safety through quantitative, statistically reliable methods? Yes. Points: [2/2]	9/10

Criteria	Points
• Were quantitative and statistically reliable methods and knowledge used to assess substantive safety performance in the development of preliminary and final design details?: Will incorporate proper safety analysis of design exceptions in both Phase I (Preliminary Design) and Phase II (Final Design)[3/3] • Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project? No, to be completed after construction. Points: [0/1]	
PD-05 Educational Outreach Criterion: • Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from the table provided? Yes. Points: [2 / 2] Note: Sustainability included in project development process; in public involvement; project website; and professional presentations.	2/2
PD-06 Tracking Environmental Commitments Criterion: • Was a comprehensive environmental compliance tracking system used for the project and related facilities? No. Points: [0 / 2] • Does the environmental tracking system have a formal mechanism to communicate commitments from transportation planning through design, construction, and maintenance? No. Points: [0 / 1] • Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies? To be determined. Points: [0 / 2] Note: More points could be earned for developing an agency strategy for tracking environmental commitments.	0/5

Criteria	Points
PD-07 Habitat Restoration Criterion: • Was project-specific mitigation or mitigation banking used on this project? No. Points: [0/ 3] • Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? No. Points: [0/2] • Were high quality environmental resources avoided or were the impacts minimized on this project? No. Points: [0/2] Note: No points were given because there are no natural habitats in the project area that needed to be avoided.	0/7
PD-08 Stormwater Criterion: • Did the project treat at least 80 percent of the total runoff volume? Points: [0/ 3] • Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Points: [0 / 3] Note: These criteria will need further consultation from the Hydraulics Unit and CBBEL to discuss the scoring requirements when final drainage plan is complete.	0/6
PD-09 Ecological Connectivity Criterion: • Was a site-specific ecological assessment of the roadway project using GIS data or regional expertise conducted? Yes. • Were methods used to minimize impacts to ecological connectivity Points: [3 / 3] • Did the project team engage natural resources and regulatory agencies throughout the planning process and ensure consistency with broader planning goals and objectives? Points: [1/1] Note: There will be a animal crossing at the Des Plaines River.	4/4
PD-10 Pedestrian Access Criterion: • Were all facilities upgraded to meet ADA standards and do responses below exclude any projects to upgrade facilities to ADA Standards? Yes. • Were missing pedestrian connections installed per master plan or relevant documents? Yes. Points: [1/1] • Were pedestrian features installed that are safe, comfortable, convenient and connected? Yes. Points: [2/2]	3/3
PD-11 Bicycle Access Criterion:	3/3

Criteria	Points
• Were missing bicycle connections installed per master plan or other relevant documents? Yes. Points: [1/1] • Were bicycle features installed that are safe, comfortable, convenient and connected? Yes. Points: [2/2]	
PD-12 Transit and HOV Access Criterion: • Were Transit and HOV facilities installed on this project that is consistent with the need, purpose, and appropriateness for transit and HOV access within the project footprint? Points [4/5]	4/5
PD-13 Freight Mobility Criterion: • Were freight facilities installed on this project consistent with the need, purpose, and appropriateness for freight mobility within the project footprint? Points: [4 / 7] Note: The points were received for improving railroad overpass clearances and safety improvements.	4/7
PD-14 ITS for System Operations Criterion: • Were one or more allowable ITS applications installed? Yes. Points: [5 / 5] Note: The points in this criterion were achieved for: toll collection; DMS signs; lane management; emergency vehicle signal preemption; enforcement; ramp metering; and surveillance.	5/5

Criteria	Points
PD-15 Historical, Archaeological, and Cultural Preservation Criterion: • Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer? Yes. • Has an effort been made to minimize impacts, avoid impacts, or enhance features? Yes, there will be landscaping enhancements in Columbus Park. Points: [3 / 3] Note: This study is avoiding any impacts to these properties.	3/3
PD-16 Scenic, Natural, or Recreational Qualities Criterion: • Is any portion of the project along one of America's Byways®, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route that was designated or officially recognized as such? Points: [0 / 0] • Was existing access to scenic, natural, or recreational qualities not removed (i.e., maintained) as a part of this project unless it was specifically removed to protect the scenic, natural, and/or recreational qualities themselves? Points: [0 / 0] • Were efforts made to minimize impacts, avoid impacts, or enhance features of the scenic, natural, and/or recreational qualities? Points: [0 / 0] Note: I-290 is not designated as a America's Byway, a State Scenic Byway	0/3
PD-17 Energy Efficiency Criterion: • Were energy needs evaluated for the project? Not at the present time. Points: [0 / 1] • Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources? Yes. • Points are awarded based on the percentage of power use. Based on table PD-17.2.A, how many points did the project earn? Points: [1/6] • Was a plan established for auditing energy use after project completion as part of operations and maintenance? To be determined. Points: [0 / 1] Note: The Lighting Plan is not determined yet. One point was earned for now with the anticipation of LED lighting.	1/8
PD-18 Site Vegetation Criterion: • Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species? Yes. • Based on Table PD-18.1.A, how many points did the project earn? Points are feature are additive, however the criterion shall not exceed a total of 3 points. Points: [3 / 3] • Based on Table PD-18.2.A, how many points did the project earn for vegetative maintenance? Points for features are cumulative; however this scoring requirement shall not exceed a total of 3 points. Points: [2/3]	5/6

Criteria	Points
PD-19 Reduce and Reuse Materials Criterion: • Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A. TBD. Points: [0/4] • Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A. TBD. Points: [0/3] • Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A. TBD. Points: [0/4] • Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A. TBD. Points: [0/3] • Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A. TBD. Points: [0/3] • Were industrial by-products reused in pavement materials, ancillary structures, and other roadway elements? TBD. Points: [0 / 2] • Was a project-specific plan for the recycling and reuse plan developed as described? No. Points: [0/1] Note: Defer to Phase II/III	0/12
PD-20 Recycle Materials Criterion: • Was RAP or RCA used in new pavement lifts, granular base course, or embankments? TBD. Points: [0/5] • Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A. TBD. Points: [0/6] • Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? TBD. Points: [0/2] • Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaries, signal poles, and sign structures that are required to be removed and/or relocated onsite? TBD. Points: [0 /1] • Did the project salvage or relocate existing buildings? TBD. Points: [0/2] Note: Defer to Phase II/III	0/10
PD-21 Earthwork Balance Criterion: • Are the design cut and fill volumes or the actual construction cut and fill volumes balanced to within 10 percent? TBD. Points: [0 / 3] • Has an earthwork management plan been established, implemented and actively managed on this project? TBD. Points: [0/1] • Has topsoil been preserved or reused on this project? TBD. Points: [0/1] Note: Defer to Phase II/III	0/5
PD-22 Long-Life Pavement Design Criterion: • Which of the following best describes how long-life pavement was used on this project? TBD. No long life pavement was used or it was and did not meet the minimum requirements of the options below. TBD. Points: [0 / 5]	0/7

Criteria	Points
• Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent? TBD. Points: [0/5] • Was a performance-based pay incentive for pavement smoothness used on this project? TBD. Points: [0/2] Note: Defer to Phase II/III	
PD-23 Reduced Energy and Emissions in Pavement Materials Criterion: • Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production? TBD. Points: [0 / 3] • Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production? TBD. Points: [0 / 3] • Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production? TBD. Points: [0 / 3] Note: Defer to Phase II/III	0/3
PD-24 Permeable Pavement Criterion: • Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing? TBD. Points: [0 /2] Note: Defer to Phase II/III – Spec, this pavement could be used on the new East-West trail.	0/2
PD-25 Construction Environmental Training Criterion: • Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and policies? TBD. Points: [0 / 1] Note: Defer to Phase II/III – Spec	0/1
PD-26 Construction Equipment Emission Reduction Criterion: • Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A. TBD. Points: [0 / 2] Note: Defer to Phase III	0/2
PD-27 Construction Noise Mitigation Criterion: • Is the contractor required to establish, implement, and maintain a formal Noise Mitigation Plan (NMP) during roadway construction? TBD. Points: [0/1] • Has the contractor monitored noise and the effectiveness of mitigation measures at the receptors throughout construction to ensure compliance with the NMP? TBD. Points: [0/1]	0/2

Criteria	Points
Note: Defer to Phase II/III-Spec	
PD-28 Construction Quality Control Plan Criterion: • Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations? TBD. Points: [0 / 3] • Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products? TBD. Points: [0 / 2] Note: Defer to Phase II/III-Spec	0/5

Criteria	Points
PD-29 Construction Waste Management Criterion: • Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent? TBD. Points: [0 / 1] • Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills? TBD. Points: [0 / 2] • Were excess materials hauled directly to other project sites for recycling on those projects? TBD. Points: [0/1] Note: Defer to Phase II/II-Spec	0/4
PD-30 Low Impact Development Criterion: • Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points. TBD. Points: [0/3] Note: These criteria will need further consultation from the Hydraulics Unit and CBBEL to discuss the scoring requirements when final drainage plan is complete.	0/3
PD-31 Infrastructure Resiliency Planning and Design Criterion: • Did the project incorporate consideration of climate change at a project-specific level in project development and environmental reviews? Not considering at this time. Will need to reevaluate in Phase II. Points: [0/2] • Did the project incorporate future consideration of climate change effects in the design process? Not considering at this time. Will need to reevaluate in Phase II. Points: [0/6] • Did the project mitigate the effects of GHG emissions through design efforts above and beyond requirements and regulations? Not considering at this time. Will need to reevaluate in Phase II. There may be an opportunity for points with congestion pricing and traffic management. Points: [0/4]	0/12
PD-32 Light Pollution Criterion: • Were the uplighting ratings met on this project per Table PD-32.1.A? TBD. Points [0/1] • Were the backlighting ratings met on this project per Table PD-32.2.A? TBD. Points [0/1] • Were the glare ratings met on this project per Table PD-32.3.A? TBD. Points [0/1]	0/3

Criteria	Points
PD-33 Noise Abatement Criterion: • Was a specialized noise barrier used on this project? Yes. Points [2/2] • Were traffic system management techniques used to reduce existing noise levels? TBD. Points [0/2] • Were buffer zones provided for adjacent noise sensitive receptors? TBD. Points [0/2] • Were quiet pavements used on the project? Use Table PD-33.4.A. TBD. Points [0/3] • Were plantings used as a sight screen to separate noise receptors from the project? TBD. Possibly at Columbus Park. Points [0/1]	2/3

Additional opportunities for INVEST credit appear to be highest in the following areas, which could be addressed during further project development. Achievement of most of these opportunities, along with improvements in remaining categories, indicates that Platinum Status (requiring an additional 49 points) should be a reasonable achievement to meet or exceed with the I-290 Project.

- PD-08 Storm water (6 additional points possible)
- PD-17 Energy Efficiency (7 additional points possible)
- PD-19 Reduce and Re-use Materials (12 additional points possible)
- PD-20 Recycling (10 additional points possible)
- PD-21 Earthwork Balance (5 additional points possible)
- PD-22 Long-life Pavement Design (7 additional points possible)
- PD-28 Construction Quality Control Plan (5 additional points possible)
- PD-31 Infrastructure Resiliency Planning and Design (12 additional points possible)

Appendix O

Response to DEIS Comments

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP USA

June 2017

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Appendix O Table of Contents

The Notice of Availability for the DEIS was published in the Federal Register on December 30, 2016, effectively opening the public comment period on the DEIS. The public comment period closed on February 28, 2017. However, five comments were received after that date, were included in the project record, and are addressed in this FEIS. Approximately 332 unique comments were received from federal agencies, local governments, individuals, and organizations. Unique comments were identified by annotating all comments received into those that could be considered standalone comments. Thus, a single communication could contain many unique comments.

Each communication received during the DEIS Comment Period is listed here in this Table of Comments by commenter name according to Federal Agencies, Local Governments, Public Organizations, and Individuals.

Federal Agency Comments

Forest County Potawatomi, Natural Resources – LaRonge, Michael O-1
U.S. Army Corps of Engineers, Chicago District –Rimbault, Julie..... O-1
U.S. Department of Interior – Nelson, Lindy O-1
U.S. Environmental Protection Agency – Westlake, Kenneth..... O-3

Local Government Comments

Cook County Board of Commissioners – Orbon, Tara..... O-12
DuPage County - Cronin, Daniel J..... O-12
Forest Preserve District of DuPage County – Cantore, Joseph. O-13
Metropolitan Water Reclamation District of Greater Chicago – O'Connor, Catherine A. O-13
Village of Oak Park – Kaare, Doug..... O-14
Village of Oak Park – McKenna, Bill O-14

Public Organization Comments

Active Transportation Alliance – Burke, Ron O-15
Citizens for Appropriate Transportation – Kuner, Rick..... O-22
Grant Park Conservancy – O'Neill, Robert O-33
North Lawndale Community Coordinating Council – Norrington, Paul O-33

Individual Comments

Alcazar, Thom..... O-34
Al-Shawaf, Hassen..... O-37
Anonymous 1..... O-37
Anonymous 2..... O-38
Anonymous 3 ..... O-38
Anonymous 4..... O-38
Anonymous 5 ..... O-39
Anonymous 6..... O-39

Anonymous 7 ..... O-40
Anonymous 8 ..... O-40
Anonymous 9 ..... O-40
Anonymous 10 ..... O-40
Anonymous 11 ..... O-41
Anonymous 12 ..... O-41
Anonymous 13 ..... O-41
Anonymous 14 ..... O-42
Anonymous 15 ..... O-42
Anonymous 16 ..... O-42
Anonymous 17 ..... O-42
Anonymous 18 ..... O-43
Anonymous 19 ..... O-43
Anonymous 20 ..... O-44
Avila, Frank O-44
Bahnsen, Steve O-44
Banks, Charles O-45
Barnes, Gary O-45
Bassett-Dilley, Mariannell O-47
Batie-Banks, Ethel O-48
Berger, Michael O-48
Bloyd-Peshkin, Sharon O-48
Brandstrater, Fred O-49
Brauer, Eric O-49
Bridge, Nick O-49
Burger, Mark O-51
Busch, Cara O-52
Capozzoli, Jerome O-53
Cappeller, Fred O-54
Carmichael, Chris O-54
Chan, Jennifer O-54
Clissold, Kelly O-55
Davidoff, Noam O-55
DeCoursey, Thomas O-58
Diener, Daniel O-59
Ester, Readith O-60
Fishburne, Edward O-60
Fuhr, Kevin O-60
Gaynor, Ray O-61
Geinosky, Sarah O-61
Gentile, Joe O-61
Gill, Jim O-61
Grandy, Michael O-62
Grigg, AJ O-63
Grotzke, Charles O-64
Gurgas, Michele O-64

Haley, Mary O-67
Henning, Teresa O-67
Hills, Jennie O-68
Isaac, Jose O-68
Jackson, B. O-68
Johnsen, Krista O-68
Johnson, Carolyn O-68
Johnson, Anthony O-69
Kelly, Jim O-69
Labuz-Stowers, Lisa O-69
Levrant, Jeff O-70
Lococo, Nick O-70
Luke, Elliot O-71
Manuele, David O-71
Matthews, Jessica O-72
McCormack, Dale O-72
McMillen, Patricia O-72
Miller, Kimberley O-73
Montville, Fina O-74
Montville, Jake O-74
Nudelman, Jason O-75
Oliverio, Daniel O-75
Orzel, Ron O-78
Peterman, William O-79
Rankin, Randolph O-81
Raphael, Susan O-84
Reed, Byron O-84
Rhodes, Corvin O-85
Rooks, Theadora O-85
Sokol, David O-86
Stewart, Sullivan O-86
Suchomel, Joan O-86
Tammen, Jennifer O-87
Thomas, Monica O-87
Vanek, Barbara O-87
Voyles, Betsy O-88
Williams, Sonja O-88
Witt, Diane O-88

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RESPONSE TO COMMENTS - FEDERAL AGENCY COMMENTS

#	Agency	Comment / Response (*in italics*)
1	LaRonge – Forest County Potawatomi Natural Resources	Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended), the forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the Act. Thank you for your participation in the process. This response is related to the project described above. I have reviewed the Draft EIS submitted for comment by Illinois DOT. While the document seems very comprehensive in relation to historic properties related to architecture I have some questions regarding the archaeological component of the study. It is clearly stated that there are no known archaeological sites within the project APE, but it is unclear what was done. What sort of identification effort was made, was there an archaeological study, or just an archival review? A letter from Brad Koldehoff to Dr. Rachel Leibowitz dated May 27, 2016 states there has been an archaeological clearance under a letter from August 13, 2015, but the letter was not included in Appendix E-4. If there was an archaeological identification survey the Tribal Historic Preservation Office on behalf of the Forest County Potawatomi Community requests a copy of the report, an electronic copy is fine or access to it online if available.
		The 106 Illinois State Archaeological Survey (ISAS) personnel completed Phase I Survey Reports in 2010 and 2015 to identify historical and archaeological resources potentially affected by the I-290 project. Both surveys resulted in the identification of no archaeological sites, and therefore, no archaeological properties would be affected by the project. The archaeological clearance letters with Illinois SHPO concurrence are included in the DEIS Appendix E-5 – Agency Correspondence and Concurrence on Archaeological Investigations. A copy of the Phase I Survey short report as well as SHPO consultation and concurrence with the "no adverse effect" finding was provided to the Forest County Potawatomi Community on June 8, 2017.
2	Rimbault – USACE, Chicago District	Based on the information submitted, it appears that any of the alternatives (except the no build) will impact waters of the U.S. but that the permanent impacts will be below 1 acre.
		Permanent impacts of the Preferred Alternative to Waters of the U.S. (WOUS) remain unchanged from that reported in the FEIS (0.4 acre). IDOT will, accordingly, obtain a US Army Corps of Engineers Section 404 permit prior to commencement of any construction in WOUS.
3	Rimbault – USACE, Chicago District	In that case, the applicant will need to submit a permit application to the Army Corps of Engineers Chicago District to obtain a Section 404 permit. At this time, it is anticipated that the project will be reviewed under Regional Permit 3. The project should be designed to comply with this permits conditions.
		The clarification that the project may be processed in the Section 404 permit application as a Regional Permit 3 is noted, and the project will be designed consistent with the conditions of this permit.
4	Rimbault – USACE, Chicago District	The wetland delineation will need to be updated prior to submitting an application.
		An updated wetland delineation will be prepared and submitted to the Army Corps of Engineers prior to submitting a Section 404 permit application.
5	Nelson – US Department of Interior	The summary notes that, in addition to Columbus Park, five properties listed on the National Register of Historic Places (NRHP), and one historic district pending NRHP designation, are within the area of potential effects. The Department assumes that consultation with the SHPO and IHPA will include discussion of those properties as well.
		It is correct that Columbus Park, the five NRHP-listed properties and the one property pending NRHP-designation were evaluated in the Section 106 Effects Assessment Report. These findings were released in April 2017 to the consulting parties and the Illinois SHPO, along with a second meeting with these parties to receive comments, in advance of the FEIS/ROD. Written comments were received from the Park District of Oak Park regarding potential vibration-related impacts to the Oak Park Conservatory during construction. The

#	Agency	Comment / Response (*in italics*)
		SHPO concurred in FHWA's determination of "no adverse effect" for the project, including the five NRHP-listed and one pending NRHP-designated properties, in writing on May 25, 2017.
6	Nelson – US Department of Interior	The DEIS did not identify any properties in the project study area to be considered under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.) or the Urban Park and Recreation Recovery (UPARR) Act of 1978. The Department has determined that Forest Park and Garfield Park are within the area of potential effects and are encumbered under LWCF, and that Columbus Park is encumbered under UPARR. The proposed project constitutes a use that will partially convert these recreational resources. The LWCF Act states "No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location." The UPARR Act states "No property improved or developed with UPARR assistance shall, without the approval of NPS, be converted to other than public recreation uses. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Act Program and/or equivalent recreation plan and only upon such condition as deems necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. Section 1010 is designed to ensure that areas or facilities receiving UPARR grant assistance are continually maintained in recreation use and available to the general public."
		The following addresses the conclusion that three parks reported in the DEIS will be encumbered under Land and Water Management Conservation (LWCF) funds or by the Urban Park and Recreation Recovery Act (UPARR): 1) Forest Park - LWCF funds were used by the Park District of Forest Park to develop facilities along DesPlaines Avenue including a softball museum and an inline skate park. These facilities, and the park would not be impacted or converted in any way by the project. Adjacent to the Park District property, the Roos property was purchased and is being developed by the Park District using Parks and Recreation Construction (PARC) and Open Space and Land Acquisition Development (OSLAD) grant money. IDOT is proposing a 10-foot wide temporary easement along the eastern edge of this property to accommodate reconstruction of the Circle Avenue bridge, which would not require any conversion of this property; 2) Garfield Park - I-290 work in the vicinity of Garfield Park includes bridge rehabilitation and noise wall construction. The expressway would not be reconstructed in this section, and the bridge work would only include the rehabilitation of the South Independence Boulevard bridges on existing IDOT right-of-way. Noise walls would be constructed entirely within the existing I-290 right-of-way. Therefore, no impact would occur to the park or result in a conversion of park property; and 3) Columbus Park - I-290 related enhancements are limited to the existing south perimeter of Columbus Park, and would occur within an existing landscaped and turf area. No conversion of park property is proposed. It is our understanding that the referenced UPARR Funds were used for the Fieldhouse which is removed from the area of proposed improvements; consequently, no conversion of this facility would occur.
7	Nelson – US Department of Interior	Impacts to and conversions of LWCF- and UPARR-encumbered properties require coordination with the State of Illinois Department of Natural Resources, the Village of Forest Park, the City of Chicago, and the National Park Service. The DEIS notes that efforts were made to avoid impacts to 4(f) resources and to find ways to reduce the severity of the impacts in consultation with the Illinois State Historic Preservation Officer (SHPO) and other consulting parties. The Department withholds its concurrence that all possible planning was done to minimize harm to 4(f) resources until SHPO concurrence is received and impacts to LWCF- and UPARR-encumbered properties is resolved.
		An Effects Assessment Report was completed consistent with the requirements of Section 106 of the National Historic Preservation Act. This document was distributed to the consulting parties and the Illinois SHPO for review and comment for a 30-day review period in April 2017. Written comments were received from the Park District of Oak Park regarding potential vibration-related impacts to the Oak Park Conservatory during construction. SHPO concurred with FHWA's determination of "no adverse effects" for the project on May 25, 2017. FHWA and IDOT reported out the results of this consultation to the Department of the Interior, National Park Service.

#	Agency	Comment / Response (*in italics*)
8	Westlake – US Environmental Protection Agency	Social/Economic Characteristics Methodology: The socio-economic analysis appears to rely on demographic information for the entire City of Chicago to represent populations impacted by the corridor. We note use of both "Chicago" and "Chicago (within I- 290 Study Area)" in discussions, tables, and figures throughout Section 3.1. Use of the entire City of Chicago is not an appropriate or meaningful geographic unit of analysis because actual, corridor-adjacent conditions are masked by city-wide demographics. For instance, in the discussion on page 3-8 regarding age, the Draft Environmental Impact Statement (EIS) states that four communities along the corridor have higher percentages of young children (under the age of 18) compared to the reference population of Cook County. The methodology should use the more appropriate and reflective "Chicago (within I-290 Study Area)". Thus, this section should state there are five communities, including "Chicago (within the I-290 Study Area)", which exceeds the reference population for children, at 24.8%. For context, EPA finds the discussion and data table regarding Auto Ownership to be most meaningful. Recommendation: We recommend the Final EIS include discussions and data that are clearer and more representative of the potentially impacted communities within the city limits of Chicago. IDOT/FHWA should consider removing data related to the entire city (for comparison purposes) and rely on data that represents Chicago within the I-290 Study Area. If IDOT/FHWA continue to include the entire city of Chicago dataset, EPA recommends clarifying why this information is the more appropriate geographic unit of analysis.
		In analyzing social/economic conditions in the Study Area, reference to smaller geographic areas in the City of Chicago was clarified where the data cited is available. In those instances, "Chicago (within the I-290 Study Area)" was the population referenced. For certain types of demographics, e.g. major employers, data is not available for smaller geographic units other than the City and, in those instances, reference remains to the City of Chicago. An explanation of variability in the data sets will be provided in the introduction to this subsection of the FEIS.
9	Westlake – US Environmental Protection Agency	EPA notes the city of Cicero is included in the analysis but the city of Berwyn is not. The Draft EIS states that communities "that are either partially or wholly within the Project Corridor are listed." The city limits of Cicero do not appear to intersect with the Project Corridor. The city limits of Berwyn (immediately west of Cicero) appear to be similarly situated from I-290 as the city limits of Cicero, but does not appear to be included in the analysis. Recommendation: EPA recommends the Final EIS clarify why Berwyn was not included in the analysis, when it appears to have the similar adjacency to the project corridor as Cicero.
		The City of Berwyn does not fall within a 0.5-mile buffer of I-290 (i.e. the Project Corridor), like the City of Cicero. For this reason, population statistics were not reported in the EIS for Berwyn. The application of the buffer was clarified relative to the communities within or proximate to the Project Corridor.
10	Westlake – US Environmental Protection Agency	Environmental Justice The Draft EIS provided case studies and other data to demonstrate that the tolling aspect of the preferred alternative will not result in a disproportionately high and adverse impact to low-income and minority populations impacted by the project. The analysis also mentioned several potential remedial strategies, such as increased promotion of car- or van-pooling or toll subsidy programs for low-income households, implemented in other communities across the country. The analysis did not specify whether the project team would consider implementation of similar programs, nor whether the unique economic situations of low-income households might impact the success of those programs (for instance, low-income households may not have bank accounts to link to toll transponders to receive discounted or subsidized fares). Recommendation: EPA is aware that exact tolling mechanisms have not been identified. However, we recommend the Final EIS clarify whether IDOT/FHWA will consider mitigation measures to ensure low-income users of the road have equitable opportunity to use the HOT 3+ lane; this may or may not include the above-referenced toll subsidies discussed in the Draft EIS for other areas of the country. If appropriate, we recommend committing to any toll mitigation in the Record of Decision (ROD).
		Subsequent Phase II engineering and financial studies will define tolling policies and toll rate structure. Any mitigation measures will be defined when the specifics regarding the application of tolls are decided.

#	Agency	Comment / Response (*in italics*)
11	Westlake – US Environmental Protection Agency	Children's Health The Draft EIS did not include language regarding the particular vulnerabilities children may face from adverse impacts to air quality during construction activities (Section 3.14.3, Construction Impacts, Air Quality). We note the inclusion of general construction-related best practices to reduce emissions. However, EPA has identified additional measures to further reduce impacts to potentially susceptible populations within the project corridor. Recommendation: EPA recommends that Section 3.14.3 (Construction Impacts, Air Quality) be updated to speak to the particular vulnerabilities of children's health when exposed to increased construction-related emissions. We also recommend the following mitigation measures to further reduce potential adverse impacts to children (see below for additional specific construction emissions reduction measures under Air Quality): • EPA recommends considering the use of the Air Quality Flag Program' during construction to communicate with local communities, particularly with schools and childcare centers, about potential changes in air quality and allow, among other things, for schools or other organizations to adjust their planned outdoor activities. TI1e Air Quality Flag Program reflects regional-scale air quality on a given day and provides baseline conditions that might be exacerbated by construction activity. • In order to limit exposure to construction-related emissions, EPA recommends considering limiting construction timing to outside of school and child care operating hours, where construction is planned adjacent to schools and childcare centers.
		IDOT routinely develops communication plans for major projects such as the I-290 reconstruction. As noted above, committing to specific communication strategies would be premature, given the additional analysis and stakeholder coordination required (i.e., Phase II) to fully understand the construction aspects of the project. However, the development of a Communication Plan during Phase II, which considers techniques such as the Flag Program, will be listed as a Special Design and Construction Consideration in the Combined Design Report. *Limiting construction activities near schools and child care facilities, without a Phase II level of analysis and coordination would be premature. In addition, the Department has in place Article 107.35 Construction Noise Restrictions in the Standard Specifications that states: "construction within 1000' of a residence, motel, hospital, or similar receptor shall be confined to the period beginning at 7:00 a.m. and ending at 10:00 p.m. Machines regulated by Federal or State standards shall conform to these standards." While some work will likely be conducted during overnight hours (i.e., erecting beams), the Department often encounters community opposition to full scale night time work. In addition, multiple restrictions on work hours could also prolong the construction activities in the vicinity of a sensitive receptor. A Special Design and Construction Consideration will be listed in the CDR that captures this request, and will be further evaluated during Phase II.* *With respect to limiting other construction activities near sensitive areas, the Department also has in place Article 107.41 Construction Air Quality (a) Idling Restrictions in the Standard Specifications that states: "Contractor shall establish truck staging areas away from sensitive receptors including schools, day care locations and residences."*
12	Westlake – US Environmental Protection Agency	EPA previously expressed concern about potential construction-related air impacts, including lead releases as a result of bridge and other infrastructure demolition. We note the discussion of "normal lead based paint" in Section 3 .11.1.1, including the definition of de minimis conditions, but the Draft EIS does not indicate whether lead testing has been conducted or verified on bridges proposed for demolition, nor consideration of potential mitigation measures to reduce lead exposure to children within the corridor. Recommendations: EPA recommends the following information regarding construction-related air emissions, including lead, be included in the Final EIS; mitigation should be committed to in the ROD, as appropriate. • The Final EIS should clarify the extent to which IDOT/FHWA have considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including whether lead testing has been conducted. If lead testing indicates the likelihood of releases, we recommend the use of contractors that are trained and certified to conduct· lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday cleanup and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving from the site, the use of personal protective

#	Agency	Comment / Response (*in italics*)
		equipment by workers, protocols for entering and exiting the work area and the posting of warnings signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administrations' lead in construction standards. • If lead testing indicates there will likely be releases, we recommend targeted outreach to schools and childcare centers within the project corridor to limit exposure to children. We also recommend working with the Chicago and Cook County Departments of Public Health to guide the outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA also recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping "outside" shoes outside of the school/childcare center, and wet-washing floors, window sills, and window wells every day.
		As noted above, the Phase I/NEPA process is conceptual, and therefore does not yield detailed information about the extent of lead in the project area. During the Phase I/NEPA process, hundreds of parcels were researched and a Preliminary Environmental Site Assessment (PESA) was developed, which identifies areas of likely contamination. During Phase II, a Preliminary Site Investigation (PSI) will be conducted for the appropriate areas, and will include sampling and analysis. Therefore, at this time, lead presence/concentration in the soil, as well as the bridge beams are unknown. However, this issue will be addressed by IDOT's standard specifications: *Section 669 Removal and Disposal of Regulated Substances* *Article 669.05 Site Contamination Operation Plan* *Article 669.06 Site Health and Safety Plan* *The following is IDOT's Special Provision that applies to the bridge beams:* *General Bridge Special Provision (GBSP) 26 – Containment and Disposal of Lead Paint Cleaning Residues.* *The work consists of containment, collection, temporary storage, transportation and disposal from lead paint removal projects. The contractor is to take appropriate precautions to protect the public from inhalation or ingestion of dust or debris from operations. The specification states:* *"The Contractor shall comply with the requirements of this Specification and all applicable Federal, State, and Local laws, codes, and regulations, including, but not limited to the regulations of the United States Environmental Protection Agency (USEPA), Occupational Safety and Health Administration (OSHA), and Illinois Environmental Protection Agency (IEPA). The Contractor shall comply with all applicable regulations even if the regulation is not specifically referenced herein. If a Federal, State, or Local regulation is more restrictive than the requirements of this Specification, the more restrictive requirements shall prevail."* *The contractor to include the following plans and provisions: Containment plans, environmental controls and monitoring plan, waste management plan, contingency plan, quality control inspections, wind provisions, filtration requirements, ambient air monitoring, regulated areas, hygiene facilities/protective clothing/blood tests, site emergencies and contingency plans, collection/storage/transportation.* *The GBSP cites the references below:* *IL EPA – information statement on the removal of lead-based paint from exterior surfaces* *IL Environmental Protection Act* *29 CFR 1926.62, lead in construction* *40 CFR Part 50 – appendix B & G – determination of lead in suspended particulate matter collected from ambient air* *SSPC Guide 16, Guide to specifying and selecting dust collectors*

#	Agency	Comment / Response (*in italics*)
		SSPC TU-7 – conducting ambient air, soil, and water sampling activities during surface preparation, and paint disturbance activities *Regarding concerns about lead contamination in soil and dust, IDOT has a Specification Section dedicated to regulated substances. During Phase II, IDOT will conduct soil sampling and testing throughout the corridor to identify special waste locations (standard procedure). Where soil is identified as non-special waste and special waste, safeguards are employed per the below discussion to prevent releases.* *<u>Section 669 Removal and Disposal of Regulated Substances.</u> Selected articles are provided below:* *Article 669.01 This work shall consist of transportation and proper disposal of contaminated soil and water.* *Article 669.04 The Contractor shall file a written Site Contamination Operation Plan. Site Health and Safety Plan and Erosion Control Plan applicable for all personnel working on the project. The Contractor shall control and minimize the release of dust during non-special waste, special waste and Hazardous waste removal areas. The contractor shall submit in writing or include in the Site Contamination Operation Plan and description of intended dust control measures to the Department for approval. Three distinct zones (Exclusion, Decontamination and Support) will be created in order to manage the waste materials, if any, from the project site.* *The Communication Plan Special Provision will include guidelines for communicating to stakeholders and agencies relevant information about everyday occurrences and potential exposures to routine construction dust. This will include information with respect to minimizing and/or preventing construction dust exposure adjacent to the corridor.* *In the unlikely event that there is an inadvertent release of contaminated material from lead paint removal and/or special waste removal processes, a statement is included in GBSP 26 – Containment and Disposal of Lead Paint Cleaning residues that could be used to alert the community that extra precautions are necessary. The statement reads as follows:* *Emergency procedures statement: "if human health or the environment is threatened, contact the appropriate police and fire department. In addition, the Emergency Services and Disaster Agency needs to be called using their 24-hour toll free number (800-782-7860) and the National Response Center using their 24-hour toll free number (800-824-882)."* *The development of a Communication Plan during Phase II, including procedures for notifying stakeholders in case of an emergency, will be listed as a Special Design and Construction Consideration in the Combined Design Report.*
13	Westlake – US Environmental Protection Agency	EPA notes Traffic Noise (Section 3 .4) addresses impacts to most sensitive land uses (residences, schools, parks, and places of worship) but Construction Noise (Section 3. I 4.4) does not include an assessment of noise to sensitive receptors. Speech interference in schools should be considered when determining disproportionate impacts from construction activities. Children's ability to learn in school is very important to their development and future success. Studies have shown that classroom noise lowers performance on standardized tests and academic achievement has a well-documented effect on health. Recommendations: EPA recommends that Section 3.I 4.4 (Construction Noise and Vibration) be updated to specifically address impacts to children in the learning environment, as directed by Executive Order 13045 Protection of Children from Environmental Health Risks and Safety Risks. Potential mitigation measures may include limiting construction to outside of school and childcare operation hours, which would also reduce potential impacts to children from construction-related air emissions (as discussed above)
		IDOT has in place measures to address construction noise as stated in the Standard Specification Article 107.35 – Construction Noise Restrictions. Provisions included in the standard specification include: *Adequate mufflers and maintenance to prevent excessive noise.*

#	Agency	Comment / Response (*in italics*)
		Construction within 1,000 ft. of residence, motel, hospital, or similar receptor confined between 7 am and 10 pm.
14	Westlake – US Environmental Protection Agency	Air Quality EPA recognizes that the project area is in attainment for all National Ambient Air Quality Standards (NAAQS), except for ozone. However, diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease 4 Because the preferred alternative will include several years of construction near a large population center, EPA has identified several mitigation measures to further reduce emissions related to construction, to supplement the discussion in Section 3.3.3.2. Recommendations: EPA recommends IDOT/FHWA consider the following protective measures and commit to applicable measures in the ROD. Mobile and Stationary Source Diesel Controls: Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards. • On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).
		IDOT has in place measures to address construction air quality as stated in the Standard Specification Article 107.41 "All equipment on the jobsite, with engine ratings of 50 hp and above, shall exclusively use Ultra Low Sulfur Diesel (ULSD) fuel (15 ppm sulfur content or less)." *In addition, there are a series of special provisions developed to address construction air quality including:* *BDE Special Provision Check sheet 17: addresses reduction of particulate matter for off-road equipment via retrofit emission control devices* *Special Provision Construction Air Quality: Diesel Retrofit (BDE) specifies requirements for all off-road diesel powered equipment. The requirement is:* *"The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:* *a) Included on the U.S. Environmental Protection Agency (USEPA) Verified Retrofit Technology List (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm) ; or* *b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent."* *The only exemptions in the Special Provision are as follows:* *"Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.* *Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices, or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment."*

#	Agency	Comment / Response (*in italics*)
15	Westlake – US Environmental Protection Agency	• Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.). • Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available. Consider requiring the following best practices through the construction contracting or oversight process: • Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment. • Use ultra-low sulfur diesel fuel (15 ppm maximum) in construction vehicles and equipment. • Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels. • Use electric starting aids such as block heaters with older vehicles to warm the engine. • Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning). • Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site. • Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.). • Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards.
		• *There are no requirements for use of on-site renewable energy.* • *Catalytic converters will be required based on the use of ultra-low sulfur fuel.* • *There are no specific requirements in the IDOT Specifications regarding starting aids, engine retrofit, repowering older vehicles or retiring older vehicles. These are considered the Contractor's means and methods. However, there are limitations imposed on the emissions of all vehicles on the job site.* • *The development of a project specific Construction Air Quality Special Provision will be listed as a Special Design and Construction Consideration in the Combined Design Report.*
16	Westlake – US Environmental Protection Agency	Fugitive Dust Source Controls • Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions • Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions. • When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.
		IDOT's Standard Specifications address the containment and prevention of dust releases from the construction area. Specifically: *Standard Provision 107.36 Dust Control includes:*

#	Agency	Comment / Response (*in italics*)
		Engineer may require the implementation of dust control procedures if wind and dry soil conditions reduce visibility on adjacent roads and property. Concerns for health and safety to public using adjacent facilities will be grounds for engineer to request implementation of dust control plan. Control measures include: *Minimize track out of soil* *Reduce vehicle speed on un-paved surfaces* *Cover haul vehicles* *Apply dust suppressants* *IDOT can include more stringent requirements in a project special provision to further strengthen the contractor's Dust Control Plan as was employed on the special provision for Air Quality Compliance on the Monroe Street project meeting or exceeding air quality requirements. This special provision included an air quality plan, dust control plan, addressed diesel emissions, and response to incidents affecting integrity of work zone air quality. Specifically:* *Requirements for storage piles and disturbed areas: "The Contractor shall use the following methods to control dust and wind erosion of stockpiles and inactive areas of disturbed soil:* *Water shall be used during active stockpile load-in, load-out, and maintenance activities.* *Soil stabilizers (hydraulic or chemical mulch) may be applied to the surface of inactive stockpiles and other inactive areas of disturbed soil. Final grading and seeding of inactive areas shall occur immediately after construction activity is completed in an area and as directed by the Engineer.* *Plastic tarps may be used on small stockpiles, secured with sandbags or an equivalent method approved by the Engineer, to prevent the cover from being dislodged by the wind. The Contractor shall repair or replace the covers whenever damaged or dislodged at no additional cost."* *Note: The specifications do not require wind fencing but both the Standard Specification and Special Provisions require the use of water to control dust. In any case, the Contractor must provide a Dust Control Plan and have it approved prior to commencing any work.* *Hauling material. The Special Provision Construction Air Quality – Dust Control requires the following:* *"Control of Earthwork Dust. During batch drop operations the free drop height of excavated or aggregate material shall be reduced to minimum heights as necessary to perform the specified task, and to minimize the generation of dust. To prevent spills during transport, a minimum of 2 inches of freeboard space shall be maintained between the material load and the top of the truck cargo bed rail. A maximum drop height of two feet (or minimum height allowed by equipment) will be allowed, or to heights as directed by the Engineer."*
17	Westlake – US Environmental Protection Agency	Occupational Health • Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices. • Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed. • Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first. • Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if

#	Agency	Comment / Response (*in italics*)
		oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
		A Contractor's Site Health and Safety Plan is required by IDOT's article 669.06. The specification states: *"The Plan shall outline the procedures used to mobilize all required subcontractors in a timely fashion, and provisions to continue work in areas determined to be contaminated. "The plan shall also meet all requirements for the removal and disposal of non-special waste, special waste, or hazardous waste."* *The protection of construction workers and staff is the primary responsibility of the contractor. The responsibility is assigned in Article 107.28 Contractor Safety Responsibility in the Standard Specifications:* *"Contractor guarantees to the Department a safe work place shall be provided for all employees of the Contractor and each of its subcontractors. There shall be no violation by the Contractor or anyone working on the job of the applicable standards of the Occupational Safety and Health Act, or any other work place safety act of the State or the FHWA."* *Occupational health with respect to exposure to lead residues from bridge paint removal is regulated under OSHA – see GBSP 26* *Additional Department Standard Specifications applicable under this comment includes Article Std. 107.41 Construction Air Quality: Idling restrictions that indicates that trucks cannot idle for more than 10 minutes during a 60 minute period (subject to certain circumstances).*
18	Westlake – US Environmental Protection Agency	Community Outreach EPA notes IDOT/FHWA's continued commitment to meaningful public engagement throughout the NEPA process. Based on conversations held in November 2016, we understand IDOT/FHWA are considering hiring a community liaison during the construction and early phases of operation. We commend this approach and have several recommendations regarding the role of a community liaison to further address potential human health a11d environmental concerns, particularly during construction. Recommendations: If IDOT/FHWA ultimately hire a community liaison, we recommend a candidate with some community or public health experience. We recommend the community liaison be hired before construction begins. As discussed above, under Children's Health, a community liaison could coordinate the Air Quality Flag Program and other communication efforts, particularly with schools and childcare centers.
		The Department will work with all communities along the Project to explore funding options for a local construction liaison(s) through the Council of Mayors or other sources.
19	Westlake – US Environmental Protection Agency	The Draft EIS describes the existing website as a means to provide project information to the public and receive comments. Key project information is also provided in Spanish. It is unclear whether IDOT/FHWA intend to retain the website during construction and the early stages of operation. Recommendation: EPA recommends the website remain active during construction and early phases of operation. In addition to construction-related impacts (including anticipated duration, extent, and timing of emissions, noise, vibration, and accessibility), we recommend adding the above-referenced community liaison's contact information and bow impacted community members can ask questions or lodge complaints or concerns, particularly during the mainline construction phase. Any special or negotiated provisions (such as no construction within a certain distance of a school during school hours, as recommended above under Children's Health) or mitigation measures committed to in the ROD should also be included on the website.

#	Agency	Comment / Response (*in italics*)
		A project website will be maintained during design and construction to communicate design and construction activities and allow for public comment and input. The website will contain links to the FEIS that lists the environmental commitments.
20	Westlake – US Environmental Protection Agency	Final Design Elements EPA commends the following measures, which are part of the build alternatives. We recognize that many details regarding implementation will not be identified until the final design and implementation may rely on local funding or co-sponsorship. However, we encourage IDOTIFHWA to continue pursuit of these elements, which enhance the overall quality of the project and support meaningful public engagement. We commend the following measures, as they improve the overall quality of the human and natural environment within the project corridor. Recommendations: We recommend the continued coordination and ultimate incorporation of the following features into the ROD and final design, where appropriate. • The Draft EIS has outlined several sustainability measures proposed for implementation along the project corridor. Measures potentially include increases in green space and vegetated edging, as outlined in Section 3.1.6.2. IDOT/FHWA are also reducing flooding by incorporating improvements to local drainage systems, which include future storm sewer connections. The Village of Oak Park is considering solar gardens and solar panels on noise walls in conjunction with project construction. EPA commends each of these efforts and recommends continued coordination into final design. • EPA commends IDOT/FHWA's consideration of Context Sensitive Solutions (CSS), as detailed in Section 3.13.5.1. CSS features physical infrastructure designed with community input in terms of public art, texture, forms, themes, and colors. We recommend continued work with the community to improve the visual quality of the proposed infrastructure. In particular, we recommend considering public art along noise and retaining walls and under bridges (accessible to pedestrians and bicycles) to limit graffiti. • EPA commends IDOT/FHWA's commitment to Complete Streets provisions at interchanges. We also note incorporation of multi-modal features, such as bike lanes, pedestrian bridges at Home and Lavergne Avenues, and connections to the Illinois Prairie Path. EPA also notes the associated improvements to Chicago Transit Authority (CTA) infrastructure, including station access to arterial roads and bus stops. Continued coordination with CTA will ensure access is not impeded during construction, maintaining transit ridership. • IDOT/FHWA have coordinated with the Chicago Park District (CPD) to provide a shared use path to connect Austin Boulevard with Columbus Park. Design of the shared-use path also includes berms and landscaping, increasing the park's tree canopy. IDOT/FHWA have identified mitigation measures to replace existing or add new areas of landscaping and hardscaping, including placement of narrow planting strips along retaining walls or noise walls. EPA recommends use of native, non-invasive species along the corridor. • EPA commends the extensive and ongoing public outreach by the IDOTIFHWA project team. We recommend continued conversations with the impacted communities, particularly as details regarding noise walls, project design, and access emerge.
		Thank you for the recommendations.

RESPONSE TO COMMENTS – LOCAL GOVERNMENT COMMENTS

#	Agency	Comment / Response (*in italics*)
21	Orbon – Cook County Board of Commissioners	The existing sidewalk on Western Avenue bridge needs to be reconstructed to meet design standard and to provide ADA compliant ramps.
		Thank you for your input. Improvements to Western Avenue bridge over I-290, along with improvements to bridges over I-290 between Kostner Avenue and Racine Avenue are being evaluated as part of a separate, but parallel IDOT study. Your comment has been provided to that study team.
22	Orbon – Cook County Board of Commissioners	The traffic signals at the intersections of Western Avenue with West Congress Parkway and with West Van Buren Street should be modernized and outfitted with pedestrian countdown timers.
		Thank you for your input. Improvements to Western Avenue in the vicinity if I-290, along with improvements to bridges over I-290 between Kostner Avenue and Racine Avenue are being evaluated as part of a separate IDOT study. Your comment has been provided to that study team.
23	Orbon – Cook County Board of Commissioners	The Build alternative drainage improvement on I-290 would benefit the frontage roads by providing local flooding relief and specifically, the residential drainage/flooding issues due to undersized combined storm and sanitary sewer system.
		Thank you for your comment. Along with the I-290 drainage system improvements, frontage road drainage improvements are also planned along Harrison Street and Bataan Drive between 25th Avenue and 1st Avenue. These frontage road drainage improvements include a new oversized stormwater relief sewer that the Villages of Maywood and Broadview will be able connect to as part of future sewer separation projects.
24	Orbon – Cook County Board of Commissioners	Who will maintain the Noise Wall on Harrison street and Bataan Drive? This will be a discussion during design phase when the viewpoint solicitation process will be revisited.
		IDOT is responsible for 100% of the noise wall construction cost, and will maintain the structural integrity and expressway face of the walls. The Department requests that local entities assume maintenance responsibility (appearance) for the community face of the wall. As per IDOT's noise wall policy, a final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.
25	Cronin – DuPage County	As we understand, the HOT Lane concept being proposed is for operational purposes only. Through a variable pricing structure, motorists will be assured of a predictable and efficient travel option for in-bound/out-bound trips, at a cost. While DuPage County remains supportive of improvements that reduce travel times and increase reliability, we are concerned that our citizens will be disproportionately financially burdened. We look forward to continuing to participate in discussions to ensure equity for all users.
		That is correct, variable priced tolling is proposed to manage travel flow; we look forward to working with the county as this project moves forward.
26	Cronin – DuPage County	Recently, I and the other County Board Chairs from northeast Illinois co-signed a letter to USDOT Secretary Chao urging her support for increased transportation funding (not financing). Improvements to I-290 have been long over-due. Its importance in serving our

#	Agency	Comment / Response (*in italics*)
		regional economy cannot be overstated. I encourage IDOT to prioritize I-290 within its transportation funding program, including advance parallel arterial corridors such as Illinois 64, Illinois 38 and Illinois 56/Cermak, and as a State priority for federal funding assistance.
		Thank you for your comments; funding options will be developed and discussed in detail during Phase II (final design).
27	Cantore – Forest Preserve District of DuPage County	The Forest Preserve District of DuPage County would like to thank you for the opportunity to comment on the above mentioned project. At this time, the District has no comments or concerns and the project is entirely within Cook County and has no direct impacts to our preserves.
		Thank you for your comment.
28	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	All MWRDGC facilities must be protected and 24-hour access provided during construction. We met with IDOT staff on November 6, 2015, and provided input to a preliminary design for routing our intercepting sewer under First Avenue. The design has subsequently been altered, and we will continue to work with you to ensure your project goals are met and all of our facilities are not impacted.
		Thank you for your comment.
29	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	Section 3.7.1.3. There are some errors on Page 3-177 concerning CAWS water quality standards, as shown below: As of July 1, 2015, the South Branch of the Chicago River, as part of the Chicago Area Waterway System, has newly approved water quality standards (Title 35 Illinois Administrative Code, Part 302, Subpart D - Illinois Environmental Protection regulation). The Indigenous Aquatic Life stream use has been replaced with "Chicago Area Waterway System Aquatic Life Use A" standards. The South Branch Chicago River has specific dissolved oxygen and chloride water quality standards. From July 1, 2015 to July 1, 2018, the following applies: Chloride: 500 milligrams per liter (mg/L) (May 1 thru November 30); Total Dissolved Solids: 1,500 mg/L (December 1 thru April 30); and Dissolved Oxygen: minimum of 5.0 mg/L (March thru July); 4.0 mg/L daily minimum average over seven days; and 3.5 mg/L at any time (August thru February). After July 1, 2018, the water quality standard in effect for chlorides would be 500 mg/L and the Total Dissolved Solids water quality standard will be repealed.
		This modified text will be included in the FEIS.
30	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	Section 3.9.2.3. Figure 3-58 should include a note that the new outlet pipe from First Avenue to the Des Plaines River would be designed to hold the 10-year frequency as shown in the areas directly to the west.
		This modified text will be included in the FEIS.
31	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	Section 3.9.1.1 a. The last sentence of the second paragraph should state: "The reservoir is in the final design phase and is expected to be complete in three years (estimated completion in 2020)."
		This modified text will be included in the FEIS.
32	O'Connor – Metropolitan Water	Section 3.9.1.1.b. Add a sentence at the end of the third paragraph stating: "The channel improvements are in their final design phase and are expected to be completed in four years (estimated completion 2021)."

#	Agency	Comment / Response (*in italics*)
	Reclamation District of Greater Chicago	
		This modified text will be included in the FEIS.
33	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	Section 3.9.2.1. After the paragraph on p. 3-197 that begins with "Longitudinal…", please add the following paragraph: "MWRDGC has been working with IDOT on the Addison Creek Reservoir and Channel Improvements projects. IDOT and MWRDGC staff met during MWRDGC's preliminary design phase, and more recently on July 26, 2016. Hey and Associates, Inc. continues to coordinate with IDOT. Also, MWRDGC has provided IDOT with modeling information." Questions may be referred to Joe Schuessler, Principal Civil Engineer, at (312) 751-3236.
		This modified text will be included in the FEIS.
34	Kaare – Village of Oak Park	Mr. Kaare stated that the Hulbert Historic District as show in the DEIS was not properly delineated. The Historic District extends east-west from Clinton Avenue to South Kenilworth Avenue but includes the houses on both sides of the street. The delineation in the DEIS only identifies the limit as extending from Clinton Avenue to S. Kenilworth Avenue but not the houses west of Clinton and east of Kenilworth. The correction to the limits will effect both the Section 3.0 Map Set (page 7 of 16) and the APE Limit exhibits (page 10 of 21).
		We have reviewed the Hulbert Historic District boundaries and have revised them to include both sides of Clinton Avenue and South Kenilworth Avenue. The revised boundaries are shown in the Section 3.0 FEIS/ROD map set and the APE map set in the Section 106 Effects Assessment Report in Appendix E.
35	McKenna – Village of Oak Park	The Village of Oak Park is formally requesting that the Illinois Department of Transportation extend the public comment period for the I-290 (Eisenhower Expressway) Draft Environmental Impact Statement (DEIS) for an additional 45 days. Please consider this request for an extension in time as the DEIS is a large document which requires a considerable amount of time to review and issue comment on.
		Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.
36	McKenna – Village of Oak Park	The Village of Oak Park has completed a review of the Draft Environmental Impact Statement (DEIS) for the I-290 reconstruction project and has no comments at this time. The Village of Oak Park has a Letter of Intent (LOI) with the Illinois Department of Transportation which confirms the Village's concurrence with the proposed improvement, defines cost participation responsibilities, and the maintenance/jurisdictional responsibilities for the project. Although no conflicts between the LOI and DEIS were found by staff during the Village's review of the DEIS, should the DEIS contain conflicts with the LOI, the DEIS should be revised to reflect commitments contained in the LOI.
		Thank you for your review and comments.

RESPONSE TO COMMENTS - PUBLIC ORGANIZATION COMMENTS

#	Public Organization	Comment / Response (*in italics*)
37	Burke – Active Transportation Alliance	The Active Transportation Alliance is a non-profit organization advocating for better biking, walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS). Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested. The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best with our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it. Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects. Projects completed or nearly completed include the Elgin O' Hare Expressway, Jane Adams Tollway widening, Jane Adams interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy and Eisenhower expressways. Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little to no expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people - especially in the suburbs - better transportation options.
		Thank you for your comments.
38	Burke – Active Transportation Alliance	The Active Transportation Alliance is a non-profit organization advocating for better biking, walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS). Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested. The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best in our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it. Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects. Completed or nearly-completed regionally significant projects include the Elgin O' Hare Expressway/I-390 widening, Jane Adams Tollway widening, Jane Byrne interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy, Eisenhower and Tri-State expressways and to extend I-390 east. Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people better transportation options.
		Thank you for your comment.
39	Burke – Active Transportation Alliance	With this in mind, our main concern with the Eisenhower DEIS is that IDOT has selected an alternative that will spend billions of dollars while doing relatively little to reduce congestion within the corridor, a key component of the Purpose and Need, compared to doing nothing – the “No-Build "alternative. At the same time, the preferred alternative would increase the amount of driving in the region and

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		the commensurate negative environmental, congestion, and safety impacts. Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT's preferred alternative makes it that much harder for people who cannot afford a car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does.
		The I-290 Eisenhower Expressway was constructed during the 1950s and is now beyond its useful service life and in need of reconstruction. Approximately 80% of the estimated construction cost for the Preferred Alternative is for the reconstruction of the existing facility. As documented in Section 5 Comparison of Alternatives Summary of the I-290 DEIS, the Preferred Alternative is also improving safety, reducing pollutant emissions, and reducing congestion as compared to the No Build Alternative. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative). The expressway and arterial travel time improvements represent sizable productivity savings. In addition, the Preferred Alternative includes wider bridge sidewalks that improve transit access to the Blue Line and improve community cohesion, and a new east-west bicycle path connecting the Prairie Path to Columbus Park.
40	Burke – Active Transportation Alliance	IDOT's study and the DEIS fail to comprehensively assess the regional transportation network, of which the Eisenhower is one component or segment, by considering a combination of travel demand reduction and transit strategies within and outside the study corridor that can achieve similar travel benefits within the corridor for far less cost, with less environmental impacts, and with fewer "upstream and downstream" impacts. Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modeling. This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people.
		A regional travel demand forecasting model was used to forecast future traffic for the I-290 Study. Regional transportation performance measures for the six-county northeast Illinois region, including regional vehicle miles of travel (VMT) and regional vehicle hours of travel (VHT) are included in the evaluation of the DEIS build alternatives, as presented in Table 5-2 Transportation Performance Comparison on page 5-13 of the I-290 DEIS. With regards to environmental impacts, an analysis area much larger that the I-290 study area was used for the Pollutant Burden and mobile source air toxics (MSAT) analysis, as shown in Figure 3-53 MSAT Analysis Area on page 3-133 of the I-290 DEIS. This air quality analysis area includes the "upstream and downstream" effects from improvements in the I-290 study area. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volume which show a relatively minor increase in traffic volumes. Also, the Preferred Alternative will generate over 4,000 more daily transit trips than the No Build Alternative by 2040. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The Preferred Alternative will also create $2.7B in productivity savings.
41	Burke – Active Transportation Alliance	In fact, under IDOT's preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams.
		The I-290 Preferred Alternative results in improved person throughput as compared to the No Build Alternative. The HOT 3+ lane encourages carpools with three or more occupants because these carpools would use the HOT lane for free. Transit buses will also benefit from free use of the HOT 3+ lane, which would be configured to operate at speeds of 45 mph or better.

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42	Burke – Active Transportation Alliance	Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect- and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit.
		The Preferred Alternative is expected to result in a decrease of 8,853 vehicle miles of travel for study area arterials as compared to the No Build Alternative. However, regional VMT is expected to increase by 52,211, while regional VHT is expected to decrease by 16,161. This results in less regional traffic congestion, because less time is spent traveling in the region. As a result, the Preferred Alternative had lower air pollutant and mobile source air toxic emissions than the No Build Alternative. The Preferred Alternative also includes substantive multimodal improvements that will encourage alternatives to driving, such as a new east-west shared path connecting the Prairie Path to Columbus Park, new bus pull-outs, bus stops relocated to better align with the existing stations, new bus shelters, wider sidewalks, improved intersection cross-walks, pedestrian refuge islands, pedestrian phase signals, and pedestrian plazas.
43	Burke – Active Transportation Alliance	It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes.
		This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor address the needs to improve safety, operations, and mobility within the available right of way; the proposed design requires minimal ROW and results in no displacements. In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11-feet wide, with the other 2 lanes in each direction at 12-feet wide, and all lanes 12-feet wide elsewhere Where the two inside lanes are 11-feet wide, they will be separated by a 2' painted buffer, so the overall width of the two lanes is 24-feet Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10-feet wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.
44	Burke – Active Transportation Alliance	Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding and planning for improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower EIS.
		The Preferred Alternative includes improved pedestrian and bicycle access to the CTA Blue Line stations. IDOT will also reimburse CTA for direct impacts to their Blue Line station facilities because of the need to rebuild the bridges and widen the sidewalks. Also regional transit service would be improved through express bus services utilizing the proposed managed lanes to connect western origins/destination with the Blue Line CTA Terminal in Oak Park. Additionally, the proposed mainline improvements are configured to accommodate a future extension of the CTA Blue line to Mannheim Road in the median of I-290
45	Burke – Active Transportation Alliance	Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations.
		The timeframe for market penetration and transportation impact of this technology is not known nationally. 2040 forecasts address reasonably foreseeable trends.

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46	Burke – Active Transportation Alliance	In short, the Active Transportation Alliance believes the study process and the DEIS fail to 1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor.
		The Preferred Alternative is expected to result in a decrease of 8,853 vehicle miles of travel (VMT) for study area arterials as compared to the No Build Alternative. However, regional VMT is expected to increase by 52,211, while regional VHT is expected to decrease by 16,161. This results in less regional traffic congestion, because less time is spent traveling in the region. As a result, the Preferred Alternative had lower air pollutant and mobile source air toxic emissions than the No Build Alternative. The Preferred Alternative also includes substantive multimodal improvements that will encourage alternatives to driving, such as a new east-west shared path connecting the Prairie Path to Columbus Park, new bus pull-outs, bus stops relocated to better align with the existing stations, new bus shelters, wider sidewalks, improved intersection cross-walks, pedestrian refuge islands, pedestrian phase signals, and pedestrian plazas.
47	Burke – Active Transportation Alliance	2. consider a better alternative, one that uses demand-side strategies to reduce driving and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies beyond the current study area given that so many trips within the corridor start and end outside the study area.
		The Round 1 evaluation found that the transit alternatives, such as a Blue Line extension, bus rapid transit extensions, and express bus did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to their smaller, more compact travel market, as described in Section 2.3.3.1 of the I-290 DEIS. Existing regional TDM programs are assumed to be in place as part of this analysis.
48	Burke – Active Transportation Alliance	3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes.
		The I-290 DEIS included the use of regional vehicle miles of travel and regional vehicle hours of travel as transportation performance measures (see Table 5-1. Comparison Matrix of Alternatives on page 5-6 of the I-290 DEIS) to ensure capture of travel impacts outside of the study area.
49	Burke – Active Transportation Alliance	4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency across the region, and because low income residents are less able to afford the HOT lane tolls.
		An environmental justice analysis was conducted that found no disproportionate impacts to low income/minority communities (see Section 3.1.9 in the I-290 DEIS). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. Page 3-102 of the I-290 DEIS discusses effects of tolling on low-income populations.
50	Burke – Active Transportation Alliance	With this in mind, our main concern with the Eisenhower DEIS is that, compared to the "No-Build" alternative, IDOT's preferred alternative will cost billions of dollars while doing relatively little to reduce congestion within the corridor - a key component of the Purpose and Need. At the same time, the preferred alternative would increase the amount of driving in the region and the commensurate negative environmental, congestion, and safety impacts. Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT's preferred alternative makes it that much harder for people who cannot afford a

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		car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does.
		The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. Approximately 80% of the estimated construction cost for the Preferred Alternative is for the reconstruction of the existing facility. As documented in Section 5 Comparison of Alternatives Summary of the FEIS, the Preferred Alternative is also improving safety, reducing pollutant emissions, and reducing congestion as compared to the No Build Alternative. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative). The expressway and arterial travel time improvements represent sizable productivity savings estimated at $2.7B. In addition, the Preferred Alternative includes wider bridge sidewalks that improve transit access to the Blue Line and improve community cohesion, and a new east-west bicycle path connecting the Illinois Prairie Path to Columbus Park.
51	Burke – Active Transportation Alliance	Given that the Eisenhower is but one component or segment of a larger transportation system that moves people and goods to, from and within the corridor, and given that the highway is over-capacity largely because of excessive vehicle demand that originates outside the corridor, it is imperative that IDOT not limit its alternatives to supply-side strategies within the corridor. However, that is exactly what IDOT did. Alternatives presented by IDOT fail to include the application of demand-side strategies – also known as Transportation Demand Management (TDM) - inside or outside the corridor. According to Mobility Labs, "TDM has come into increased favor in the United States in recent years as planners have realized that it's much cheaper to proactively manage (or attempt to manipulate) the demand on a transportation network – or a system of roads – than it is to increase capacity on that same network."
		Transportation demand management (TDM) strategies are assumed in the modeling, and have been in existence in the region for many decades and have not demonstrated an ability to affect the need for major improvements. Pace operates both a regional RideShare and VanPool service. The transit agencies also do employer outreach that includes TDM strategies.
52	Burke – Active Transportation Alliance	Metro Chicago is far behind its peer regions in the use of employer-based incentive/transportation programs, carpool lanes and carpool bypass ramps, parking pricing and other TDM strategies. IDOT's alternatives also omit transit innovations like enhanced bus service to Blue Line and Metra stations and Transit Oriented Development incentives. TDM plus transit innovations could achieve similar benefits as IDOT's preferred alternative for far less cost, with less environmental impacts, and with fewer "upstream and downstream" impacts.
		Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. Fundamentally, the I-290 expressway and transit services serve two different travel markets, and as such stand-alone transit improvements would not result in any meaningful congestion relief along I-290. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. A heavy rail transit corridor will be preserved in the median of I-290 for a future extension of the Blue Line, and initially, an express bus service will operate in the managed lanes with connecting routes included (See Figure 5-2 in the FEIS). TDM strategies are assumed in the modeling. Although beneficial to managing traffic, TDM would not significantly contribute to congestion relief. The Preferred Alternative includes a HOT 3+ lane that would allow carpools with three or more occupants and transit buses to travel for free in the lane. The municipalities, rather than IDOT, control land use in the I-290 study area.

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53	Burke – Active Transportation Alliance	Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modeling. (As already happened with the Elgin O'Hare/I-390, federal legislation would be needed to convert to tolled lanes; conversation to carpool lanes does not require legislation.) This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people.
		The Preferred Alternative actually does both -- it adds a new HOT 3+ lane between Mannheim Road and Austin Boulevard, and converts the existing fourth lane to a HOT3+ lane from Austin Boulevard to approximately Ashland Boulevard. This results in a continuous four lane section in each direction (rather than having a lane drop in each direction), resulting in safer operations and traffic congestion reduction. Regarding congestion, the Preferred Alternative will provide a 56% improvement in travel speed in the managed lane, and a 25% improvement in the general purpose lanes. Local arterials will also benefit from some congestion relief due to longer distance trips shifting from the arterial network onto I-290. The proposed improvement will improve safety, mobility for all users in the corridor and result in a $2.7B productivity savings.
54	Burke – Active Transportation Alliance	In fact, under IDOT's preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams
		The Preferred Alternative is projected to provide travel time savings of up to 56% and the general purpose lanes would provide up to 25% time savings based on 2040 projections. This indicates a reduction in congestion compared to the No Build Alternative. In addition, the HOT 3+ lanes will promote greater vehicle occupancy, as transit vehicles and automobiles with 3 or more occupants will not pay tolls and be assured of a reliable, toll-free trip at a minimum 45 mph travel speed in the HOT 3+ Lanes.
55	Burke – Active Transportation Alliance	Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect - and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit.
		On balance, the Preferred Alternative is projected to reduce arterial vehicle miles traveled (VMT) within the Study Area by 8,853 miles a day and arterial Vehicle Hours Traveled (VHT) within the Study Area by 1,643 hours a day. The reduction of traffic on surface streets is due to improved efficiency along I-290 that will draw longer distance trips off of the local roadway network. As with any transportation improvement, there are sections of supporting arterial roadways that experience projected gains and sections that experience projected losses as a result; however, the projected net reduction in both arterial VHT and VMT is a net benefit to Study Area travel. The Preferred Alternative also enhances bicycle and pedestrian modes by providing more user-friendly access across I-290 at all crossing locations and providing a new multi-use trail from Des Plaines Avenue to Austin Boulevard, providing connectivity between the Illinois Prairie Path and the trail at Columbus Park.
56	Burke – Active Transportation Alliance	It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes.
		This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths of the Preferred Alternative address the needs to improve safety, operations and mobility within the

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		available right-of-way; the proposed design requires minimal right-of-way and results in no displacements. Our analysis that utilizes the Highway Safety Manual's statistically based methodology indicates that the Preferred Alternative offers a 6.21% reduction in crashes as compared to the No Build Alternative. Overall, in the nine mile reconstruction section, the Preferred Alternative will include six more miles of shoulders that are 10 feet wide or more, compared to existing conditions.
57	Burke – Active Transportation Alliance	Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower DEIS.
		The Preferred Alternative includes improved pedestrian and bicycle access to the CTA Blue Line stations. IDOT will also address impacts to their Blue Line station facilities because of the need to rebuild the bridges and widen the sidewalks.
58	Burke – Active Transportation Alliance	Also note that FHWA recently changed its congestion rules, in which delay is measured in "person-hours" to better assess how well a corridor moves people instead of cars. Alternatives that include the Blue Extension would likely score better under this approach.
		The I-290 DEIS included the use of person throughput, which captured both highway and transit person trips, as a transportation performance measure (see FEIS Table 5-1, Comparison Matrix of Alternatives).
59	Burke – Active Transportation Alliance	Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations.
		It is uncertain what the effect of autonomous vehicles will be in the future. In any case, improvements to the I-290 corridor, especially those that anticipate the use of smart vehicle technology such as Intelligent Transportation Systems (ITS) which will evolve over time, will make the corridor more efficient for autonomous vehicles as they become more widespread in use.
60	Burke – Active Transportation Alliance	In short, the Active Transportation Alliance believes the study process and the DEIS fail to: 1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor.
		Environmental and traffic impacts were addressed in the DEIS on a regional level, and safety on a Study Area level including arterial roads as well as I-290. The increase in regional VMT of the Preferred Alternative over the No Build Alternative is insignificant at 0.03%. Most of the environmental impacts of the Preferred Alternative, such as traffic noise, floodplains, and Section 4(f) impacts, are limited to the area adjacent to I-290, and are not distinguishing differences as compared to the No Build Alternative. For regional air quality, there is also little difference in impact of the Preferred Alternative as compared to the No Build Alternative, with the Preferred Alternative having a slight reduction in the various air pollutants (-0.07% to -0.30%) and Mobile Source Air Toxics (-0.08% to -0.20%) as compared to the No Build Alternative.
61	Burke – Active Transportation Alliance	2. consider a better alternative, one that uses TDM to reduce driving (especially during peak hours) and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies inside and outside the study area given that so many trips within the corridor start and end outside the study area.

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		The Round 1 evaluation found that the transit alternatives, such as a Blue Line extension, bus rapid transit extensions, and express bus did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to their smaller, more compact travel market, as described in Section 2.3.3.1 of the FEIS. Existing regional TDM programs are assumed to be in place as part of this analysis.
62	Burke – Active Transportation Alliance	3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes.
		The I-290 DEIS included the use of regional vehicle miles of travel and regional vehicle hours of travel as transportation performance measures (see FEIS Table 5-1, Comparison Matrix of Alternatives) to ensure capture of travel impacts outside of the study area.
63	Burke – Active Transportation Alliance	4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency across the region, and because low income residents are less able to afford the tolled lanes.
		An environmental justice analysis was conducted that found no disproportionate impacts to low income/minority communities (see Section 3.1.9 of the FEIS). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. Page 3-102 of the FEIS discusses effects of tolling on low-income populations.
64	Kuner – Citizens for Appropriate Transportation	Thank you for the opportunity to submit comments on the DEIS. Please accept our thanks for an enormous amount of work. We have grouped our comments into six categories: Purpose and Need, Alternatives, Impacts, Evaluation, Citizen Participation, and General Comments. 1. PURPOSE AND NEED a. IDOT's Goal IDOT should include their overall goal ("Create an asset for adjoining communities") in Chapter 1: Purpose and Need. To achieve this goal, both IDOT and the adjoining communities have important roles. The proposed IDOT and CTA investments in the Corridor are substantial, so they will have economic, social, and environmental impacts. The Chicago Metropolitan Agency for Planning Go To 2040 plan says most of our region's future growth should occur in existing communities. Community economic development efforts benefit from transportation investments. IDOT says, "any redevelopment of the land uses along the I-290 corridor is beyond the scope of this (or any) transportation project." Having IDOT do economic development is not appropriate, but having IDOT modify the design of the expressway to facilitate development is.
		The purpose and need was developed and refined over the course of multiple Corridor Advisory Group meetings and general public meetings. FHWA guidance indicates that the Purpose and Need statement should primarily focus on transportation problems to be solved. In addition, the stakeholder goals and objectives that were identified at the beginning of the NEPA process included community oriented goals, such as improving community cohesion. Please refer to section 5.5.1 of the FEIS for a description of how the Preferred Alternative addressed each of these goals and objectives. In terms of your suggested goal of "creating an asset for the communities", we believe this was achieved through the alternatives development process, which included extensive community interaction. For example, within the Village of Oak Park, an additional intensive 18 month process was undertaken toward the end of the NEPA process to discuss every issue of concern to the community, which the project team has relied upon to gauge whether a community asset has been created. With respect to modifying the project design to facilitate development, the alternatives development and stakeholder involvement process was the forum for any specific design changes related to development, and any specific suggestions that were offered were considered and incorporated as appropriate.

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65	Kuner – Citizens for Appropriate Transportation	b. Livability IDOT should include livability features in the Purpose and Need Statement. Pennsylvania DOT and New Jersey DOT include livability features in their projects.
		The purpose and need was developed and refined over the course of multiple Corridor Advisory Group meetings and general public meetings. FHWA guidance indicates that the Purpose and Need statement should primarily focus on transportation problems to be solved. The livability issues caused by current conditions along the I-290 corridor are documented in the Purpose and Need as well as the Existing Conditions Technical Report. The concept of livability was defined during the development of alternatives and the stakeholder feedback received. Within the context of a FHWA NEPA study, livability elements that are consistent with the Preferred Alternative include: providing more travel choices (carpooling, transit, non-motorized improvements), enhancing economic competitiveness (productivity savings), supporting and value existing communities (avoid direct impacts, design improvements, aesthetic features), and coordinating policies and leveraging investment (I-290 project leverages CTA improvements).
66	Kuner – Citizens for Appropriate Transportation	2. ALTERNATIVES Good solutions are multi-modal for both Traditional and Reverse Commutes. They create a better economic climate that will encourage investments in our communities. They meet social goals. They reduce negative impacts on the environment. They increase the livability of our communities. They make financial sense. a. Capacity IDOT's Preferred Alternative will not have enough capacity to eliminate congestion. The CTA Forest Park Branch has excess capacity. The more people who choose transit over driving, the less congestion on the expressway and the more revenue for the CTA. For every rider on the Forest Park Branch of the CTA Blue Line, there are 2.5 to 2.7 riders on the O'Hare Branch, so there is unused capacity on the Forest Park Branch (see Figure 1). Driverless cars and crash avoidance systems may increase expressway capacity, but when and by how much is uncertain. The CTA already transports Captive Riders (no access to a car), but needs to attract more Choice Riders (access to a car, but choose transit). Hours of Congestion – IDOT's prior analysis shows that weekday congestion on the existing general purpose lanes is about 17 hours a day, which is projected to be 18 hours a day by 2040 under the 2040 No Build Alternative. Of the four Build Alternatives IDOT considered, the best one would reduce this to 16¼ hours on a weekday for the general purpose lanes. For the HOT 3+ lanes, IDOT's analysis shows lower congestion levels. These numbers do not appear in the DEIS. Why did IDOT exclude them? Four of the eight lanes in the Preferred Alternative are 11 feet wide even though the interstate standard is 12 feet. The other four lanes are 12 feet wide. Eleven foot lanes tend to increase sideswipe accidents. IDOT's approach is to look at the impact of all design features on crashes and accept a higher crash rate for 11 foot lanes if there are design features that lower the crash rate elsewhere.
		The CTA Forest Park Branch of the Blue Line and the I-290 corridor have differing travel markets, and therefore, the expectation of a significant mode shift would not be reasonable. In addition, the extensive testing of alternatives and operational strategies revealed that a significant mode shift could not be achieved. With respect to the hours of congestion, this information is included in the Round #2 evaluation (see "Summary of Round 2 Combination Mode Evaluation Results" in Appendix C of the FEIS). For the Round #3 evaluation, the transportation related criteria was consolidated and new criteria related to the environment and cost was introduced. Regardless of whether the hours of congestion were included in Round #3, the relative comparison would have been the same. In addition, other measures, such as travel time improvements, were more readily understood by stakeholders, and better describe the benefits of the Preferred Alternative, which includes a 56% travel time savings in the HOT 3+ lane.
67	Kuner – Citizens for Appropriate Transportation	b. Crashes The expressway section under study has about 2,500 crashes a year while the CTA has zero crashes in most years. This makes the CTA a desirable and viable option assuming a reduction in the number of pickpocket, theft, and robbery incidents.

#	Public Organization	Comment / Response (*in italics*)
		In the assessment of alternatives in Rounds 1, 2 and 3, public transit was assumed to account for zero crashes (see Sections 2.3.3, 2.4.2 and 2.5.3 of the FEIS).
68	Kuner – Citizens for Appropriate Transportation	c. Blue Line Role Good transit service means a better quality of life for families without cars, young children, and senior citizens. The CTA Forest Park Blue Line branch can carry many more commuters with less negative impacts than widening the expressway. Transit needs dense development to function effectively. The inner West Cook County suburbs have the necessary density. Recent development trends suggest density on Chicago's West Side will increase in the future, providing additional demands for CTA rail service. Requiring transit-oriented development around stations will help transit and land use work better. Zoning codes that allow transit-appropriate density within walking distance of stations is another good policy. The Blue Line extension will have more riders if it includes large park-and-ride lots, feeder bus service to the stations, kiss-and-ride, and bicycle racks or storage lockers. A pricing structure that encourages the use of park-and-ride or feeder bus as an alternative to driving into downtown Chicago will also help. The CTA should extend the Blue Line to at least 1st Avenue in Maywood. Not extending the Blue Line west of Forest Park will mean more expressway congestion and it hurts Maywood. The CTA already owns the right-of-way from the Forest Park Yards to the east side of the Des Plaines River. The further west the CTA intercepts drivers via Park-and-Ride facilities, the better because that will reduce the number of vehicles on the expressway. The CTA schedule for the Blue Line has 4 to 9 minute headways during peak periods. The CTA's signal system can handle headways of less than four minutes. The CTA is not extending it because other projects have higher priority and the lack of funding. For IDOT, reconstructing and widening the expressway in the six-lane section is a priority. For the CTA, rebuilding the existing Forest Park Branch of the CTA is a priority; extending the Blue Line is not. Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before any extension of the Blue Line takes place. Corridor residents and businesses may not see the full benefits from multi-modal planning for years
		The Blue Line extension was studied in depth, with assumptions regarding stations, service frequency and park and ride locations (FEIS Section 2.4.5.3). The analysis found that 54% of the ridership would be from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension. A heavy rail transit corridor will be preserved in the median of I-290 for a future extension of the Blue Line, and initially, an express bus service will operate in the managed lanes. Comments regarding pricing structure was passed along to CTA staff
69	Kuner – Citizens for Appropriate Transportation	d. CSX Right-of-Way The CSX railroad says none of their right-of-way is available, which means higher bridges at Austin and Harlem and four 11 foot lanes. There is a provision in the Letter of Intent between IDOT and the Village of Oak Park to reopen this issue if some of the CSX right-of-way becomes available, but this is not mentioned in the DEIS.
		The proposed profiles of all the bridges in Oak Park, including Austin Boulevard and Harlem Avenue, will remain at or below their existing elevations, and none will be higher. The Oak Park LOI does includes language that states that IDOT will re-evaluate the vertical clearance requirements of the overhead bridges across I-290 in Oak Park by IDOT if the CSX ceases operations or if other changes occur that would allow a less than 21'-9" vertical clearance over the railroad. The LOI's for all Villages and agencies are available in Appendix Q of the Combined Design Report. The FEIS is revised to include language indicating that re-evaluation in case of changed conditions at CSX.
70	Kuner – Citizens for Appropriate Transportation	e. HOT 3+ Experience HOT lanes are hard to manage. They have five purposes: (1) decrease travel time, (2) increase the person capacity of an expressway, (3) increase trip reliability, (4) decrease air pollution, and (5) increase revenue. To use HOT 3+ lanes, the driver must find two more people, pick them up, and drop them off at convenient locations. People who work late or irregular hours, use their cars during the day,

#	Public Organization	Comment / Response (*in italics*)
		park free at work, have young children or aging parents, or who run errands during their commute, are less inclined to car pool. The extra time required picking up and dropping off extra people reduces travel time savings. Too much traffic means motorists do not get the promised travel time reduction. Too little traffic wastes roadway capacity. Some projects have not met revenue projections. The major equity questions are: (1) do agency polices treat people in the same group equally, (2) do users pay the full cost, (3) do low-income groups pay a disproportionate share, (4) do tolls cause drivers to divert to neighborhood streets, and (5) are there better alternatives?
		The high occupancy toll (HOT) lane in the Preferred Alternative is proposed to have a toll rates that vary with the level of traffic congestion (dynamic pricing). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. These studies will address the first three equity issues raised. The fourth equity issue cited regarding diversion to arterial streets is addressed in the transportation performance measures in Table 5-1 of the FEIS (Comparison Matrix of Alternatives) depicts study area arterial vehicle miles and hours of travel for build alternatives as well as the No Build Alternative. The Preferred Alternative is projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled. FEIS Section 5.0 Comparison of Alternatives Summary addresses the fifth equity issue raised regarding alternative selection.
71	Kuner – Citizens for Appropriate Transportation	f. Development Opportunities When properly designed, major transportation improvements have positive effects on social, economic, and environmental conditions in the corridor. Major roadways provide mobility for people and goods. Mobility clearly affects the choices we make about where to live, work, shop, and carry out other activities. “Transportation decisions cannot be separated from community values and public policy. The point of CSD (Context-Sensitive Design) is to satisfy not just the user of the road, but also the community it impacts. A roadway must be safe for both the user and the community; be in harmony with the community; and preserve environmental, scenic, aesthetic, historic, and natural resource values of the area. It should cause minimal disruption and add lasting value to the community.”3 IDOT’s Build Alternatives create development opportunities. The Envision Oak Park Comprehensive Plan identifies eleven Transit Area Housing Development Opportunity sites along the corridor.
		Thank you for your comment.
72	Kuner – Citizens for Appropriate Transportation	g. Design A good design for the Eisenhower Corridor must address the needs for all transportation modes, add value to the adjacent communities, and be compatible with the built and natural environments. Every transportation mode (expressway, rail transit, buses, pedestrians, and bicyclists) plays a role. When each mode is designed to do what it does best, the transportation system works better and is efficient. One fundamental principle of transportation is good design is always better than good enforcement or regulation. Good design is there 24/7. Good enforcement cannot be there 24/7. The design of corridor edges is critical because both residential and non-residential uses are close to the Corridor. The fact that neighbors in Oak Park built the wood fence on Harrison from Grove to Wenonah along the northern edge of the expressway more than twenty-five years ago is powerful evidence of the importance of corridor edge design. Neighbors have maintained and replaced sections as needed. IDOT’s proposed shoulder widths are substandard, putting police, fire/paramedics, and motorists at risk. Context Sensitive Solutions - IDOT is following a Context Sensitive Solutions process for the Phase 1 Study, but there has never been a presentation from either an urban designer or architect at any of the Corridor Advisory Group/Task Force meetings.
		IDOT has sought the input, and will continue to seek the input, of the various municipalities when considering the edges or interfaces along the I-290 frontage, including the proposed multi-use path, location and appearance of proposed noise walls, and other project appurtenances. With the numerous municipal planners' input, as well as stakeholders and study team members who are urban

#	Public Organization	Comment / Response (*in italics*)
		designers or architects contributing to the project, it is not apparent that the study suffered specifically from lack of a presentation by an urban designer or architect.
73	Kuner – Citizens for Appropriate Transportation	h. Demand Management and Congestion Pricing Using a combination of demand management techniques can have a significant impact. Individual techniques to reduce demand have a limited impact, but in combination, they can have a significant impact. Some of these techniques are flextime, car and vanpools, working at home, and staggered work hours.
		Transportation demand management (TDM) strategies are assumed in the modeling, and have been in existence in the region for decades, but have not demonstrated an ability to affect the need for major improvements.
74	Kuner – Citizens for Appropriate Transportation	i. Interchanges IDOT's proposed right side ramps at Austin and Harlem are longer, higher, and closer to residential neighborhoods than the current center ramps. Right-hand side ramps will have negative air and noise impacts, and can hurt property values. Motorists who want to use the HOT 3+ lanes will enter the expressway on right side ramps and cross three lanes to get to the HOT 3+ lanes. This is likely to increase the accident rate.
		IDOT performed extensive air and noise evaluations with respect to the proposed design of the right hand ramps and coordinated these studies with the Village of Oak Park, Forest Park, and the Corridor Advisory Group. With respect to noise, IDOT performed noise sensitivity evaluations at both Harlem Avenue and Austin Boulevard that compared existing to proposed noise conditions. In both locations, the proposed design indicated there would either be no increase in noise levels or some reduction in noise levels near the expressway (without noise walls). The predominant noise source is the expressway, which operates approximately 200,000 vehicles per day, compared to ramp traffic which is approximately 11,000 vehicles per day. By moving the ramps to the right, the ramps themselves shield the community from the expressway traffic noise. To evaluate air quality effects, a carbon monoxide evaluation (CO) was performed at Harem Avenue and Austin Boulevard for the build condition. The analysis indicated that the CO concentrations for the build conditions fell far below the National Ambient Air Quality Standards (NAAQS) for both the 1-hour and 8-hour standards. *With respect to accident rates, the crash analysis in this corridor has found that documented crash rates are sustainably higher at the left hand ramps as compared to right hand ramps (refer to the I-290 Combined Design Report, Section 3.4.2.4 – Existing Lane Drops and Left Hand Ramp Safety), and national studies have found that left hand ramps are 60% to 180% less safe than right side ramps. Left hand ramp exits and entrances are contrary to driver expectations, and the inside highway lane (left-most lane) is typically for longer distance, higher speed travel. Configuring all ramps in the corridor to right hand ramps will provide consistency along the corridor while improving safety and operations. Furthermore, the HOT 3+ lane will be continuously accessible through the majority of the corridor, therefore users will not be limited in the distance or time needed to safely access the managed lane.*
75	Kuner – Citizens for Appropriate Transportation	j. Diversion of Traffic to Local Streets Alternatives with tolls divert traffic to neighborhood arterial streets as drivers seek to avoid paying to use the expressway.
		According to the performance comparison (Table 5-2 of the FEIS), both the GP Lane Alternative (which doesn't have tolling) and the HOT 3+ and TOLL Alternative (which applies tolls to non-HOVs in the HOT lanes) would reduce vehicle miles traveled (VMT) on Study Area arterials. The Preferred Alternative (HOT 3+) is projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled.
76	Kuner – Citizens for Appropriate Transportation	3. IMPACTS a. Air Quality

#	Public Organization	Comment / Response (*in italics*)
		The air quality analysis is incomplete. IDOT should update it in Phase 2: Working Drawings and Specifications. IDOT says, • "According to this analysis, the build alternatives would have minimal effects on regional criteria pollutant burdens, with changes of less than one percent, as compared to the No Build Alternative. "Comments of the Draft Environmental Impact Statement - February 10, 2017 Citizens for Appropriate Transportation – Rick Kuner - Page 6 of 12 • "… the USEPA has classified the portion of Cook County in which the proposed project is located as a nonattainment area for O3 and has designated the entire state as unclassifiable for the 2012 PM2.5 NAAQS."6 • "For the eight-hour ozone standards, Cook, DuPage, Kane, Lake, McHenry, and Will counties, as well as Aux Sable and Goose Lake townships in Grundy County and Oswego Township in Kendall County, have been designated as nonattainment areas for ozone."7 • "In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT8 emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action."9 • "The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts with each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. "The "Air Pollution Action Day History" prepared by Partners for Clean Air – Illinois (c/o Illinois EPA, www.clearntheair.org) shows that in the seven years from 2010 to 2016, the year with the highest number of Action Days was 2012 (12 days) and the year with the lowest number was 2015 (zero days). There were 12 Action Days for ozone in 2012 and 3 Action Days for Fine Particulates in 2010. The DEIS says Fine Particulates (PM2.5) are "unclassifiable" for the entire state of Illinois. Because Fine Particulates are a health problem, this is of concern. Based on a conversation with U.S. Environmental Protection Agency personnel, our understanding of the "unclassifiable" classification is the Cook County laboratory found that the sample filters with monitors were outside specifications. Because the U.S. EPA does not have the data to make a determination, they say Fine Particulates are "unclassifiable" for the entire state of Illinois. The problem with the sample filters was corrected in mid-2016, but the U.S. EPA needs three years of data to compare, so they will not be able to make a determination until mid-2019. The Fine Particulate standard was last set in 2012. Because of unacceptable monitoring data, the U.S. EPA was unable to assess compliance with the 2012 standard. Standards must be reviewed every five years, so the U.S. EPA would revise the standard (if necessary) in 2017. By the time IDOT starts construction, estimated to be 2020, there may be a new Fine Particulate Standard.In the DEIS, IDOT says, "Regardless, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today."11 Given IDOT's estimate that construction will not start earlier than 2020, updating the air quality analysis would provide better conclusions than expressed in the December 2016 Draft Environmental Impact Statement.
		Any potential change that the USEPA would make to the fine particulate standard is unknown at this time. However, it should be noted that the I-290 Eisenhower Expressway is not a heavy truck freight corridor in the study area. Existing and estimated year 2040 traffic projections on I-290 show existing truck traffic increasing from approximately 10,000 per to 12,000 per day, or 6 percent of total traffic. This relatively small change in diesel truck usage would not result in a new violation of air quality standards. Coordination with USEPA was also conducted as part of the region's consultation group, where discussions indicated that the I-290 project would not be a project air quality concern because there is little change in diesel truck traffic with the project, comparing it to the no-build scenario. With regard to the MSAT analysis, the current USEPA state-of-the-practice air quality model, MOVES 2014, was used to estimate MSAT emissions for the alternatives, with the Preferred Alternative showing reductions in MSAT emissions as compared to the No Build

#	Public Organization	Comment / Response (*in italics*)
		Alternative. Given the projected reduction in MSAT emissions of the Preferred Alternative, and that there will be substantial overall reductions in MSAT emissions over time to vehicle and fleet regulations and fleet turnover, any further MSAT analyses are not warranted.
77	Kuner – Citizens for Appropriate Transportation	b. Noise Walls Because of changes in noise wall materials, IDOT agreed to Oak Park's request to conduct another vote on whether eligible voters want or do not want noise walls.
		A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.
78	Kuner – Citizens for Appropriate Transportation	c. Property Values The evidence on the impact of expressways on property values is mixed. IDOT says its proposals "stay within the ditch." However, the ditch has three dimensions – width, height, and length. IDOT's proposed Build Alternatives stay within the width of the ditch in Oak Park, but do not stay within the height of the ditch at the Austin and Harlem Interchanges.
		With the Preferred Alternative, the mainline roadway will be as much as 8 feet lower than it is today, and the CSX railroad will be lowered up to 2 feet. The proposed profiles of all the bridges in Oak Park, including Austin Boulevard and Harlem Avenue, will remain at or below their existing elevations. The design of the interchange ramps, in conjunction with mainline lowering, is predicted to result in some noise reductions as compared to the noise in the interchanges' current configuration.
79	Kuner – Citizens for Appropriate Transportation	d. Neighborhood Impacts What happens to property values during and after construction? Ideally, the project improves social and visual connections between South Oak Park and the rest of the Village. It should provide safe school walking routes from South Oak Park to both middle schools (Brooks and Julian) and the Oak Park River Forest High School, which are north of the expressway.
		Property values are subject to many factors, including the local and national economy, location, condition of the property, local schools, perception of safety, and other factors. It is uncertain what effect the I-290 expansion will have on property values during and after construction; however, there are many proposed improvements that would suggest a favorable environment for property values including wider bridges, new CTA head houses and improved access to transit, a new shared use trail, and brand new bridges with aesthetic treatments that are being coordinated with the Village.
80	Kuner – Citizens for Appropriate Transportation	e. Sustainability We are pleased IDOT used the INVEST Sustainability Scorecard in the DEIS. We note the Bronze Rating and your belief that you can achieve Platinum status during the Working Drawings and Specifications phase.
		The INVEST opportunities noted in Appendix M will be further pursued in the project's final design phase ("Phase II").
81	Kuner – Citizens for Appropriate Transportation	f. Construction Impacts There was damage to the UIC's CUPPA building when IDOT reconstructed the Morgan Street Bridge. In Oak Park, there are many buildings close to the expressway, some of which are fragile (the Oak Park Conservatory, for example), so the effects of ground vibration are a major concern. The Citizens for Appropriate Transportation Working Group suggested four actions: (1) video / photograph documentation of building foundations, doors, and windows prior to construction, (2) an insurance rider added to the homeowner's policy, (3) dispute resolution by binding arbitration, and (4) use construction contract retainage to settle damage claims. Additional construction measures worth considering are the location of staging areas, possible nighttime construction, noise and air

#	Public Organization	Comment / Response (*in italics*)
		pollution, alternative routes, and staged construction. Good communication between IDOT and the communities is mandatory. During construction, IDOT, CTA, and Oak Park should consider shuttle bus service to the Green Line Stations when Blue Line Stations are rebuilt, parking restriction changes, discount fares on the Blue Line, and improvements to local streets because traffic will be diverted to them during construction.
		In Phase II and Phase III, IDOT is committing to work with the local communities and stakeholders to develop and implement strategies to reduce construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.
82	Kuner – Citizens for Appropriate Transportation	4. EVALUATION a. Impact Scores are projections to the Year 2040 Table 1 summarizes the Number of Transportation Criteria that equal or exceed seven different percentages (50, 40, 30, 20, 10, 5, and 1). IDOT used ten transportation criteria but the Year 2040 No Build Alternative does not have managed lanes, so there are only nine criteria where it is possible to calculate the percentage improvement of the Build Alternative compared to the No Build Alternative. There are only four criteria where the Preferred Alternative (HOT 3+) is better than the No Build Alternative by five percent or more. IDOT's Preferred Alternative will affect the region and the communities in the Eisenhower Corridor for the next five or six decades. IDOT's recommendation of the HOT 3+ Alternative is based on many small differences in impact scores. Projections to the Year 2040 are unlikely to be accurate, especially given the rapid social and technological changes taking place. It concerns us that the expenditure of such a large sum will result in such a small improvement in performance.
		With respect to your comment about the differences in impact scores, NEPA does not prescribe performance thresholds; instead, a series of relative comparisons are made between a no build and build scenarios. The year 2040 forecasts were developed using state of the practice methodologies, and the long range forecasts are revised every 4 years, and account for reasonably foreseeable technologies and trends. It is also important to note that a reconstruction of I-290 is warranted based upon facility condition alone, and 80% of the reconstruction cost is simply to replace the existing facility.
83	Kuner – Citizens for Appropriate Transportation	b. The Travel Demand Models have limitations even with IDOT's enhancements. The dollar value of travel time varies widely among drivers and depends and on how important it is to the driver to be at their destination by a given time. IDOT will have to set tolls high enough to reduce congestion. Toll levels will also have an impact on the general purpose lanes as well as alternative routes on arterial and local streets. Drivers can change routes, take the Blue Line, reschedule trips, and move or change jobs. Reliability is also important. IDOT's efforts to provide real-time information to motorists will also help. Accounting for trends is difficult because they change over time. There are a wide-ranging set of possible trends listed in Table 2 to illustrate this point. IDOT did not use the Chicago Metropolitan Agency for Planning's Go To 2040 Policy-Based Forecasts. IDOT assumes more development in the outlying suburbs, while CMAP assumes more development in existing communities. In his ruling on the proposed Illiana Expressway that remanded the Environmental Impact Statement and the Record of Decision to IDOT, Indiana Department of Transportation, and the Federal Highway Administration, Judge Alonso said, "it would seem unwise" to reject the Policy-Based Forecasts. By using a Market-Based Population and Employment Forecast, IDOT's Preferred Alternative could undermine CMAP Recommendations in the Go To 2040 Plan.
		The I-290 forecasts are within 1% of the CMAP forecast in the study area. With respect to undermining the CMAP recommendations in the transportation component of the 2040 plan, it is important to note that adding a managed lane to I-290 is part of the 2040 plan.

#	Public Organization	Comment / Response (*in italics*)
84	Kuner – Citizens for Appropriate Transportation	c. Ordinal – Ratio Scale Problem We raised this issue in our letter to IDOT dated June 19, 2012. IDOT's response was to develop a better evaluation process using Ratio Scales. Using Ordinal Scales to evaluate the Build Alternatives and compare them to the No Build Alternative is not statistically valid. When IDOT states that both evaluation methods lead to the same Preferred Alternative, you are giving a false impression. We think IDOT should delete the Ordinal Scale evaluation and just use the Ratio Scale evaluation.
		Both Ordinal and Ratio scoring provide a valid basis for comparing alternatives against each other. The results of both scoring methods remain in the FEIS, in particular to demonstrate that the results are similar when scored both ways.
85	Kuner – Citizens for Appropriate Transportation	d. Scenario Planning Scenario Planning considers alternative futures and their impacts. Forecasts for the Year 2040 may not be accurate. Scenario Planning would help IDOT account for different futures. Making a multi-billion dollar investment in the expressway based on future projections is risky. Forecasting is imperfect, so IDOT should analyze several different scenarios. By considering plausible scenarios, IDOT would reduce their risk.
		It is important to note that the reconstruction of I-290 is warranted based upon facility condition alone; in large measure, the project need is being driven by existing conditions. At this time, there is no evidence that future trends are emerging that would significantly change the level of travel in the corridor. Nationally, VMT is at an all-time high.
86	Kuner – Citizens for Appropriate Transportation	e. Sensitivity Analysis Sensitivity analysis examines the extent to which changes affect the results. Given two Build Alternatives with small differences among impact scores, the recommendation for one over the other includes language that says it would not take much change to stop recommending one alternative and start recommending the other. In contrast, given two Build Alternatives with large differences among impact scores, the recommendation is much stronger because it would take a large margin of error before we would stop recommending one and start recommending the other. Small differences among alternatives for the Year 2040 reinforce the need to do Scenario Planning and Sensitivity Analysis.
		The four DEIS build alternatives are practically identical in terms of the expressway physical footprint and characteristics, and transit improvements. The major difference in the alternatives is how the expressway lanes are managed (general purpose, HOV, HOT) and the resulting traffic differences and the potential for toll revenue. Given the current demand already exceeds the expressway capacity, changing the level of 2040 demand through a sensitivity analysis is (for example, assuming gas prices are relatively higher or lower in the future) is not likely to affect the ranking of alternatives or the selection of the Preferred Alternative.
87	Kuner – Citizens for Appropriate Transportation	5. CITIZEN PARTICIPATION a. Forty-five days to write and send comments on the Draft Environmental Impact Statement is too short. IDOT released the DEIS (with almost 400 megabytes of files) on Friday December 30, 2016. December 30 starts the 45 day Public Comment Period. Many people are busy over the New Year's weekend and will not read such a large DEIS from a study that started October 2009 and ended December 2016 (7+ years). With appendices, there are more than 2,200 pages. Within these pages are 192 figures and 78 tables. No one person has expertise in every aspect of a DEIS so people will want to talk with others before sending written comments to IDOT.
		Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.
88	Kuner – Citizens for Appropriate Transportation	b. A long response time by IDOT frustrates commenters and makes them wonder if IDOT is listening. A long response time casts serious doubt on IDOT's claim to value citizen participation. IDOT's Stakeholder Involvement Plan for Agency and Public Involvement (February 2010, Version 4) says, "Mail and e-mail responses offer the opportunity to develop a

#	Public Organization	Comment / Response (*in italics*)
		personalized response, yet timeliness is important. The desired time-frame to develop, edit, approve and mail (or e-mail) a response is one week once it is received by the PSG." (Page 17) NOTE: PSG = Project Study Group. IDOT responded to our June 27, 2010 letter on March 18, 2011 (415 days). IDOT responded to our June 19, 2012 letter on April 26, 2013 (311 days). IDOT's shortest responses were 29 days for our November 30, 2011 letter and 30 days for our June 28, 2011 letter.
		The I-290 planning process has been complex and characterized by extensive stakeholder feedback that has been considered throughout. In some instances, significant additional analysis was required (additional alternatives, expansion of the study area) prior to responding to stakeholder comments. A greater emphasis was placed upon a thorough response.
89	Kuner – Citizens for Appropriate Transportation	c. There was a long time between some of the Corridor Advisory Group / Task Force (CAG/TF) meetings. There were twenty-two CAG/TF meetings. The longest time gap between meetings was 426 days and the shortest was 29 days. The gap between meetings was longer than 180 days (about six months) four times. We are aware that IDOT met with individual communities. The Task Force includes people and agencies with specific interests, concerns, and expertise, which benefited IDOT in the preparation of the DEIS.
		Coordination with individual communities continued in between major events. For example, an intensive 18 month process within the Village of Oak Park that included 12 public meetings and over 21 staff level meetings was conducted at a time when only 3 CAG meetings were hosted.
90	Kuner – Citizens for Appropriate Transportation	d. Meaningful dialogue requires two-way communication so all participants learn from each other. IDOT has technical expertise. Citizens know their neighborhoods and have some technical expertise as well.
		IDOT made a concerted effort to incorporate the viewpoints of stakeholders who best know their communities into the design of the Preferred Alternative. There were 22 Corridor Advisory Group/Task Force meetings, 21 meetings of the Oak Park Working Group, 7 Maywood Advisory Working Group/Town Hall meetings, and numerous one-on-one meetings with municipalities, transit service providers, emergency service providers, and others who lent their expertise to create a project that enhanced community values. There are many examples of stakeholder involvement that directly affected the elements if the Preferred Alternative including improving expressway access in Maywood, improving bicycle, bus and pedestrian access to CTA Blue Line stations, and creating a new multi-use trail from Des Plaines Avenue to Austin Boulevard.
91	Kuner – Citizens for Appropriate Transportation	e. Consider Creative Funding Opportunities. Some ideas to consider are Value Capture whereby the CTA would capture some of the added value accrued to adjacent development by having a nearby CTA station. Another idea is to reduce the fare on the Forest Park Branch because its ridership is lower than the O'Hare Branch of the Blue Line.
		Funding and financing options will be studied in detail during Phase II (final design), and IDOT and CTA will continue to discuss funding and scheduling.
92	Kuner – Citizens for Appropriate Transportation	6. GENERAL COMMENTS a. Coordination between IDOT and CTA must occur. The IDOT – Village of Oak Park Letter of Intent says, "Funding for the reconstruction of the CTA Blue Line and I-290 should be sought for both improvements as if they were one project." Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before a Blue Line extension occurs. Corridor residents and businesses may not see the full benefits for years. IDOT estimates eight years for construction, but has not decided whether to rebuild the bridges between Austin and Racine. If IDOT decides to rebuild these bridges, the construction estimate of eight years could get longer
		There are certain elements of the CTA Blue Line Vision Study recommendations that would need to be performed simultaneously with the I-290 reconstruction; namely, head station and access adjustments that are required to accommodate the reconstruction of cross

#	Public Organization	Comment / Response (*in italics*)
		road bridges. I-290 improvements are flexibly designed to incorporate the I-290 related Blue Line adjustments, or a complete Blue Line renovation simultaneously or in sequence. There is a concurrent IDOT Phase I study to address the bridges between Kostner Avenue and Racine Avenue. As part of the Preferred Alternative, IDOT intends to reconstruct all structures over I-290 from Cicero Avenue to the IHB Railroad bridge east of 25th Avenue.
93	Kuner – Citizens for Appropriate Transportation	b. IDOT's Study and the CTA's Study are at different stages, so coordination between the two will be difficult. Under Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 plan, the improvements to the expressway are "fiscally constrained" (funds are likely to be available) and improvements to the CTA's Forest Park Branch of the Blue Line are "fiscally unconstrained," (projects may by desirable and beneficial but require additional revenue). IDOT has completed the DEIS and the CTA will complete their Feasibility / Vision Study shortly. The CTA has not started to prepare an Environmental Impact Statement, although doing so is unlikely to be as complicated and time-consuming as the DEIS for the expressway.
		I-290 improvements are flexibly designed to incorporate the I-290 related Blue Line adjustments, or a complete Blue Line renovation simultaneously or in sequence.
94	Kuner – Citizens for Appropriate Transportation	c. Proofreading Errors I did not make any effort to proofread the documents, but did notice the following errors. • In the Table of Contents (front_matter.pdf) on Page iii in the Table of Contents, 3.16 says Short-Tem Use instead of Short-Term Use. • In the Purpose and Need document (chapter_01.pdf), words are missing in the last sentence of the "No Build 2040" box on Page 1-4. The sentence stops in the middle. • In the Environmental Resources, Impacts and Mitigation document (chapter_03.pdf), the list of parks in Oak Park on Page 3-25, does not include the Conservatory. The Conservatory has outside gardens on the east and west sides. • Also in Chapter 3, Table 3-13 on Page 3-29 does not include District 97 in Oak Park. The table does list elementary and Middle School districts in other communities. The text on 3-29 says, "Three higher educational institutions are located at the eastern end of the Project Corridor in Oak Park and Chicago." The text mentions UIC, Rush University, and Malcolm X College all of which are in Chicago.
		Corrections have been made to the FEIS as needed.
95	Kuner – Citizens for Appropriate Transportation	We have come a long way. The CTA joined the study in the Summer of 2012. IDOT extended the eastern boundary of the Study Area to Racine. The design in Oak Park stays within the horizontal boundaries of the "ditch." IDOT added a ratio-scale evaluation to help select the Preferred Alternative. IDOT incorporated recommendations from the West Central Municipal Conference Smart Corridors Study. The Village of Oak Park and IDOT have a Letter of Intent that will become an Intergovernmental Agreement later in the study. IDOT completed the INVEST Sustainability Scorecard.
		Thank you for your comment.
96	Kuner – CAT Citizen's for Appropriate Transportation	I have a comment and then a question. The highway mode, represented by the I-290 expressway, is operating over capacity. And even with improvements that you are talking about with express lanes, it will still be overcapacity, although not as much as it is now. The rail transit mode, represented by the CTA Forest Park branch, is operating under capacity. And what's causing that is that the O'Hare branch of the Blue Line carries a lot more traffic than the Forest Park branch. So that dictates how frequently you run trains and what the headways are. So if you have a mode operating under capacity alongside a mode operating over capacity, it seems to me anything that both IDOT and CTA can do to get riders out of their cars and onto transit would be helpful. You are already serving the captive riders because they don't have a choice. And there are a variety of things you can do. And you are both qualified and you have got some good staff people and consultants so that seems to me to be doable. The question I would ask is, how amenable you are to extending the February 13 deadline? Having read or skimmed all of the EIS, which is in excess of 2200 pages with 192 figures and 78

#	Public Organization	Comment / Response (*in italics*)
		tables included, there is a lot to absorb. At this point, I think we can make the February 13 deadline. But that may not be possible. What does it do to your schedule if we ask for extra time for providing public comments?
		Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.
97	O'Neill – Grant Park Conservancy	With the retention, the noise wall, and I'm assuming there may be retention walls along the corridor, and landscaping, will there be opportunities for local artists to be involved in that and landscape engineers?
		There may be opportunities. In developing that plan, we will be working very specifically with the communities on what their desires and visions are. So that could be a possibility, but that's all yet to be discussed. To answer your earlier question on what would happen and how would all that fit so far as the Eisenhower, IDOT would add a lane in each direction without expanding the right-of-way footprint, and we would accomplish that by using 11 foot lanes on the inside through that stretch as well as using 10 feet of right-of-way from the CTA. As part of the Vision Study and the overall analysis, CTA identified that an express track would not be needed because the Blue Line today with the station spacing acts as an express operation.
98	O'Neill – Grant Park Conservancy	I think this project is a great opportunity to continue a collaboration with the renovation of the CTA Blue Line so that the two projects are well-integrated. Transportation is now more than just driving but it is also: biking, walking and taking public transit and as much as these can all be enhanced, the better. There is also an opportunity to make the Eisenhower Expressway project as green as possible.
		IDOT will continue to coordinate with CTA during final design ("Phase II") and construction. The I-290 project includes modal enhancements to non-motorized modes of transportation as well as improved access to transit, and there are also opportunities to include additional sustainability features per the recommendations in Appendix M (INVEST Evaluation).
99	O'Neill – Grant Park Conservancy	We worked with IDOT to have green offsets for all of the concrete and asphalt and pollution from driving that will be involved with the Jane Byrne Interchange project. That IDOT public process and green offsets have gone very well. As many trees as can be planted on IDOT property as well as nearby City of Chicago and other State property, will go a long way to not only making the Eisenhower Expressway project more calming and aesthetically-pleasing but help capture a lot of the carbon and pollutants put into the air. Thank you.
		There will be opportunities to promote green initiatives with the I-290 project. Additional green space adjacent to residential spaces is being created by the Preferred Alternative through use of retaining walls. Trees removed will be replaced according to IDOT's tree replacement policy, and through coordination with local stakeholders. IDOT is working with the communities regarding sustainability and aesthetic opportunities along the I-290 Corridor. The INVEST analysis of the project (Appendix M) indicates many opportunities to include additional sustainable features of the project, from re-using recycled materials to improvements in stormwater design and energy efficiency.
100	Norrington – North Lawndale Community Coordinating Council	I'm with the North Lawndale Community Coordinating Council. My question is employment. Will there be any job training opportunities? If not, what type of employment opportunities will be presented to our community?
		We engage in that through the work force development staff at IDOT, and there is a representative at this Public Hearing from IDOT's work force development program. IDOT can get you connected with that person to go over the particulars with that.

RESPONSE TO COMMENTS - INDIVIDUAL COMMENTS

#	Commenter Last Name	Comment / Response (*in italics*)
101	Alcazar	And I guess my comment is I would like the Eisenhower to be built more futuristically for what we know is expected instead of just a patch job for what we know of this today. Part of that means creating what we usually create when we are building unlimited space, and that is we go up instead of just out. And when we go out, we have to acquire property. And that's expensive and usually only the insiders get to buy that ahead of time. It would be wise to consider that if you build in the conventional way where you close a lane in order to create a new lane that you are going to create more congestion. And by the time that 2-year span of development is finished, you wind up with the same congestion you were at when you started because traffic increases. So instead, if you use the procedures we use in construction, which is to add layers, you could simply double the size of the traffic capability. And you could also create a safety feature by letting the trucks use the lower level and the cars, that will mostly be self-driving by the next five years, use the upper level. So you would increase safety and you would also double your capacity. You wouldn't have to close any lanes because you could build pillars or pylons alongside the highway. You can have avoidance of the weather problems we have in construction by having the slabs that go on top of those pylons be built inside. And they could be put into place with the current technology of flying cranes that are used now to put heavy objects on top of 50-story buildings. And you would be able to only close the highway during the lowest periods of the day, which is usually a couple hours at night as you put the slabs on. So it seems like using the known future as your guide instead of yesterday, 50 years ago or, no, I think it was 60 years ago when I was living alongside the Eisenhower as they were building it, only it was the Congress Expressway and we called it The Big Ditch. It screwed up our sledding when they put cars in there because we had to time it, but it was fun back then. Now it's not. Now it's a national embarrassment to go so slow at Austin and Mannheim. And even to have that slowness at 10 o'clock at night, it's just an embarrassment.
		In considering double-decking the Eisenhower, its current configuration must be taken into account. Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the Study Area would create a third roadway level approximately 50-55 feet above the existing I-290. A decked roadway would be a bridge structure, which are dramatically more expensive than pavement. HOT lanes and managed lanes in general, are a relatively new innovation across the country. *In terms of self-driving cars, it is uncertain at this point of their future impact on transportation. IDOT will continue to monitor those developments, such as when that impact would occur, and how soon the entire vehicle fleet would turn over. Those are questions that are still being debated nationally. But certainly we will take a look at that.*
102	Alcazar	I would suggest we plan for the future. And we can do the same thing with the CTA if we put the Blue Line with a monorail above it, the monorail would be for the express to the suburbs and then the lower one would be for the Chicago traffic. And then you might have a lessening. But there is going to be so many people wanting to ride it that you would have increased ridership, so that would be a simple common current technology process also. As far as a real headache that drives me crazy, only because I have a modicum of common sense, is when I see the articulated bus by CTA (the double length ones that are the most expensive to maintain and fuel) going at 11 o'clock at night with 3 riders on the entire route, I wonder if there is someone at CTA thinking. Because there would be a more cost effective way to utilize that bus and a more cost effective way to handle those three passengers. Also, please tell the CTA that when they use their GPSs and they have got a full bus and an empty one behind, the whole dispatching system for CTA is designed to let the empty bus go ahead instead of staying behind. That would be a nice thing for the customers.
		CTA: The CTA needs to maintain the existing infrastructure before considering expansion. There are over 20 percent of the branches out there today that have slow zones on them. The CTA needs to bring that current infrastructure up to current design speeds before considering what might be done for an extension in the future.

#	Commenter Last Name	Comment / Response (*in italics*)
		As far as the CTA service planning comments with buses, we appreciate you giving those comments in a public forum because it will be heard by the planning staff, and we will have an opportunity to take those back.
103	Alcazar	I have a question on that. Why are nine of the Blue Line stops closed in the poorest section of the city where they most need jobs?
		CTA: There are eight CTA entrances that have been closed along the Blue Line over the years. Over 45 years ago, three stations were closed: California, Kostner, and Central. And two station entrances were closed in the 1980s, at Keeler and Lavergne, and the Cicero and Pulaski stations. The CTA's current recommendations are to reopen the auxiliary entrances at Pulaski and Cicero and Keeler and Lavergne. The auxiliary entrance at Keeler would help serve the market at Kostner. It is only one block from Keeler to Kostner, so it would serve that market. As far as the other locations go, the CTA has recently had some very successful infill stations. The Morgan station on the Green Line is one, and Cermak as well. After those successes, the CTA has instituted an initiative to consider looking at infill stations across our entire system because there are many opportunities. And those locations on the Blue Line are being considered, as well as locations system-wide on all CTA branches, to find the best opportunities for infill stations going forward. The CTA will continue to do infill stations. As money becomes available, CTA will have a program to continue to advance with those infill stations; "infill" meaning a station that is in between two existing stations, where there is no station now. The CTA has had some recent success with opening new stations on existing lines, and will continue to look at opportunities system-wide to do that going forward.
104	Alcazar	I would like them on the Eisenhower corridor to consider the future instead of just the patchwork for today. That means including a knowledge about current technology. What happens generally when you build something that's being replaced after 50 or 100 years, like we are doing now, is you look at the fact that traffic patterns have changed, quantity has changed. And you look at what the impact will be in building the change. Building this change would require them to close a lane in order to build a lane; that means traffic will get worse before it gets better. Time frame for when it gets better is possibly two years after the building starts. And by then, the traffic patterns will have increased to such a point where we would be right back at the current congestion level that we have today, which means that we will accomplish absolutely nothing but create inconvenience for the two years during the building. The only intelligent and logical thing to do is to build highways today anticipating that most cars will be able to be driverless and most cars will have a better safety feature by separating them from heavy trucks. So in order to avoid the fact that we have weather in Chicago and that that weather adds a disproportionate cost to building highways; that the way this highway should be built is to simple build pylons along the existing structure, like pillars, and concrete slabs to be built indoors so that they could be built to specification and serialized so we know which ones are going to be most efficient, and that we could draw back money from the companies that produce inefficient products that don't meet specifications based on their deposits, bonds. So once these slabs are built, which can be built in multiple manufacturing sites all over, they can be flown into position by flying cranes. And there would have been no traffic disruption, and we will doubled our capacity. So the ability then to separate the cars from the trucks, the ability to double the capacity instead of simply adding a lane with all the inconvenience and weather problems seems like a logical and easy solution.
		Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the Study Area would create a third roadway level approximately 50-55 feet above the existing I-290. Due to the impacts of an elevated facility, as well as increased construction and maintenance costs, this concept was not carried forward for further consideration in Round 1 evaluation (Appendix C Alternatives Identification and Evaluation, Appendix A).
105	Alcazar	If we decided, in fact, to build for the future. Along with that build, if we were coordinating with CTA, we would add another level above the current Blue Line, which would be a uni-rail. That uni-rail would actually reduce the amount of traffic on the lower LTA line or the Blue Line because it would be an express train, so that it actually would have no stops until it hit the suburbs. So that would reduce the traffic for all the Chicago area, and it would speed traffic to the suburban areas; so we would wind up with a benefit in both directions. Uni-rails have become the world's most efficient way of travel. So to continue to build old-fashioned technology in both the CTA and highways seems like a ridiculous, backwards step that is only a patchwork.

#	Commenter Last Name	Comment / Response (*in italics*)
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers and addresses both a local and regional vison. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *The managed lane concept represents state of the practice technology and includes Intelligent Transportation Systems (ITS) features. Also, in the future, the managed lane can integrate the emerging technologies if connected and automated vehicles. The CTA Blue Line Vision Study found that the Forest Park Branch of the Blue Line has long station spacing and serves as an express branch on the west side of Chicago, and that no additional 3rd track or express service is needed in the long term.*
106	Alcazar	Lastly, I would like to know if the materials used for this, what I consider a very poor plan, are expected to be either cement, concrete, or if they are, in fact, going to use asphalt. Obviously, if they use asphalt, it's being done as a make-work project since asphalt only lasts 7 years and requires annual maintenance for all the cracks and holes that it develops; where concrete lasts 30 years and would actually result in one quarter of the cost. So that's my suggestion and claim to fame.
		High-volume expressways in the Chicago area have been reconstructed with concrete in recent history. The use of Hot Mix Asphalt on high-volume expressways is usually limited to resurfacing and occasionally new shoulder construction or reconstruction.
107	Alcazar	One thing I would like to add. I would like to admit that I know one of the bars against my proposal is when you have to buy additional land and do an acquisition the insiders have already purchased it. So if they use my idea, those people wouldn't get the benefit of their bargain.
		One of the project goals is to minimize impacts to the surrounding environment, including building displacements. The Preferred Alternative includes only 5.44 acres of right-of-way needed along a 13-mile corridor and does not displace any residential or commercial buildings. This property would be acquired in accordance with state and federal regulations, laws, and polices.
108	Alcazar	I have extensive experience riding public transportation from having lived in downtown Chicago across from Grant Park, from having worked in West Chicago, near West Chicago, and from now living in the suburbs, and I would say that my first comment would be that after over 20 years having GPS, CTA should learn to use it. It's inexcusably incompetent to have a full bus with an empty bus behind it and not have enough sense to have the empty bus pass the full bus to alleviate some of the traffic. It's inexcusably incompetent to have up to three or four buses idling when it comes to where the buses stop and end. If those buses are all available idling, they should be redirected to a route that has people waiting. That's what GPS is designed to do with very simple dispatch systems that have been around for over 20 years. Not knowing how to use GPS tracking is incompetent and embarrassing and inconvenient.
		Thank you for your comment. Your comment has been forwarded to the CTA.
109	Alcazar	When it comes to the corridor of the Blue Line, it is unconscionably unpleasant and inexcusable to have nine closed stations along the Eisenhower and even along the Green Line only in the areas of the city that have the most poverty and the least access to private vehicle ownership. To have those people imprisoned because CTA has decided to close what was previously open access to the Blue Line, I think is criminal. These are people who we would like to have getting jobs who can't walk four or five blocks through gang-infested territories, going through two or three different gang territories in order to get to a stop during icy weather, snowy weather and extra hot weather and expect them to get jobs at UIC, O'Hare and other places that could be hiring them. I think CTA is complicit in creating a low-security prison for these impoverished territories. And if they would simply take their plans for the Eisenhower corridor and use current technology that already anticipates the future and put another line above the current line, make it a uni-rail line which is more cost effective and is considered the current cost-effective technology and make that uni-rail line an express line to the suburbs,

#	Commenter Last Name	Comment / Response (*in italics*)
		that will make better ridership for all the suburban people that would enjoy that kind of service and utilize it and it would also make improved ridership with the city transportation because it wouldn't be as crowded with all the suburbanites.
		Thank you for your comment. Your comment has been forwarded to the CTA.
110	Alcazar	The most expensive and costly buses that we have and operate and maintain are the ventriculated buses. Those buses are being utilized at midnight with three or four passengers on the entire route. That is unconscionable. A shuttle bus would be sufficient than use the most expensive bus. Has to have been an idea made by an idiot. Shoot yourself.
		The operating cost for operating a fixed-route bus vehicle is predominantly the labor cost of the bus driver. The length of the bus does not have a significant impact on the operating cost.
111	Al-Shawaf	I have a multi-point blueprint for the Eisenhower from the 88-294 junction through to Congress: (1) Create a bidirectional express lane with dynamic tolling that will levy an extra variable fee (depending on congestion) for inbound and outbound traffic. This will reduce congestion and generate revenue for the project. No one will need to pay the toll unless they opt for the express lane. Assume the expressway handles 200,000 cars per day and only 10% of those cars opt for the express lane. Assume also that the toll charge for the lane amounts to $5. The toll will generate $36.5 million annually in revenue.
		Sections 3.1.9.4 and 5.4 of the FEIS include consideration of variable toll rates where users would pay a higher toll for usage during peak travel times. The tolling strategy and operating characteristics will be developed in future phases of project development.
112	Al-Shawaf	(2) Depending on need, convert the Blue Line that runs along the Eisenhower into a below grade subway. This will provide space for extra lanes depending on long-term need.
		The costs of constructing a below grade subway would outweigh the benefits. Many alternatives were considered early in the study, including tunneling, which was not carried forward, as a Preferred Alternative was developed that accommodates the CTA's Blue Line improvements and address overall transportation needs without tunneling.
113	Al-Shawaf	(3) If the Blue Line is made a subway, consider extending the line further west and adding express or non-stop service with park and ride locations. Express service could terminate at the Block 37 station. Added service may also generate new revenues, which could be used to finance the project. Added express service will also reduce congestion.
		The I-290 Preferred Alternative includes provision for additional space in the median that is compatible with an at-grade Blue Line extension to Mannheim Road.
114	Anonymous 1	Also 2 full shoulders is massively important as well, even considering the confines of the right of way.
		This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor address the needs to improve safety, operations and mobility with the available right of way; the proposed design requires minimal ROW and results in no displacements. Our analysis indicates that preferred alternative offers a 6.21% safety improvement. Overall, in the 9 mile reconstruction section, the preferred alternative will include 6 additional miles of shoulders that are 10 feet wide or more, compared to existing conditions.
115	Anonymous 1	In the film presentation, it is mentioned that there are planned improvements to North Avenue (thank you!) 22nd Street and Madison Avenue. How do the improvements to Madison Ave. coordinate with Oak Park's plan to reduce the lanes from 4 to 2? Does the right hand know what the left hand is doing?
		Off-system arterial improvements (which would extend generally between I-294 and Chicago) are being evaluated as part of separate Phase I studies, which would be implemented prior to mainline I-290 construction. The purpose of these off-system improvements will be to assist in the management of traffic flows and provide traveler information during the reconstruction of mainline I-290, and provide

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		community benefits beyond the construction of the Project. Within the Village of Oak Park, IL 64 (North Avenue) will be the primary route studied, and the general scope of work will involve improving pavement condition and operational improvements. Roosevelt Road (IL 38) and Madison Street are secondary off-system improvement routes for which more limited improvements could be considered. The Department will evaluate potential improvements requested by the Village to determine its suitability for addressing construction related traffic impacts, overall scope, and any cost responsibilities.
116	Anonymous 2	Have you planned for "kiss and ride" lots further west? Perhaps at Mannheim and Oak Brook?
		The proposed high capacity transit extension to Mannheim Road (CTA Blue Line extension) assumed park and ride and kiss and ride facilities at Mannheim Road. Similar facilities were also considered in the Round 1 Alternatives evaluation as part of high capacity transit extensions (Bus Rapid Transit and Blue Line Extensions) to Oak Brook.
117	Anonymous 2	Until you improve and extend the Blue Line and wean people from their cars, the road will fill up again.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes. The proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *There is currently a robust existing transit network in place today with 21% of the work trips using transit in the study area, as compared to 12% for the region. Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. However, a corridor is being preserved for a future extension which could be implemented when land use densities are more supportive. The concept of a HOT lane is that through variable congestion toll pricing, the use of this lane can be managed to maintain a minimum speed of 45 mph and would provide a reliable trip during all periods of the day.*
118	Anonymous 3	Instead of focusing on a freeway that has four lanes and is at 38% capacity. Attention should be focused on the Stevenson Expressway with its 3 lanes serving all the southwest suburbs and the preferred freeway for freight movement in the city which has bottlenecks at each on ramp. All that space in the median and the state wanted a bus lane now they want a toll lane. How about just adding a lane, and a carpool lane like all other major cities have figured out. Illinois is dropping the ball on this freeway, needs to be updated to accommodate today's freight and traffic needs.
		As documented in the DEIS, the I-290 corridor is congested, with limited space available for capacity improvements. Through an extensive evaluation of alternatives, the HOT 3+ alternative was selected as the Preferred Alternative, and would create a continuous 4 lane in each direction cross section along I-290 from Manheim Road to Racine Avenue. The HOT 3+ would accommodate a variety of users, including carpools, transit and general traffic. The traffic flow would be managed through variable toll rates that would rise and fall depending upon the level of congestion, and in doing so, provide a minimum 45 mph speed in the HOT lane. With respect to trucks, the I-290 corridor has a relatively low truck percentage at 5%, as compared to I-55 which experiences truck volumes up to 12%.
119	Anonymous 4	IL should just double decker I-290, eight lanes in both directions. Future proof.
		With the numerous overhead cross road bridges and rail freight and rapid transit also accommodated in the I-290 corridor, construction of additional elevated highway lanes on I-290 would be cost-prohibitive and would have substantial right of way impacts, especially at the touchdown points, which would require additional space for ramp connections. As a result, this was not considered for further study

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		after evaluation in Round One alternatives analysis (the initial round of analysis of alternatives, featuring a single mode such as highway or rail transit).
120	Anonymous 5	Adding additional lanes seems unnecessary and will serve only to increase traffic. While academic studies about induced demand haven't proved definitively that highways generate brand new traffic, there is absolutely plentiful data showing that the addition of new highway roadway diverts people from other time and other modes of transportation--and that not too long after the expansion is completed, the highway will be just as congested as it was before. In light of this, it would be irresponsible and short-sighted--and, frankly, a waste of taxpayer money--to expand the highway.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. Also, the Preferred Alternative will generate over 4,000 more daily transit trips than the No Build Alternative by 2040. *The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.*
121	Anonymous 6	This project seems to me another classic case of induced demand. Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volume which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.
122	Anonymous 6	Adding lanes on I-290 is effectively a waste of taxpayer money. The argument that this "expansion" will provide net economic benefits and roadway capacity, thereby reducing congestion is ignoring traffic and induced travel impacts, changes in trip frequency and destination, incremental costs of induced travel and traffic (congestion, road and parking costs, accident, pollution emissions...), increased vehicle miles.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The Preferred Alternative are projected to result in minor improvements in air quality, as well as 700 tons less of CO^2 as compared to the No Build Alternative (see Table 5-1 of the FEIS). The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more

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		occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.
123	Anonymous 6	This project seems it will be economically inefficient.
		I-290 is an important local and regional facility that connects people, communities, and employment centers, and needs to be reconstructed because much of the expressway is over 60 years old and is nearing the end of its useful service life. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The Preferred Alternative will also create $2.7B in productivity savings.
124	Anonymous 7	Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic. Adding lanes on I-290 is effectively a waste of taxpayer money. "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt" (Duany, Plater-Zyberk, Speck, 2000).
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. While the Preferred Alternative is projected to increase daily vehicle miles traveled, it is also projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled.
125	Anonymous 8	Not a good idea. More lanes creates more traffic.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput.
126	Anonymous 9	This project is not a good use of taxpayers' money.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is an important local and regional facility that needs to be reconstructed because much of the expressway is over 60 years old and is nearing the end of its useful service life. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The preferred alternative will also create $2.7B in productivity savings.
127	Anonymous 10	Please add a lane to 290, and get rid of the awful left side ramps in Oak Park!

#	Commenter Last Name	Comment / Response (*in italics*)
		An additional HOT 3+ lane in each direction, and redesign of the Harlem Avenue and Austin Boulevard interchanges to a right-hand ramp design, are included in the Preferred Alternative.
128	Anonymous 10	If paying for the lane is such a problem, why not toll the road? I would gladly pay to avoid the terrible traffic i deal with now.
		Funding and financing options will be studied in detail during Phase II (final design).
129	Anonymous 11	Tolls are a bad idea. How about widening the Expressway. Tolls give the rich privileged access to this road.
		The I-290 Preferred Alternative recommends reconstruction of I-290 and providing an additional lane in each direction between Austin Boulevard and Mannheim Road. This additional fourth lane in each direction west of Austin Boulevard and the existing fourth lane east of Austin Boulevard would be a High Occupancy Toll Lane with carpools of 3+ persons and buses allowed in this lane for free. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice. National research has also shown that the choice to use a HOT lane is not based on income level (Washington State SR 167 HOT Lanes), support for HOT lanes across all income levels (San Diego I-15 FasTrak HOT Lanes), and in that all income groups value time saving and reliability for certain trips based on surveys in Minneapolis (see Section 3.9.4 in the FEIS).
130	Anonymous 12	This is utter and completely wrong. Why should the Eisenhower be turned into a toll road even if partially? The Dan Ryan underwent construction and no tolls were enforced.
		The levels of congestion on I-290 and the limited space for expansion supports the need to add capacity, but in a managed way to ensure that travel flows are reliable. The I-290 Preferred Alternative recommends reconstruction of I-290 and the construction of an additional lane in each direction between Austin Boulevard and Mannheim Road. This additional fourth lane in each direction west of Austin Boulevard and the existing fourth lane east of Austin Boulevard would be a High Occupancy Toll Lane with carpools of 3+ persons and buses allowed in this lane for free. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so all users of I-290 would benefit. The I-290 Preferred Alternative would have four continuous lanes in each direction, rather than the current three lanes in each direction between Austin Boulevard and Mannheim Road.
131	Anonymous 12	The city should be responsible for funding the construction. We taxpayers are overburdened and can't afford any more increases, let alone to necessary roads and expressways. The city/state need to find a different solution.
		Funding will be further discussed in the next phase of project development of I-290.
132	Anonymous 13	Building more lanes is a poor choice, vs. providing incentives for fewer users to rely on the Ike. Blue Line has lots of excess capacity, but parking on the far end is a problem for users.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The Preferred Alternative's inclusion of a HOT 3+ lane encourages use of transit vehicles and 3+ carpoolers in the HOT lane, increasing person throughput while limiting the amount of vehicles in the lane by variable price tolling of vehicles with less than 3 occupants. The improvements to CTA station accesses for bicyclists and pedestrians at all stations from Forest Park to Cicero Avenue should make I-290 more transit-friendly. In

#	Commenter Last Name	Comment / Response (*in italics*)
		addition, the Forest Park interim and ultimate terminal improvements recommended by the CTA Blue Line Vision Study, including rearrangement of parking and station access, will be accommodated by the design of Des Plaines Avenue and the reconstructed I-290 interchange.
133	Anonymous 14	Do not allow tolls on the Eisenhower expressway 290. It's bad enough that I90 has tolls, now you want to punish motorists with a toll on 290. Bad decision. I may move.
		The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice.
134	Anonymous 15	I agree that this corridor should be upgrade however, and let me be clear about this, I am absolutely and adamantly opposed to any kind of toll or tax increase of any size. You already have more than enough tax revenue so you may have to make very hard and very difficult decisions to pay for this. Live within your means! Do not attempt to raise taxes or add or increase tolls. NO!!
		The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. The Preferred Alternative includes reconstruction with three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a new HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 users would have a choice. In addition, the primary purpose of the tolling is to manage travel flow rather than generate revenue. Subsequent Phase II engineering and financial studies will determine potential tolling policies for the HOT lane. Currently, there is no funding committed for construction of this project.
135	Anonymous 16	My recommendation would be to extend the CTA Blue Line into DuPage County and offer more transportation options rather than trying to put a Band-Aid on the Ike.
		Extension of the Blue Line to Oak Brook was considered and evaluated in Round 1 of the single mode alternatives evaluation. This alternative did not result in any travel performance improvement to the I-290 Expressway in Round 1 analysis (See Section 2.3.3.1 of the FEIS). Our studies have shown that 54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area. The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief. However, a corridor is being preserved for a future extension which could be implemented when land use densities are more supportive.
136	Anonymous 16	Once again, IDOT and the Tollway trying to squeeze more money out of DuPage County and the residents that commute every day into the City. It's bad enough that we already pay an unfair share of RTA tax to subsidize the CTA and other services. These lanes will only push more commuters onto I-55 and the already swamped Metra system.
		I-290 is a regional expressway facility and the western gateway to the city of Chicago. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice. IDOT has also proposed adding a new lane in each direction on I-55 in the form of an express toll lane (ETL). The purpose of these managed lanes is to improve capacity, reduce congestion, and improve safety for commuters and travelers on these regional facilities.
137	Anonymous 17	Please improve pedestrian access to CTA stations. The ramps at Austin and Harlem are dangerous, to cross even with a crossing signal.

#	Commenter Last Name	Comment / Response (*in italics*)
		The pedestrian crossings at Harlem Avenue and Austin Boulevard will be equipped with modern countdown-type pedestrian signals, pedestrian refuge islands across the ramp junctions, and high visibility crosswalk markings. In addition, wider pedestrian sidewalks and plaza areas will provide additional room for pedestrians and bus transit passengers who are accessing the Harlem Avenue and Austin Boulevard CTA stations. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements at these locations.
138	Anonymous 18	I am strongly opposed to the proposal of installing sound walls along the 390-corridor through Oak Park. I have not seen evidence that the technology will have an impact that is commensurate with the investment. Additionally, I think they are often ugly and are likely to diminish the property value while also acting as a visual divider for our community.
		FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is a required part of the analysis and is studied where noise impacts are found. Traffic noise abatement has been proven to reduce traffic noise, but does not eliminate noise. IDOT asks those who would have a perceptible benefit from abatement if they want abatement, because various characteristics of a wall may be supported or opposed by those behind the wall, and those who may be benefited should weigh those factors before voting for or against a proposed wall.
139	Anonymous 18	*Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
140	Anonymous 19	There is no need to give ease more to those who can afford it and put a burden on poor drivers who have to risk spending more on auto than food.
		The I-290 Preferred Alternative includes travel time improvements for both general purpose lane users (25% improvement versus the No Build Alternative), and to HOT 3+ lane users (56% improvement versus the No Build Alternative). Users of the HOT 3+ lane may pay the toll whose price will vary by the level of traffic congestion if they are driving alone or a vehicle with one passenger, or would travel for free if they are in a vehicle with 3 or more occupants or a transit bus. In addition, under the HOT 3+ lane alternative, buses will be able to travel in the managed lane The HOT 3+ lane also improves overall mainline operations, that will result in congestion relief on arterials by drawing longer distance trips off the arterial network and onto the expressway were they are better served. National studies cited in Section 3.1.9.4 of the I-290 FEIS found that choice to use HOT lanes was not based on income levels, and that there was support across all income groups for HOT lanes.

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141	Anonymous 20	I'm strongly opposed to HOT or HOV lanes. Either make it a tollway or don't. All the lanes should be interchangeable as to make sure there are never half of the lanes that are moving at different speeds. Splitting it by two lanes for general use and toll would be extremely undesirable for when I'm in that area. All lanes are needed to overtake slower vehicles as on the Tri-State where it is flawless in execution. I'm rather even have express/local lanes, but absolutely not HOV that is more about trying to altering driving behavior than expanding on capacity that is sorely needed. 4 lanes for everyone to use at their convenience once they're on 290 would be strongly preferred.
		During the alternatives development process, a four General Purpose lanes alternative was evaluated, but it did not perform as well as the HOT 3+ alternative. The inclusion of a HOT 3+ lane in addition to three General Purpose lanes is intended to provide a reliable trip (minimum 45 mph travel speed) in both directions for bus transit, carpoolers and toll-paying motorists with one or two occupants in their vehicles. In addition to being a source of revenue to help pay for the I-290 reconstruction, the primary purpose of the HOT 3+ lanes is to manage vehicle flow. The HOT 3+ lanes would provide travel time savings of up to 56% and the general purpose lanes would experience up to 25% time savings based on 2040 projections.
142	Avila	I can't believe we're even talking about adding lanes. We know it doesn't do anything to alleviate traffic. We need to invest in transit.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *It is also important to note that transit was also extensively evaluated as part of this study and many transit improvements are included as part of the Preferred Alternative. A study of an extension of the Blue Line did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. There is a robust existing transit network that accommodates 21 percent of work trips in this corridor versus 12 percent regionally.* *The Preferred Alternative includes travel time improvements to both general purpose lane users (25% improvement compared to the No Build Alternative), and to HOT 3+ lane users (56% improvement compared to the No Build Alternative). In addition, under the HOT 3+ lane alternative, express bus service will utilize the managed lane. Tolls would variable priced to maintain a minimum speed of 45mph in the managed lane.*
143	Bahnsen	Three questions have come up during this and what I'm asking now. What other project is this competing for funding that you have in district one of this scope?
		IDOT doesn't view this as competing with other projects in the region. There is currently not sufficient funding to pursue building this project. Planning is done in anticipation of funding; funding will be further discussed in later stages of project development.
144	Bahnsen	What will the times be when the HOV lanes are used? I mean just rush hours, or all the time? Or some places you can drive in them on Sunday even if there is only one person in the car.

#	Commenter Last Name	Comment / Response (*in italics*)
		For the High Occupancy Toll Lane, IDOT has come up with some toll rates at a conceptual level. More work needs to be done in the next phase of project development. At the low end was a conceptual cost of 12 cents a mile, and then at more congested times of the day it would be 24 cents a mile. Questions such as whether tolling will be discontinued at night are all things that haven't been decided, and more analysis needs to be done. The way it would work is: if you are a car pooler you would ride in the HOT lane for free; if you were a transit vehicle, you would ride for free; other users with less than 3 occupants per vehicle could ride in it, but would pay a toll. The HOT lane would have a mix of users in it.
145	Bahnsen	And then do you anticipate the state police enforcing this rule that there is two or three people in a car? If not, is there another way you envision this being done? I would think they would have other priorities in a city where 762 people were murdered last year than driving around and seeing how many people are in a car.
		In terms of enforcement, IDOT will look at the best practices across the country. Some states have drivers preregister as a car pooler. Other states have transponders that have a switch where the driver indicates if they are a car pooler or not, and the toll collection is reading that. There are also potential electronic detection technologies. But those are all things that are yet to be analyzed in the next phase of project development. And we will look at everyone else's best practices for that.
146	Banks	You answered part of my question concerning the bridge, bridgework that's going to be done. But being somewhat selfish from Oak Park, I'm still curious about the cost and what is actually going to happen. Because again, you have to widen the footprint a little bit and every bridge in Oak Park has got to be redone. The bridge ability to cross the expressway has to be redone. Then as I become less selfish and go all the way down to Racine, you have got a ton of bridges all the way that have to be done. Is all that cost still figured in the 2.7 million.
		The $2.7B includes reconstruction of I-290 and all bridges between Mannheim Road and Cicero Avenue. The bridges to the east of the Cicero Avenue are being addressed as part of a separate IDOT study. Those costs are not yet identified and are not included in the $2.7B estimated cost.
147	Banks	That seems short. But given the bridgework that needs to be done, you are going to be rebuilding completely practically every bridge along the way.
		The $2.7B includes reconstruction of I-290 and all bridges between Mannheim Road and Cicero Avenue. The bridges to the east of the Cicero Avenue are being addressed as part of a separate IDOT study. Those costs are not yet identified.
148	Barnes	I really have a sort of simple point, a little simpler than the letter I wrote, which is that I'm not much of a speaker anyways; so the ancient thing for doctors when they got endowed and moved into practice was First do no harm. I couldn't find the Greek name in my book so --And the three things that I have in mind are three things that I think have been taken fairly well care of. The first is the damage, damage to people. People are slowing, will slow down there and continue to slow down just out of practice if we don't do this. And if we do it, it's just the opposite; so we are doing harm if we do that. Because we really have lots of --I haven't, I have been half a mile from that entrance to the Ike for --Well, I haven't been on it for at least ten years. It's just too dangerous. I have been on it with a couple of other drivers, I just felt too dangerous. So to make it faster is my definition of a way of making it more dangerous, and that's the harm that we are doing with all that. We already have way too much damage to the people in our cars.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. The Preferred Alternative will also create $2.7B in productivity savings.

#	Commenter Last Name	Comment / Response (*in italics*)
149	Barnes	The second thing is the noise thing, of which quite a bit of effort has been made talking about that in Oak Park because there are so many people living and sleeping and everything so close to the road there. Same thing, more, more speed, more noise.
		The existing noise levels are already over the Noise Abatement Criteria (NAC) levels and the build alternatives do not increase the noise level in any meaningful way. Through technical analysis and stakeholder involvement, 46 walls are proposed out of 63 that were analyzed. A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process (see Section 5.5.4 of the FEIS).
150	Barnes	And the third thing is climate change. Again, we are really without any doubt doing damage. I have been saying this for 30 years, or I have been an activist for at least 20 years that I can remember. And just nobody says we need more driving or faster driving. Everybody says we need less. So this is we are doing damage when we don't have to do it.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *The Preferred Alternative includes sustainability concepts such as carpooling, transit improvements, congestion pricing, and improved bike and pedestrian facilities including 2 miles of new east-west shared use path next to I-290 that effectively connects the Illinois Prairie Path to the City of Chicago.* *Regarding air quality and its potential impact on climate, the improvements of the Preferred Alternative are projected result in slight reductions of the various air pollutants as compared to the No Build Alternative (see Table 5-1 of the FEIS). Carbon Dioxide emissions, which are greenhouse gasses are projected to be 700 tons lower for the Preferred Alternative compared to the no-build condition.*
151	Barnes	Do I have to mention that Springfield doesn't have any money, or so they are always saying? Crazy.
		Thank you for your comment
152	Barnes	Speaking selfishly now for Oak Park. Oak Park loses if everybody just goes flying through. It's like they don't know we are there. They might be able to pull off and shop there or something like that, which isn't a personal interest to me. But I do think, it's a nice town. Some people like to drive through it, but they are going to have to not do that if this gets any faster down there. It's just too crazy. That's pretty much what I have to say.
		Thank you for your comments.
153	Barnes	I always visualize roughly the same 3 problems with your work. They are noise, safety and climate change. All three are serious objections: things which are under control will get worse if you add 2 more lanes.
		The existing noise levels are already over the Noise Abatement Criteria (NAC) levels and the build alternatives do not increase noise levels in any meaningful way. Through technical analysis and stakeholder involvement, 46 walls are proposed out of 63 that were analyzed. A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the municipalities will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held (see Section 5.5.4 of the FEIS). Safety will be improved for all users, including pedestrian safety features such as pedestrian refuge islands, countdown cross-walk timers, high visibility crosswalks, improved lighting, improved signal timing, wider sidewalks and ADA accessibility. The

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		improvements of the Preferred Alternative are projected to result in a 6.21% reduction in crashes as compared to the No Build Alternative (see Table 5-1 of the FEIS). Regarding air quality and its potential impact on climate, the improvements of the Preferred Alternative are projected to result in minor improvements in air quality, as well as 700 tons less of CO_2 as compared to the No Build Alternative (see Table 5-1 of the FEIS).
154	Barnes	Then there's the astonishing amount of money. Illinois needs to spend that on public and higher education.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.
155	Barnes	Lastly there's the question of urban sprawl (not sure if that's the best phrase). Promoting driving is bad in and of itself (very risky) and the speeding which is a direct result doesn't seem to be deterred by police anymore. I live less than a half-mile from the Austin entrance and prefer city streets: It's been at least 10 years since I drove on the Ike and went with other drivers twice and felt quite frightened that they felt forced to drive as fast as they did.
		Thank you for your comment.
156	Barnes	In addition, the need to get away from the Loop should make Oak Park attractive. What you're proposing if I grasp it accurately, will turn Oak Park - formerly a place to stop and shop - into a slum. Please emphasize the need to solve these (several) problems instead of accentuating them. I've been looking for common sense for about 10 years, still looking.
		IDOT has worked collaboratively with the Village of Oak Park to incorporate project elements that would enhance the appearance and functionality of the I-290 expressway and the CTA Blue Line. The traffic patterns of I-290 are well-established and are not anticipated to change substantially. There are operational and safety benefits projected with the Preferred Alternative. The additional HOT 3+ lanes will encourage more carpooling and bus transit use by providing a reliable trip with a minimum 45 mph travel speed. No tolls would be collected for transit vehicles and autos with 3 or more occupants, but would require users with one or two occupants to pay a toll.
157	Bassett-Dilley	My concern is the Lombard Bridge. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the sight lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improve. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.

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158	Batie-Banks	I enjoy all of the improvements that I see. 99.9 percent of them are much wanted and needed. The problem is the issue of the wall. The wall will cut a community in half. I'll never see my neighbors on the other side of the expressway. I'll never see the functions on the other side of the expressway. I won't see the traffic flow that I'm used to seeing. I have been living in my house for 25 years. I have lived in the neighborhood all my life, and I believe the wall is just a negative influence. It's supposed to be 17 feet tall and that means that it's going to stand like a 2-story building blocking all views. Also, the wall will attract graffiti. It will give a hiding place, you know, duck around corners to hide behind a wall when unsavory activity occurs. It's not going to block any noise because noise is a part of living in Chicago. The wall will remind me daily of the wall that's around Cook County Jail and I don't want to feel like I'm in a jail. It's going to reduce property value, no matter when it goes up, it's going to start reducing the property value and even though it's ten years down the road, that's when we can expect the wall to start deteriorating the west side of Chicago. True, Chicago's west side is now on its way up. It's going to take a deep nose dive as soon as that wall goes up. And that's how I feel about it.
		FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is studied where noise impacts are found. IDOT asks those who would have a noise reduction benefit from a wall to vote on the wall, because some characteristics of a wall (such as changes to views, aesthetics, community cohesion) may be more important to some people than traffic noise reduction.
159	Berger	In the recent mailing (received 1/27/2016) it is stated on the 3rd page of the brochure and Multi-Modal: Improved design for motorists, bicyclists, and pedestrians. Wider sidewalks and new east-west multi-use path. Could you please expand on this, especially describing in more detail how bicyclists will be affected and the location, length, access points, of the new east-west multi-use path.
		The new multi-use path will extend from Des Plaines Avenue to Austin Boulevard. The path will generally be 10 feet in width, and will be able to be accessed at, and at points between, Des Plaines Avenue, Circle Avenue, Harlem Avenue, Oak Park Avenue, East Avenue, Ridgeland Avenue, Lombard Avenue, and Austin Boulevard. The new path will also provide connectivity between the Illinois Prairie Path that currently ends at 1st Avenue and the southerly path through Columbus Park on the east. Pedestrian improvements are also planned at the Maybrook Drive intersection with 1st Avenue to connect the Illinois Prairie Path across 1st Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed trail.
160	Bloyd-Peshkin	I am writing in response to IDOT's draft environmental statement. I live half a block from I-290, and I commute to work every day on the Blue Line. My husband drives to work on the Eisenhower, so we are a multi-modal family and appreciate both transportation options. It is a mistake not to extend the Blue Line at least to 1st Avenue as part of the expansion of the Ike. More riders will mean fewer drivers, so when the expressway is expanded, cars will actually move faster (rather than increase in number to fill the extra space, as they did after the Hillside Strangler expansion). Expansion alone won't solve the congestion problem.
		The Preferred Alternative includes expansion of High Capacity Transit (HCT) from Forest Park to Mannheim Road. There is currently a lack of supporting land uses to support the extension of the Blue Line, and our studies have shown that 54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area. The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief. *The I-290 DEIS and the CTA's Blue Line Vision Study, include provisions for Express Bus service in the HOT lanes of the Preferred Alternative upon completion of the I-290 improvements. The median of I-290 is also designed to be convertible to accommodate a HCT extension from Forest Park to Mannheim Road in the future, which could be a Blue Line rapid transit service extension.*
161	Bloyd-Peshkin	I also urge IDOT to consider helping to figure out how to make it possible for commuters to safely bicycle from the near western suburbs (where the Prairie Path ends) to the city. This would not only reduce congestion further, but also improve the quality of life for bike commuters.

#	Commenter Last Name	Comment / Response (*in italics*)
		The Preferred Alternative includes a new 2-mile separated bicycle/pedestrian multi-use path from Des Plaines Avenue to Austin Boulevard, as well as improvements and connections to the existing path in Columbus Park. While this multi-use path will not provide a complete route from the Illinois Prairie Path into downtown Chicago, it will help close the gap in the route and will allow continuous access between the Illinois Prairie Path and Columbus Park. The nearest bike lanes are located along Madison Street (buffer separated), about 2 ½ blocks north of Columbus Park.
162	Brandstrader	A quick budget question. Is the prep work, the advance work for the ancillary roads, included in the $2.7 billion number?
		For the advance work on the arterials, IDOT is just starting the planning for those corridors.
163	Brandstrader	And if not, what is that estimated dollar amount for the prep work, and is it funded?
		IDOT will develop a cost at the end of that planning; is the arterial advance work not included in the $2.7 billion.
164	Brandstrader	And then the last question was what is the budget for the CTA work.
		CTA: For the Vision Study, we have a cost estimate of $1.7 billion in current year dollars. We don't have a construction phasing plan, so we don't know which years those would be applied to, that includes modernization and accessibility improvements at all the stations of the branch. A new Forest Park terminal yard and shops and a maintenance facility and terminal at the end. The first element is the construction of the core infrastructure, which includes all the ballast and tracking.
165	Brandstrader	That's current dollars, the 2.7 is current as well?
		The $2.7 B cost estimate on the roadway side is future dollars, the midpoint of an assumed 8-year construction schedule.
166	Brandstrader	Per the Public Forum on 1/26 at the Marriott Hotel, IDOT and CTA confirmed: IDOT's construction cost estimate of $2.7B is in "future dollars" based on mid-term of an 8 year construction duration, though they didn't confirm at which year to start that "construction duration". So does that mean that the $2.7B amount is pro-rated for 2021 dollars????
		The mid-point of construction is where the "future dollars" were projected, and was estimated at year 2024. However, this is a hypothetical, best case scenario.
167	Brandstrader	IDOT stated that the $2.7B cost estimate does NOT include all of the ancillary roadway "prep" work (North Ave, Cermak, Madison, etc.).....IDOT does not know the scope of the prep work hence does not know how much to estimate that amount. There is no current funding for either the design or construction of this prep work. Will there be public meetings regarding the planning / design / implementation of this road work through the neighborhoods/communities?
		There will be public involvement regarding the arterial corridors, which are being studied separately.
168	Brandstrader	CTA confirmed that their $1.7B cost estimate is in current dollars, 2017.
		This is what was stated by CTA at the January 26, 2017 Public Hearing.
169	Brauer	I love this idea.
		Thank you for your comment.
170	Bridge	I am writing you today to avail myself of the opportunity to comment on the Draft Environmental Impact Statement (DEIS) on reconstruction of the I-290 corridor. It is an immense project and your lengthy DEIS reflects that size. Please extend the public comment period. Forty-five days is a relatively short period of time to comment on this 2200 page document.

#	Commenter Last Name	Comment / Response (*in italics*)
		Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.
171	Bridge	I would urge you to put reduction of congestion at the top of priorities for this project. Presumably, the rebuild of the expressway is necessary, given deterioration of bridges, ramps and the roadbed itself. This we can accept as a necessary fact of life. With the hindsight of decades of experience, the design of the expressway itself can be improved for the sake of safety and to better integrate it into its surrounding communities. But to rebuild it and to not substantially reduce congestion in the roadway would be a misuse of taxpayer dollars. The notion that congestion would be reduced from the current levels of 17 hours a day by less than an hour to 16.25 hours (in IDOT's best case scenario) is laughable in its insufficiency.
		The highway improvements associated with the Preferred Alternative would provide travel time savings of up to 56% in the HOT 3+ lanes and would provide up to 25% time savings in the general purpose lanes based on 2040 projections. To reduce congestion further on I-290 would require either expanding capacity (more lanes) or tolling all lanes. There is not enough space to add additional lanes beyond the HOT 3+ lanes (such as 5 lanes in each direction) without major impacts to existing homes and businesses; one of the project goals is to minimize impacts to the surrounding environment, including building displacements.
172	Bridge	Reduction of congestion is necessary to reduce air and noise pollution. It is also necessary to maintaining an economically efficient infrastructure for our region. To accomplish this we need better coordination between IDOT and the CTA. Extension and improvement of the west branch of the CTA Blue Line is absolutely essential to the success of the rebuild of the corridor. In fact, our Village of Oak Park has already urged that funding of improvements to the two modes of transportation should be made in tandem. I know that IDOT's focus has traditionally been on highway systems, but there are compelling reasons for tying an extension of the Blue Line and rebuild of the expressway together. Remember the huge amounts of money spent to "fix" the Hillside Strangler? Drivers along this stretch of I-290 have seen precious little relief from congestion there. Perhaps enhanced public transit would have helped.
		An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services, which indicates a lack of supportive land use for a heavy rail transit extension. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated by extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a High Capacity Transit extension (such as the Blue Line) and initial service would include express bus that would operate in the managed lane. The CTA Blue Line Vision Study has prioritized modernizing the existing Forest Park Branch to a state of good repair, along with modernizing stations and the Forest Park terminal.
173	Bridge	Air quality is greatly influenced by congestion. You want to reduce emissions? Do something to reduce the amount of time we sit in traffic.
		Regarding air quality, the improvements associated with the Preferred Alternative are projected to result in slight improvements in air quality, and reduce CO^2 by 700 tons annually as compared to the No Build Alternative (see Table 5-1 of the FEIS). The HOT 3+ lanes proposed by the Preferred Alternative would use variable price tolling to regulate speeds in those lanes to a minimum of 45 mph travel speed... The remaining three General Purpose lanes in each direction are projected to have a 25% travel time savings.
174	Bridge	Ridership on the Blue Line continues to grow, despite the fact that service has been hampered by poor track repair and frequent slowdowns. Better service will encourage even more ridership.
		The CTA Blue Line Vision Study recommends improving the existing stations and their access points along the Forest Park Branch, bringing current facilities to a state of good repair, modernizing the Forest Park terminal, and removing unused stations. These

#	Commenter Last Name	Comment / Response (*in italics*)
		improvements would make the Blue Line more attractive to use and reduce the current number of "slow zones" which may attract riders.
175	Bridge	Admittedly, the impact of public transportation on traffic congestion is difficult to quantify. Simply comparing public transportation ridership figures with expressway usage is insufficient. Recent research (August 2013) by Michael Anderson of the University of California at Berkeley and the National Bureau of Economic Research, indicates that the impact of public transportation is far greater than ridership figures would indicate. Analysis of actual delays incurred during a transit workers strike in Los Angeles in 2003 revealed increases of 47% in delays in expressway commutes, despite only about one percent of commuters in the L.A. area using the transit system. The reason for the disproportionate impact was that, like the Blue Line, the LA transit system ran parallel to expressways and carried workers who would face the worst congestion. Other recent studies of transit in many U.S. cities indicates that transit construction has slowed the increase of congestion in many U.S. cities.
	Bridge	*In collaboration with regional transit agencies, transit was extensively evaluated and quantified as part of this study, and many transit improvements are included as part of the Preferred Alternative. The existing transit system plays an important role, and congestion would be higher without this system. However I-290 improvements are still needed.*
176	Bridge	Also of concern, again because of potential congestion, is the idea of expanding the number of lanes by including substandard eleven foot-wide lanes. I fear this could be self-defeating, as narrower lanes would create more of an accident hazard, that would in turn result in more accidents and thereby more slowdowns as a result of the infamous “gapers gap.”
		The I-290 corridor is urban and constrained with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor addresses the need to improve safety and operations and mobility within the available right-of-way; the proposed design requires minimal right-of-way and results in no displacements. In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11 feet wide, with the other 2 lanes in each direction at 12 feet wide, and all lanes 12 feet wide elsewhere Where the two inside lanes are 11 feet wide, they will be separated by a 2’ wide painted buffer, so the overall width of the two lanes is 24 feet Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10 feet wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.
177	Bridge	Finally, I would like to comment on transit related development. In recent years we have seen surges in development, primarily of housing, near mass transit stations, both in the suburbs and city. Although economic development is not the charge of IDOT, it wouldn’t hurt for IDOT to be sensitive to the positive ramifications of transit related development in the communities of Forest Park, Maywood and Bellwood. This is truly a case of “build it and they will come.”
		Thank you for your comments. IDOT will continue to work with communities regarding proposed development in the corridor as the project development process continues.
178	Burger	Hello, the following are my personal comments on the IDOT Eisenhower Expressway Draft Environmental Impact Statement (DEIS). Rebuilding the Eisenhower Expressway is a long overdue and much needed project to accommodate transport demands of Chicago and the Western Suburbs in the 21st Century. However, it is the generally incremental approach to this once in a lifetime opportunity that is a potential shortcoming. The prime problem with the DEIS is continued overwhelming reliance on single occupant transport as the long term solution to congestion and pollution problems. The implementation of High Occupancy Vehicle (HOV) lanes as well as bus dedicated lanes have been demonstrated to be marginal at best, even under heavily controlled conditions as articles like the following illustrate: http://www.accessmagazine.org/articles/spring-1995/are-hov-lanes-really-better/-- . The tendency has been that even with incremental improvements, such as what proposed, additional traffic taking advantage is will overwhelm capacity and bring about a return to congestion after a brief "honeymoon". The HOV line should be considered more of a transit lane, with buses and occupancy by 3 or 4 occupant vehicles, not just 2, as a standard.

#	Commenter Last Name	Comment / Response (*in italics*)
		Since that article was written in 1995, much has been learned about managed lanes. The Preferred Alternative is a HOT lane rather than an HOV lane. The HOT 3+ lanes (inside lane) will be used by transit vehicles and vehicles with 3 or more occupants, or vehicles with less than 3 occupants who pay a toll. Variable congestion-based pricing will be used to maintain a minimum average ravel speed of 45 mph; therefore providing a reliable trip for users of the HOT 3+ lane which will include busses and carpoolers.
179	Burger	Giving non-vehicle options remains a better way to keep cars off the road in areas that have sufficient density, which the Western Suburbs has. Therefore, a re-emphasis on expanding the CTA Blue Line to Mannheim Road, if not, Oak Brook, should be placed back on consideration and construction be planned for after the southern extension of the Red Line is underway or complete.
		An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and did was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services which indicates a lack of supportive land use for a heavy rail transit extension. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated on extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a future High Capacity Transit extension (such as the Blue Line) to Mannheim Road in the median of the expressway, and initial service would include express bus that would operate in the managed lane
180	Burger	My second comment is peripheral to transportation issues, but an opportunity to contribute to clean power. Sound barriers are being proposed for up to 12 miles of the Eisenhower from Ashland Avenue to Wolf Road. The northern side of the Eisenhower can have solar photovoltaic arrays added or substituted for portions that would be at minimal risk of vandalism or theft, and be built at minimal incremental cost. Every mile of a solar powered barrier can generate clean electricity for the equivalent of up to half a megawatt of capacity and be financed through the Future Energy Jobs Bill legislation recently signed into law. It is understood that IDOT has to be stewards of tax dollars for infrastructure, but as important, if not more so to not be so conservative or incremental that a project is obsolete or of insufficient capacity as soon or even before it is completed.
		Sustainability concepts will be further analyzed and discussed during Phase II/final design.
181	Busch	Will the stairs at the Lombard CTA entrance be replaced with a ramp? This would be a welcome improvement, as those stairs are very challenging if not impossible for many people to climb. When I was pregnant I had to sit halfway through. I've seen elderly people have much difficulty, not to mention it's impossible for anyone in wheel chair, yet that entrance is better to drop off anyone physically challenged vs the Austin entrance.
		Thank you for your comment. Your comment has been forwarded to the CTA.
182	Busch	What is the status of the wall?
		Traffic noise abatement that is likely to be implemented based on the results of the viewpoints solicitations (noise wall voting) for the project were presented at the public hearing and are shown in the FEIS Section 3.0 Map Set.
183	Busch	Hoping improvements being considered for Roosevelt and Madison will come to fruition. Cermak is not a viable alternative route for anyone in Oak Park during construction on 290. North Ave is also not realistic, most folks in Oak Park would take Lake Street.

#	Commenter Last Name	Comment / Response (*in italics*)
		Off-system arterial improvements are being evaluated as part of separate Phase I studies, which would be implemented prior to mainline I-290 construction. The purpose of these off-system improvements will be to help manage traffic flows during the reconstruction of mainline I-290, and provide community benefits beyond the construction of the Project. Within the Village of Oak Park, IL 64 (North Avenue) will be the primary route studied, and the general scope of work will involve improving pavement condition and operational improvements. Roosevelt Road (IL 38) and Madison Street are secondary off-system improvement routes for which more limited improvements could be considered. The Department will evaluate potential improvements requested by the Village to determine its suitability for addressing construction related traffic impacts, overall scope, and any cost responsibilities.
184	Busch	Garfield between Lombard and Ridgeland, particularly coming out of the Highland alley (west side) is notorious for poor vision lines. Many accidents arise due to cars parked on Garfield and also trees planted in spots that block vision lines. Will this be addressed?
		As part of this project, Garfield intersection improvements at Lombard Avenue and Ridgeland Avenue are proposed, however improvements along Garfield Street between these two intersections are outside the limits of the improvements as proposed, and not included as part of the overall Preferred Alternative.
185	Busch	I'm also very concerned about the Lombard Bridge being lowered. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
186	Capozzoli	*Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**

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187	Cappeller	Spending $2-3B and years widening the Ike will not solve the priority, which should be getting a lot of truck and other traffic off the Ike and headed toward rail/truck terminals around Cicero or IN and points east.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *I-290 carries a relatively lower percentage of truck traffic (5 percent) as compared to other expressways in the region, such as I-55 that consists as much as 12% truck traffic.*
188	Cappeller	Consider this for "C11" OTHER Alternatives on the EIS. This is a concept to BYPASS the Congress IKE, removing some of its traffic and getting it headed to where it's going railyards and truck terminals around Cicero to I-55. It would be built over existing rail ROW mostly. Estimate 100 to 200 homes/business properties affected. This Hypotenuse project is the only thing that will solve many Chicago traffic problems. Complete Cook County's Second Tollway. Have a feeling after ALL is said and done with this I-290 project, NOTHNG WILL CHANGE.
		A new expressway within Chicago's urban area would have an unacceptable level of impacts and would not address the transportation needs in the I-290 corridor.
189	Carmichael	The IKE's inconsistent exit and entrance ramps cause delays from merging traffic. Some are on the left side others are on the right. Traffic slows when the ramps are on the left, which is supposed to be the lane for faster moving traffic. All ramps should be moved to right-hand side of the road.
		The Preferred Alternative includes relocating the left hand ramps at Harlem Avenue and Austin Boulevard to right hand ramps to be consistent with driver expectations with respect to exit and entrance ramp locations. Also, all interchanges and ramps from 25th Avenue to Cicero Avenue are proposed to be reconstructed to improve safety and operations.
190	Carmichael	IDOT should also consider tunneling so the CTA trains could be moved underground and then using that area for additional lanes. Those lanes could be tolled to cover the costs.
		Many alternatives were considered early in the study, including tunneling. Tunneling would be very costly, and would complicate an already problematic drainage issue in this corridor, so it was not carried forward. The Preferred Alternative was developed to accommodate the CTA's Blue Line improvements and overall transportation needs without tunneling.
191	Chan	For the alternatives for the geometry at Harlem and Austin I-290 exits, it's difficult for pedestrians to get to the CTA train stations w/continuous turning movements from the on/off ramps. In addition, drivers are making weaving movement right as they're getting off of I-290 (on Austin and Harlem) if they need to turn immediately onto the frontage roads (Harrison or Garfield).
		As part of the Preferred Alternative, full reconstruction of Harlem Avenue and Austin Boulevard is proposed, including substantial improvements for both pedestrians and vehicles. The proposed roadway and pedestrian improvements are documented in Section

#	Commenter Last Name	Comment / Response (*in italics*)
		3.1.8.2 of the FEIS and include large pedestrian plaza areas in all four corners of the intersection, wider sidewalks (up to 35-feet wide) in front of the CTA Blue Line station, pedestrian refuge islands between the ramp connections to provide improve pedestrian safety, bus-stops relocated in line with the Blue Line Station, high visibility cross-walks in all directions, signals with pedestrian countdown timers, connections to the proposed east-west shared use path, and improved lighting. Traffic operations will also be improved by overall geometric and turning path improvements, better demarcation between pedestrian and vehicular traffic, and accommodating dual left turn lanes from the I-290 ramps which will result in increased signal green time for local north-south traffic movements along Harlem Avenue and Austin Boulevard. Additionally, pedestrian walk phases will be provided during every cycle and be of sufficient duration to allow pedestrians to completely cross the intersection while traffic is stopped.
192	Chan	Can the noise walls be taller to accommodate balconies and apartments with multiple floors?
		The I-290 recommended noise walls benefited as many receptors as practicable. A receptor is an outdoor area of frequent human use, which includes balconies. It is more difficult, but not impossible, for a receptor above the first floor to receive a benefit from a wall, even if the wall increases in height. All receptors (including balconies) were studied for a noise wall in locations where I-290 noise impacts were identified, and noise wall heights were recommended that provided a noise reduction benefit to as many receptors as practicable. Noise walls are not increased in height simply to provide a line-of-sight visual barrier for receptors on higher floors – there must be a noise reduction benefit associated, and the taller barrier must also be cost-effective.
193	Chan	Not really in favor of any tolling.
		Thank you for your comment.
194	Clissold	Comment I had is when renderings of the noise walls are presented ongoing, they should also include a view looking directly across the Eisenhower both with and without the noise wall, and not just looking at an angle so that viewers can visualize what exactly coming up against one of those noise walls would look like aesthetically
		Thank you for your comment. Renderings were provided to the Village of Maywood and posted on the project website. The renderings were intended to portray the scale and context of the noise walls throughout the corridor. A final decision with respect to the installation of noise abatement will be made during the project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.
195	Davidoff	There needs to be an increase in the frequency of buses that run north-south to provide greater access to east-westbound trains, Green, Blue, and Metra lines. Reconfiguring Austin and Harlem exits from the left to the right would be a prolonged and costly construction project that it appears does not appear to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of Harlem and Austin account for approximately 94,000 vehicles in total per day. Over a two-year construction project, that would impact approximately 7 million planned trips.
		We have shared your comments with CTA and Pace and would also note that as documented in the Existing Public Transit Conditions Technical Memorandum (http://www.eisenhowerexpressway.com/pdfs/I290_ECTM_PublicTransit2010Apr14.pdf), service frequencies for north-south CTA bus routes in the study area range from 6 to 12 minutes during peak periods and 10 to 20 minutes for north-south Pace bus routes. Under the proposed design, delay on Harlem Avenue at I-290 would be reduced up to 46% in the peak hour, and up to 53% on Austin Boulevard at I-290. Regarding the left hand ramps, national studies have determine that left-hand ramps have a 60% to 180% higher crash rate than right-hand ramps. A detailed analysis of the I-290 crashes found that compared to similar right hand ramps along I-290, injury crash rates were 35% higher at Harlem Avenue and 58% higher at Austin Boulevard. In Phase II (final

#	Commenter Last Name	Comment / Response (*in italics*)
		design), IDOT will work with the local communities and stakeholders to develop and implement strategies to reduce minimize/mitigate construction effects.
196	Davidoff	I do, however, agree that a fourth lane to the right westward of Austin be constructed. Separately, parking along Augusta from LaSalle to Austin should be prohibited to make way for a four-lane road. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to significantly increase in order to pick up additional riders.
		Thank you for your comment. Regarding your comment about the parking along Augusta Street, IDOT does not have jurisdiction of that street and any changes would need to be initiated by the municipality.
197	Davidoff	There will be also a dangerous aspect for commuters looking for shared riders in forums like Craigslist that cannot guarantee safety.
		Commuters could be encouraged to from carpools through existing regional programs (Pace RideShare and VanPool Programs) or through employer-sponsored programs.
198	Davidoff	The majority of significant delays on the Ike are caused by accidents. Much of this is due to distracted driving and aggressive driving, which is not clearly addressed by the plan.
		According to police report data, less than 6 percent of crashes in high crash locations on I-290 had a reported distracted driver; this compares to 17 percent of crashes having a distracted driver nationally according to NHTSA (p. 10 of I-290 Crash Report Addendum 1, April 2011). Distracted driving is primarily an issue of state and national scope rather than being project-specific, and is addressed by public education (such as the current IDOT public service advertisements and overhead message board announcements warning of the dangers of distracted driving) and police enforcement of traffic laws. Regardless of crashes, I-290 is currently 34% over its ideal capacity in the six-lane section between 25th Avenue and Austin Boulevard.
199	Davidoff	No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. The proposed improvements will enhance safety for all uses, and includes wider sidewalks, pedestrian refuge islands, countdown cross-walk timers, high visibility crosswalks, improved lighting, improved signal timing, and ADA accessibility. The Preferred Alternative will also create $2.7B in productivity savings.
200	Davidoff	I am, sadly, a rush hour Ike driver. I know the pain of having to use the Ike to get downtown and back to Oak Park. Public transit is not feasible for me because bus schedules in Oak Park are too infrequent, and the hassle and cost of park-and-ride options outweigh the frustration of dealing with the Ike. Better public transit access in the western suburbs is needed to encourage drivers to leverage existing rail transit infrastructures. There needs to be an increase in frequency of buses that run north-south to provide better access to east-west trains such as the Blue Line, the Green Line, and the Metra. While increasing parking near rail lines benefits some, for most the hassle outweighs the benefits.
		The CTA and Pace operate fixed route bus service on major north-south arterial streets in the study area. As documented in the Existing Public Transit Conditions Technical Memorandum (http://www.eisenhowerexpressway.com/pdfs/I290_ECTM_PublicTransit2010Apr14.pdf), service frequencies for north-south CTA bus routes in the study area range from 6 to 12 minutes during peak periods and 10 to 20 minutes for north-south Pace bus routes. The CTA and Pace continuously try to balance passenger demand and bus service levels system wide, subject to their available operating budget. With regards to park-and-ride, the Blue Line Forest Park station is the only existing park-and-facility in the I-290 corridor. The Forest Park park-and-ride facility has available unused capacity.

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201	Davidoff	Reconfiguring the Austin-Harlem exits from the left to the right would be a prolonged and costly construction project that does not, in appearance, seem to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of both Harlem and Austin account for 94,000 vehicles in total per day. Over a, let's say, two-year construction project, that would inconvenience roughly 70 million planned trips. The magnitude of the impact to through traffic would be even more exponentially worse.
		The I-290 Expressway in this area is over 60 years old and is in need of reconstruction to address the age and condition of the facility, regardless of the proposal to reconfigure the interchanges from left-hand to right-hand ramps. The construction impacts of the project would be relatively short term in comparison to the design life of the corridor which is measured in decades; the actual work at the Harlem Avenue and Austin Boulevard ramps would be approximately 2 years. Crash analysis in this corridor has found that documented crash rates are higher at the left hand ramps as compared to right hand ramps (refer to the I-290 Combined Design Report, Section 3.4.2.4 – Existing Lane Drops and Left Hand Ramp Safety), and national studies have found that left hand ramps are 60% to 180% less safe than right side ramps. Left hand ramp exits and entrances are contrary to driver expectations, and the inside highway lane (left-most lane) is typically for longer distance, higher speed travel. The new ramp configuration will also reduce delay along Harlem Avenue and Austin Boulevard – the improved efficiency of the ramps will allow more "green" signal time for north-south traffic movements. Configuring all ramps in the corridor to right hand ramps will provide consistency along the corridor while improving safety and operations.
202	Davidoff	I do, however, agree that a fourth lane between Austin and Harlem and beyond be constructed to the right, as that project would be less costly and less disruptive than moving the ramps to the right while also minimizing bottlenecks.
		Thank you for your comment.
203	Davidoff	In that, the westbound entrance from Harlem should be extended similarly to the eastbound entrance on Austin to provide drivers with additional merging time. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to increase significantly in order to pick up additional riders. There would also be a dangerous aspect of commuters looking for shared rides in forums that cannot guarantee their safety such as identifying people on Craigslist.
		Between Harlem Avenue and Austin Boulevard, the Preferred Alternative adds a fourth lane in each direction and will relocate the left hand ramps to the right side which will move the merging traffic from the inside, higher speed lanes, to the outside lower speed lanes. There is not enough space available to add a fifth lane between these two interchanges without causing substantial impacts to the community. Commuters will select a mode of travel, which may be carpools, based upon a variety of factors including convenience, travel times, and costs. Existing programs for ride sharing are in place, such as the Pace RideShare and Vanpool programs.
204	Davidoff	The majority of significant delays on the Ike are usually caused by accidents. Drivers are distracted and are driving aggressively. We need our police force to have better laws and better enforcement of those laws in order to make the Ike a safer place to drive and reduce the speeds so that merging and changing lanes can be done safely.

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		According to police report data, less than 6 percent of crashes in high crash locations on I-290 had a reported distracted driver; this compares to 17 percent of crashes having a distracted driver nationally according to NHTSA (p. 10 of I-290 Crash Report Addendum 1, April 2011). Distracted driving is primarily an issue of state and national scope, and is addressed by public education (such as the current IDOT public service advertisements and overhead message board announcements warning of the dangers of distracted driving) and police enforcement of traffic laws. Posted speed limits will be addressed during final design of the project, and additional speed limit signage and messaging may be included in the Intelligent Transportation Systems (ITS) components of the project.
205	Davidoff	No one should be comfortable with the proposed plan. It's outrageously expensive, prolonged, and will not solve the long-term problem of ever-increasing traffic on the Ike as people continue to move to the western suburbs. It's my concern that there needs to be additional emphasis on rail transit access and that that should be the long-term solution.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *In general, the purpose of the I-290 planning process is to address the transportation needs within the study area, rather than a targeted initiative that is solely focused upon transit improvements. The I-290 planning process included the participation of the region's transit agencies, and specifically, a partnership with CTA regarding the development of a Vision Study for the Forest Park branch of the Blue Line. It is also important to note that an extensive transit network exists within the study area, and 21% of the work trips use transit in the study area, as compared to 12% in the rest of the region. In addition, as part of the I-290 planning process, transit alternatives were studied in depth and coordinated with stakeholders, including the region's transit agencies. While the CTA has indicated that a Blue Line extension is a relatively low priority for their agency, the other important issue is that approximately 50% of the ridership for a Blue Line extension would consist of diversions from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension. However, the I-290 Preferred Alternative preserves a corridor for a future extension once the adjoining land uses are more supportive (i.e., density) of a fixed transit service. The initial service would be an express bus that would use the managed lane.* *The Preferred Alternative is a multi-modal alternative that includes improved access to transit, bike and pedestrian improvements (wider sidewalks, pedestrian plazas, improved crossings, ADA accessibility, shared use trail), and a design that can accommodate a future High Capacity Transit extension (CTA Blue Line) in the expressway median from Forest Park to Mannheim Road.*
206	DeCoursey	1) The Blue Line MUST be extended. The single biggest problem with the IDOT plan and their attitude is their refusal to seriously consider any attempt to extend the CTA Blue Line. I read one document they produced a year or two ago claiming to have explored this possibility. It concluded that extending the Blue Line would not produce one additional rider! This is so obviously absurd it I could not believe I was reading it! With the proposed new construction it is clearly a perfect time to extend the Blue Line. The effect on Eisenhower traffic would be phenomenal.

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		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. *Transit was also extensively evaluated as part of this study in collaboration with regional transit agencies, and many transit improvements are included as part of the Preferred Alternative.* *An analysis of potential CTA Blue Line extension to Oak Brook ridership was performed during the Round 1 evaluation. As shown in Figure 2-5. Trip Diversions within Transit Modes on page 2-14 of the I-290 DEIS, the CTA Blue Line extension to Oak Brook would attract 24,550 daily riders in 2040. However, 54% of these Blue Line extension riders would be attracted from other existing transit services. This indicates a lack of supportive land use for a heavy rail transit extension. However, a corridor is preserved for a future extension of the Blue Line to Mannheim Road in the median of I-290. Initially, express bus service will operate in the managed lanes. This Round 1 evaluation also found that the transit alternatives, such as a Blue Line extension, did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to its smaller, more compact travel market, as described in Section 2.3.3.1 of the FEIS.*
207	DeCoursey	2) Widening the section of the Eisenhower that is now three lanes, without widening the section east of this would INCREASE traffic from Oak Park into Chicago. This is absolutely certain. Every additional car from the wider section will increase inbound traffic. Already every morning the Ike is stopped during rush hour (frequently 30-50 minutes from Oak Park to the Loop, which should be 8 minutes). This winter, inbound traffic every morning is routinely at least 1 standard deviation above the mean travel time for the past 3 years. Selective widening of the 3 lanes to 4 would make this infinitely worse.
		The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. I-290 also has a lane imbalance, with four lanes in each direction west of Mannheim Road and east of Austin Boulevard. This lane imbalance also resulted in higher crash rates on I-290 at the lane drops. The Preferred Alternative corrects this lane imbalance by adding a new fourth lane between Mannheim Road and Austin Boulevard in the form of a high occupancy toll (HOT) lane. This results in three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so there are four continues lanes in each direction. This elimination of the lane drop in each direction improves safety and traffic operations.
208	DeCoursey	3) Noise walls help for those right next to the expressway, but create ugliness and claustrophobia for everyone else. Covering the expressway with a park would be a great solution.
		IDOT is coordinating with the Village of Oak Park in identifying locations where extended decking could be considered at cross road locations. The potential of adding decking to the project, and potential cost participation, is subject to further coordination between IDOT and the village.
209	Diener	Dear Expressway Committee, after reading the latest news bulletin about the HOT 3+ lanes, I would like to submit an idea that I've had for several years about the Eisenhower Expressway. My idea would be to make the expressway a Variable Speed Expressway System (VSES). Average speed would be monitored and posted on electronic signs. During heavy use average speed would be less, making merging onto expressway easier with fewer backups and accidents. If during heavy use every motorist went 40-45 MPH I believe there would be fewer backups and fewer areas of major congestion. Best Regards, Dan Diener
		Variable speed limits will be considered as part of the Intelligent Transportation Systems (ITS) improvements. ITS features will be determined during the project's final design phase ("Phase II").

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210	Ester	I had two concerns. One, the walls. I know that's going to be discussed later but it just doesn't seem to be an understanding as to whose responsibility it's going to be to maintain them. There are walls in Hillside along the expressway that are not that old, they look ugly, there's cracks and greenery is growing through them. In the city the retention wall are cracking, they look horrible along the Eisenhower expressway. My concern is that eventually it's going to just be an extension of that ugly, poorly maintained. They are talking about now enhancing the landscaping and some additional walls. Who's going to maintain it? Because if you put greenery out there, we need to know. Some communities can't afford it so that's going to go ignored. Why even spend the money on that when the money could be used for something else.
		Maintenance of a noise wall is typically split between IDOT and the local jurisdiction on the non-highway side of the wall. IDOT is responsible for maintaining the overall structure - if the wall itself is damaged structurally, IDOT will be responsible to fix the wall. General maintenance such as graffiti and trash removal is completed by IDOT on the highway side of the wall, and the local jurisdiction on the non-highway side of the wall. Landscaping options will be discussed in more detail in the next phase of the project, Phase II Design. Vines are sometimes planted to soften the wall's appearance, as is the case with the walls in Hillside.
211	Ester	My other concern is the Pulaski, Keeler, Cicero, Lavergne ramps seems that they are too long. The safety of the riders is being jeopardized for those areas with that long space and there's not 24-hour security in place. The money seems it could be better utilized if you just have the smaller ramps and allow people to have access to those stations via some level of transportation, a different mode of transportation from one point to another. Say for instance from one end to another on bus routes, along bus routes. The entrances to the El stations if they were along areas where there are bus routes it would be better for the residents.
		Thank you for your comment. Your comment has been forwarded to the CTA.
212	Fishburne	Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
213	Fuhr	This project is desperately needed! Adding a HOT tolling lane is a creative idea and should be pursued, especially since transportation funding has become very challenged. With a public infrastructure falling apart, governments and agencies need more options to repair our infrastructure. The concepts shown are very creative and well thought out. Let's keep this project moving forward!
		Thank you for your comment.

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214	Gaynor	I live two houses south of the expressway in Oak Park. I soundly reject the proposal for sound walls. Not only are they unsightly, I expect that they will negatively impact my property value, their effectiveness minimal and will create even more of a divide between north and south Oak Park.
		FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is a required part of the analysis and is studied where noise impacts are found. Traffic noise abatement has been proven to reduce traffic noise, but does not eliminate noise. IDOT asks those who would have a perceptible benefit from abatement if they want abatement, because various characteristics of a wall may be supported or opposed by those behind the wall, and those who may be benefited should weigh those factors before voting for or against a proposed wall.
215	Gaynor	I also suggest that the designers consider capping the Eisenhower. Doing so can create additional green space for the village and is visually more pleasant than looking at the expressway and possibly sound walls.
		IDOT is coordinating the Village of Oak Park in identifying locations where extended decking could be considered at cross road locations. The potential of adding decking to the project, as well as the required local cost participation, is subject to further coordination between IDOT and the village. This is mentioned further in Section 5 of the FEIS.
216	Geinosky	I think this project would benefit the region as a whole. However, if the exits on Harlem and Austin Ave are moved to right lane exits, then the overpasses should also be fixed. They are unsafe for pedestrians and drivers alike, and make it harder for people in the community to access the Blue Line.
		As part of this project, Garfield intersection improvements at Lombard Avenue and Ridgeland Avenue are proposed, however improvements along Garfield Street between these two intersections are outside the limits of the improvements as proposed, and not included as part of the overall Preferred Alternative.
217	Gentile	Now would be the time add more than one lane since capacity issues have not been addressed since the highway was first put into service. The addition of two more lanes in each direction will be a positive to the region for several generations.
		The Preferred Alternative offers a balance of providing improved operations and mobility in the corridor while avoiding impacts to the neighboring communities. The HOT 3+ lane with variable toll pricing would allow traffic on the HOT lane to be effectively managed to provide a reliable 45 mph trip through the corridor at any time of day.
218	Gill	The sound wall "vote" exercise suffered from poor public education prior to its taking. Example: the education effort ought to have been done in 2-3 cycles and prior to conducting the vote. Example: No one knew during or prior to the vote who was/wasn't entitled to vote. This prevented any neighbor to neighbor discussion/self-education.
		Seven separate public forums were held specifically regarding the traffic noise analysis. Maps were provided at those meetings (and online) showing which properties were eligible for a vote on proposed noise abatement. All properties eligible for a vote were sent project information, a plan view of the proposed wall, and renderings of the proposed wall. Two rounds of voting occurred for the majority of the project area (if at least one-third of voters did not respond to the first voting round), and three rounds of voting occurred in the west end of the project, which had design changes after the original noise wall vote was conducted.
219	Gill	Calibrating a model w/noise sampling, data may have missed the most annoying highway noise events: Noise during rush hours and free flow time periods are not the worst. Worst is at night when hiway is open and trucks and hotrods use the lonely open road to speed or use air brakes, etc. silence interrupted by noise events are more disturbing than any white noise during a typical day.
		Traffic noise monitoring is undertaken in order to determine whether the site-specific noise model for the project can accurately predict traffic noise compared to the real-world condition. Traffic noise levels and traffic data are recorded simultaneously. The traffic data is entered into the model, and the model's noise levels are compared against the monitored noise levels to check the accuracy of the site-

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		specific model. The monitored levels are not used as existing condition noise levels, nor are they used to determine noise impacts. The IDOT traffic noise handbook states that "Measurements should generally be conducted during the worst traffic-noise conditions. The time of day this occurs depends on the roadway being evaluated, but is typically represented by peak traffic conditions traveling at or near posted speed limits." Also, the FHWA impact criterion are generally based on 1-hour average (Leq) noise levels that would interfere with outdoor conversation. Therefore, the analysis is based on the loudest projected continuous hour, not individual noise events.
220	Gill	Selecting parcels in close proximity to the highway for exclusion from voting because of specious reasoning that the home is close to the junction of two sections of proposed wall, but including parcels/homes no less than 12 doors and 200 +/- feet from the quieter side/south side of the ditch in the "voting" is my best example of very poor reasoning, performed on the sound wall exercise.
		FHWA regulations and IDOT traffic noise policy state that a receptor receives a benefit from noise abatement, and an opportunity to vote on a proposed noise barrier, when the receptor receives at least a 5 decibel reduction in noise from the abatement. A five decibel reduction is a readily perceptible noise reduction. The majority of I-290 project area neighborhoods are densely developed urban areas with frequent bridges/structures over I-290. These crossings required noise barriers to end at structures over I-290, leaving receptors at the ends of barriers partially or unshielded from highway noise while receptors in the middle of the barrier were shielded from noise and benefited by a barrier. Receptors that are located near barrier ends are less likely to receive a benefit from abatement compared to a receptor located at the midpoint of the barrier.
221	Gill	You guys should do better, much better next time.
		Thank you for your comment.
222	Grandy	I became involved with this project about 8 or 10 years ago when it first started. As near as I can figure, it should have been ready to start already. I think we are still waiting. A couple things that perplexed me are when we initially got this going, we had talked about or it seemed to be coming at us that the Blue Line extension was going to happen sometime. And now I'm hearing that it's being pointed at the CTA instead of the RTA. And that perplexes me.
		IDOT: With respect to the Blue Line extension, it continues to be something with very high stakeholder interest. IDOT partnered with the CTA for this study, which found that over 50% of new ridership on a Blue Line extension would be coming from other existing transit services. Accordingly, the density of land use within the service area of a Blue Line extension does not currently support it as a standalone project. However, as part of the Preferred Alternative, IDOT proposes to provide a corridor and space for a future extension. Initially, an express bus service could operate in the HOT 3+ managed lane. *CTA: The CTA had a limited scope with the Vision Study, and followed the modeling results that IDOT did in looking at extension possibilities. With the Vision Study, the CTA focused on the existing infrastructure and shoring it up to achieve current design speeds, providing greater accessibility for the Forest Park branch.* *It is not practicable for the CTA to look at an extension before taking care of the existing infrastructure that is already there. So the first focus is on the existing facilities and service. And when that is taken care of, then the CTA would start to explore the possibility of an extension.*

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223	Grandy	My second point would just be an overall comment on the flyovers. I don't like them at all. I think they are going to be big. They are going to be ugly. They are going to be noisy. And I think that they are going to reduce what passes for the quality of life in a very congested urban environment.
		IDOT performed detailed noise and air analyses for the proposed Harlem Avenue and Austin Boulevard interchanges. There are some advantages in terms of noise with the proposed interchange design, where the combination of raised ramps and lowered I-290 mainline provide a walling-off effect that reduces expressway noise as compared to the current design. IDOT didn't find a perceptible change at the interchanges based on a more local analysis of air quality. IDOT has continued to work with Oak Park and the other communities on aesthetics to blend as much as possible with the surrounding communities. IDOT also took an extensive look at transit as part of the study; there are existing north-south bus services that are configured to connect the east-west CTA rail lines. The Preferred Alternative includes some slight refinements to better accommodate the connecting bus services. *The Eisenhower Expressway is beyond its useful design life. Therefore, a transit-only solution would not address those types of problems on the Eisenhower; it needs to be reconstructed regardless. IDOT also looked at improving the drainage system. Heavy rains in the last 5 plus years have resulted in complete closures of the Eisenhower. When the freeway closes, traffic is routed into the adjacent communities. Therefore, IDOT needs to make some major investments in the design of drainage to keep traffic where it needs to be and have it serve its function.* *IDOT found that the crash rates were higher at the Harlem Avenue and Austin Boulevard interchanges. National studies have shown that left-side ramps are anywhere from 60 to 180 percent less safe than right-side ramps, so that the right-side ramps will provide a safety benefit. A unique design is proposed so that, even though the two interchanges are with an interstate highway, it is a much more pedestrian-friendly design as compared to the existing condition in providing transit access and overall pedestrian accessibility across the streets. In the existing condition, the sidewalk just disappears. Defined pedestrian plazas connect with the improved sidewalks; in addition, connections are provided to a proposed east-west multi-use path.* *Construction on a major project is always a challenge. IDOT is going to be working closely with the communities during final design to come up with a plan for construction. As for ride sharing, carpooling is happening today on the Eisenhower. The administration of operation and enforcement of the HOT 3+ lanes is yet to be determined. However, the HOT 3+ lanes would encourage sustainable practices and get more efficiency out of the existing corridor. Crashes cause congestion, but the over-capacity traffic is causing congestion as well. The west end of the Eisenhower is 34 percent over capacity today. IDOT is proposing to improve the efficiency of the existing corridor without dramatically expanding its footprint. The HOT 3+ lanes are going to increase that efficiency; the tolling will be structured to provide a 45 mph trip, which cannot be relied on today on I-290. Travel improvements are also projected in the general purpose lanes. The purpose of planning is to develop a consensus plan, and it is started from the beginning with community input. IDOT will work on a financial plan as well, but will first complete the public process of defining the Preferred Alternative.*
224	Grigg	Please go forth with this project and make sure that those who travel in groups are able to use the HOV lane for free.
	Grigg	*The Preferred Alternative includes provisions for transit vehicles and carpoolers with 3 or more occupants per vehicle to use I-290 without paying a toll.*
225	Grigg	Also, please consider removing the entrances and exits within Oak Park. They are least of all an eyesore and most of all a highly inefficient and unsafe design.

#	Commenter Last Name	Comment / Response (*in italics*)
		The Preferred Alternative, removes the existing left hand ramps are removed and replaces them with a modified Single Point Urban Interchange design that places the entrance and exit ramps on the right, while bringing all traffic to a single intersection point atop the interchanges at Harlem Avenue and Austin Boulevard.
226	Grigg	As close to the city as Oak Park is, their residents should use side streets and frontage roads in their commute, and no one from the outer suburbs is traveling to there anyway.
		The Preferred Alternative improves travel times for users of both the HOT 3+ and General Purpose lanes, as well as interchange capacity and operations, and therefore benefits all communities within the Study Area.
227	Grotzke	The "environmental impact" of road building is always the same: additional pollution caused by automobile emissions, additional deaths and injuries caused by automobile traffic and the squandering of public funds on subsidies to automobile drivers.
		The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. The Preferred Alternative includes reconstruction of I-290 and the construction of an additional lane in each direction between Austin Boulevard and Mannheim Road in the form of a high occupancy toll (HOT) lane. The Preferred Alternative is expected to have an overall 6.21% improvement in safety (see FEIS Table 2-9, Round 3 Travel Performance Comparison), and will result in a small improvements in pollutant emissions, greenhouse gas emissions, and mobile source air toxics, as compared to the No Build Alternative, as described in Section 3.3 of the FEIS.
228	Grotzke	Federal and state funds dedicated to this project would be better spent on improving bus and rail service.
		Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. There is currently a robust existing transit network in place today with 21% of the work trips using transit in the study area, as compared to 12% for the region. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. The Preferred Alternative improves access to transit by all users and preserves a space for future High Capacity Transit extension west of Forest Park.
229	Gurgas	I have got a little bit of a laundry list. First, I was late because the CTA line stop on the flyer was incorrect. So it's a quarter mile away, so it took me a little while to get here so I don't have all the information because I just pulled on in. So some of this might be redundant. You list out the public paths for expansions. Have those been identified and who would fund those? I was going to say it is 80 percent IDOT payment?
		In terms of the paths and sidewalks, IDOT has a standard policy. Funding is 80 percent state and 20 percent local. We have actually identified the costs in the Village of Oak Park in the Letter of Intent. It is 100 percent IDOT cost for replacing anything that is disturbed by construction. Sidewalks on the bridges are 100 percent IDOT cost.
230	Gurgas	For the HOV lane, how do you plan on doing enforcement? Because they are fine. But if they are not properly enforced, they are not very effective. Also, with safety, given those HOV lanes, if you end up having the lane size reduced a little bit below standard roadways for Oak Park specifically, what are the current design heights for the off ramps?

#	Commenter Last Name	Comment / Response (*in italics*)
		In terms of enforcement for the HOT lane, we will review the best ideas across the country; there are HOT lanes in operation all over the country. The HOT lane infrastructure would be the last feature that is constructed. As the technology evolves, that will also be considered. For an urban corridor, an electronic system is likely. In terms of safety with the lane widths, IDOT did analyses of lane widths versus shoulder widths. We found that shoulder widths had a much bigger safety benefit than lane widths. With regard to the shoulder widths, there wouldn't be full shoulders everywhere. However, incidents could be managed using dynamic lane management (red X's or green arrows over a lane), similar to the Jane Addams Tollway.
231	Gurgas	I can't remember what the status of digging down the Ike was. The off ramps, was it the off ramps.
		The ramps at Harlem Avenue and Austin Boulevard are consistent with the 3D models that IDOT had prepared. The expressway is being lowered in several locations, particularly at Harlem Avenue. Further lowering would cause drainage concerns and railroad grade concerns. The cross road bridges would be either at the same height or lower. We were able to work with the CSX railroad to identify and improve their clearance without raising those cross road bridges.
232	Gurgas	When are you planning on resurveying the noise wall, survey? The noise wall, revisiting the noise wall was one of the other ones.
		The design plans (Phase II) would not be pursued all at the same time. It will likely be in layers and stages; and the noise walls may be one of those end construction items. Therefore, the walls may be designed later in the design phase. When the design phase comes up for the noise walls, IDOT will go back to the communities and ask if the public sentiment has changed. And if so, then IDOT will reopen the issue for discussion. If public sentiment hasn't changed, we just focus on aesthetics - what the wall would look like.
233	Gurgas	Some of the bridges between the off ramps, what is the current design pitch on those? Because when I was trying to read the EIS, I was having a hard time finding that.
		The preliminary geometry can be located in the Combined Design Report, Appendix H. The proposed grades of the cross road bridges in Oak Park Range between 2% and 3.6%. The maximum height of the bridges will be at the same height of the existing bridges, or lower. The crest of the Lombard Avenue bridge will be 1 foot lower than the existing bridge.
234	Gurgas	I attended the January 26, 2017 IDOT Public Meeting. Below is some specific information which was conveyed to me by IDOT staff which I would like to confirmed during this public comment period. Austin Bridge: Current Garfield/Harrison streets are at around 615-620 ft. Austin bridge overpass will be 625 ft. The fly over off ramps will be 2-4 feet higher than Garfield Road at the highest point. There will be an approximate 4 foot high concrete wall along Garfield to help block the view of the fly over ramp (not the sound wall). The highway by Austin will be dug down 5 feet. If this information is accurate, I have no comments regarding the Austin bridge and associated fly over off ramps.
		The proposed height of the Austin Boulevard bridge, and the elevation of the ramp connections will not increase compared to existing conditions (Elevation 623.5 feet). The current Garfield/Harrison Streets are between elevations 615-620. The Austin Boulevard bridge will be approximate elevation 625 at its highest point. The off-ramps will be approximately 2-4 feet higher than Garfield Street at the highest point. A short wall is proposed to be added to the top of the existing retaining wall along Garfield as a safety element. Currently, there is a metal railing along the top of the wall. The I-290 highway below Austin Boulevard will be lowered by approximately 5 feet below existing.
235	Gurgas	Harlem Bridge: By Wenonah, the fly over off ramp will be 6 feet below surface street. By Maple, the fly over off ramp will be 3 feet higher than surface street. There will be an approximately 4-5 foot high concrete wall in that area to block view (not the sound wall). The highway by Harlem will be dug down 7 feet. If this information is accurate, I have no comments regarding the Harlem bridge and associated fly over off ramps.

#	Commenter Last Name	Comment / Response (*in italics*)
		The proposed height of the Harlem Avenue bridge, and the elevation of the ramp connections, will not increase compared to existing conditions. By Wenonah Street, the off-ramp elevation will be approximately 6 feet below the surface street. Wenonah Street is at approximate Elevation 619. By Maple Avenue, the off-ramp will be 10 feet higher than the surface street rather than 3 feet as stated by your comment. Maple Ave is at approximate Elevation 620. The ramp is at approximate Elevation 630. A short wall is proposed to be added to the top of the existing retaining wall along Garfield Street and Harrison Street as a safety element. Currently, there is a metal railing along the top of the wall. The I-290 highway below Harlem Avenue will lowered up to 8 feet below existing.
236	Gurgas	Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connection to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
237	Gurgas	Lanes: HOT Lanes - will only be divided by paint lines and there are no current plans for enforcement. A more concrete plan should be developed for enforcement of these lanes. Lanes will be decreased from 12 feet wide to 11 feet wide, all areas will have a minimum of 4 foot shoulder (even under bridges). Please confirm. These reductions in lane and shoulder widths are a safety concern to me.
		Operational and enforcement aspects of the I-290 managed lane will be developed and discussed with stakeholders during Phase II (final design). In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11-feet wide, with the other 2 lanes in each direction at 12-feet wide, and all lanes 12-feet wide elsewhere Where the two inside lanes are 11-feet wide, they will be separated by a 2' painted buffer, so the overall width of the two lanes is 24-feet Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10-feet wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.
238	Gurgas	Ancillary Items: Noise wall - will be revisited and citizens re-surveyed again during construction. Oak Park was divided by the highway and we do not need sound walls to add to the separation in our community.
		A final decision with respect to the installation of noise abatement will be made during the project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.

#	Commenter Last Name	Comment / Response (*in italics*)
239	Gurgas	Public Paths - 80% funded by IDOT, 20% by local municipalities. IDOT will be paying for 80% of the walk ways and bike paths as shown in the design drawings including plantings and art work. IDOT will be upgrading a number of artillery roads (North, Cermak, I55, Madison, and Roosevelt). Please consult with the City of Oak Park as they are planning to decrease lanes along Madison. Traffic will be very bad in our community during construction. Added safety measures need to be implemented to keep pedestrians and cyclists safe.
		IDOT will pay 80% of the cost of new sidewalk or multi-use paths with the local agency paying the other 20% plus maintenance costs. Plantings and art work are subject to 100% local participation over and above "base" improvements. Final details of cost participation will be determined in formal agreements between local agencies and IDOT during the project's final design phase ("Phase II"). IDOT is aware of Oak Park's planning of Madison Street improvements, which will convert the street from a 4-lane to a 3-lane design with a center two-way left turn lane and two through lanes. As part of the arterial improvements, design features will be developed in coordination with local municipalities.
240	Gurgas	Pedestrian Safety The pedestrian crossings still appear to be unsafe at Harlem and Austin. Speed tables or rumble strips should be inserted prior to pedestrian walk ways to decrease driver speed.
		The pedestrian crossings at Harlem Avenue and Austin Boulevard will be equipped with modern countdown-type pedestrian signals, pedestrian refuge islands across the ramp junctions, and high visibility crosswalk markings. Speed bumps and tables are not recommended where traffic is over 5,000 vehicles per day, or on major emergency response routes; thus Harlem Avenue and Austin Boulevard are not recommended for these types of traffic calming methods. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements at these locations.
241	Gurgas	CTA: CTA selling 10 feet of their right of way to IDOT for highway expansion; there will be no future ability to add express trains to the Blue Line. No reduction in access to any CTA locations. Additionally note, the IDOT flyer gave the wrong directions to this Public Comment / Informational event with the directions leaving CTA riders about 1/4 mile from the hotel. I took public transit and was late to the event due to this inaccurate information. I think this mix up makes IDOT look bad and reinforces the public perceptions that IDOT is only about building and expanding roads and is not an advocate for holistic transportation solutions.
		The CTA Blue Line Vision Study found that the Forest Park Branch of the Blue Line has long station spacing and already serves as an express branch on the west side of Chicago, and that no additional 3rd track or express service is needed in the long term. We apologize for the incorrect information on the public hearing invitation regarding the nearest transit station.
242	Haley	Please do a thorough evaluation of the site lines and design of the bridge at Lombard Ave. in Oak Park. There is a great deal of foot traffic on the south side of the bridge, and the height of the sidewalk and the narrowness of Garfield Ave. make turns difficult and dangerous.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
243	Henning	No more lanes
		Thank you for your comment.

#	Commenter Last Name	Comment / Response (*in italics*)
244	Hills	Please make the decision for a Noise Wall anywhere along 290 a WHOLE VILLAGE VOTE. Put this decision on an official ballot for the entire Oak Park Village (All Taxpayers) to cast a yes/no vote. It is only FAIR.
		FHWA Policy changed in 2011, which included voting by benefitted receptors. FHWA updated their noise regulations to ask those directly benefited by a noise wall (receiving at least a 5 decibel noise reduction) to vote for or against a wall's construction (23 Code of Federal Regulations, Part 772.13). FHWA made this decision in order to more fairly reflect the viewpoints of those would receive a direct benefit from the wall. The regulation states: (2) Reasonableness: — (i) Consideration of the viewpoints of the property owners and residents of the benefited receptors. The highway agency shall solicit the viewpoints of all of the benefited receptors and obtain enough responses to document a decision on either desiring or not desiring the noise abatement measure. The highway agency shall define, and receive FHWA approval for, the number of receptors that are needed to constitute a decision and explain the basis for this determination."
245	Isaac	You should build not one extra lane but 3 in each direction do not think about tomorrow traffic but at future traffic you build one lane today and when you are finish you will have to start thinking about building another lane, and this should be done in every express way in the state special in Chicago ???? The worst place to drive from point A to point B
		The Preferred Alternative offers a balance of providing improved operations and mobility in the corridor while avoiding impacts to the neighboring communities. The HOT 3+ lane with variable toll pricing would allow traffic on the HOT lane to be effectively managed to provide a reliable 45 mph trip through the corridor at any time of day.
246	Jackson	Sir, Forward the agenda on above, I saw it in the Sun-Times paper - I am interested in Jan. 26 - event
		The content for the public hearing can be found on the project website www.eisenhowerexpressway.com.
247	Jackson	P.S. Advise who will be the contractors??
		Currently, design (Phase II) and construction (Phase III) of this project are not funded. Contractors for this project, and the method of project delivery, are not known at this time.
248	Johnsen	I live just down the block at 1139 S. Lombard and can attest to how dangerous an intersection this is esp. with the little ones playing in the tot lot and the height of the curb that curves around so quickly. It is very hard to see whether pedestrians or bikers or skateboarders are coming up to the intersection. Please make this intersection more safe as many people with children walk to and from the park as well as walk from the south of OP to the El or businesses on Harrison like the Buzz Cafe.
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the west side and 16 feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
249	Johnson, K.	First thing I was looking at was the ramps at Cicero and at Pulaski and one of the things that I noticed is that they were going to make that dual entry and the ramps appear to be long and my questions and comment had to do with the disabled. Everything is supposed to be accessible for the disabled but when you look at say the entrance at Keeler and Lavergne, you have about 500 feet to go down to the platform. And I'm thinking about a person who is disabled walking with a cane or with a wheelchair, that's a long ramp. And I understand that these were ramps that were closed years ago and my question is: Why were these ramps closed years ago? And why all of a sudden are these ramps, the idea to reopen them, what has changed in the area now that it's being considered to reopen these

#	Commenter Last Name	Comment / Response (*in italics*)
		ramps? What kind of improvements are going to be made? I understand that the areas are going to be covered so that people won't be walking on the outside but then what kind of safety considerations are being considered? That's a long distance. Then there's no bus route on the Keeler and Lavergne Avenue exit. There's no bus running parallel to the El that can get you down to Pulaski and I just wondered if this is the most viable means of accessing those particular exits. I understand that there have been some outreach to the people in the community. I don't live in the community. So if this is something that people who live near there are interested in but just observing it, being an outside observer, these are some of the things that I saw and wanted to bring them to your attention. Again, safety, mobility and all of those things.
		One of the CTA Blue Line Vision Study's recommendations was to provide ADA-compliant facilities at all stations along the Forest Park Branch. ADA accessibility between street level and platform level can be accomplished either by the use of sloped ramps or walkways, or by elevator. It is not always practical to place every ADA access immediately adjacent to a bus stop. The reason that station ramps are sometimes 400 feet in length is that they must adhere to a maximum grade to meet ADA requirements, and the greater the vertical drop between street and platform, the longer the ramp must be. *This comment was forwarded to the CTA.*
250	Johnson, A.	I live by the Blue Line, the Blue Line train, I live about two blocks down. How long they going to do the project, about a year or a couple years? Guess? That's it, no other questions.
		At this point IDOT does not have a schedule for construction. There is only funding for this planning phase, and construction of a new stormwater pump station at the DesPlaines River.
251	Kelly	1043 South Harvey is a block south of the Eisenhower. I'm going to be 70 in June, and I'm wondering how much of this project I have to be concerned about in my lifetime. I am interested in knowing if you have an idea of the best-case scenario of how much time from today this project could receive funding?
		Currently, Phase I is funded, which includes completion of this study. Construction of a new pump station just west of the Des Plaines River which is part of the overall proposed drainage plan for the Preferred Alternative in included in our multi-year program. Other than the pump station, there is no funding for subsequent phases of this project, including design and construction. However, reconstruction of this facility is a priority due to its age and condition. If funding were available, it would take approximately two to three years for design and right of way acquisition; followed by four years of advance construction for items such as railroad bridges, overhead road crossings, and improvements to parallel relief arterial roads; and then followed by four years of mainline I-290 construction.
252	Kelly	How much time between then and funding, and how much time for all of the construction to be completed?
		IDOT has reviewed how construction would occur at a conceptual level, and estimated that it would take four years of advance construction work for items such as railroad bridges, overhead road crossings, and improvements to parallel relief arterial roads; and then followed by four years of mainline I-290 construction. *The next phase of project development is final design, where construction timelines will be studied in more detail and where methods may be found to reduce the construction schedule. During design, IDOT will work with the communities to develop a set of construction measures to manage and mitigate construction effects.*
253	Labuz-Stowers	When it comes to rebuilding the Lombard St. overpass, I urge you to increase the pedestrian and vehicle sight-lines at Garfield St. My daughter and I regularly walk from Barrie Park toward Harrison St. We have narrowly avoided being hit by cars as we crossed Garfield, heading north. Cars on Garfield routinely go much too fast for that street. This intersection sees regular and heavy pedestrian traffic with Barrie Park and the EL nearby. Please make this intersection safer for all pedestrians and vehicles!

#	Commenter Last Name	Comment / Response (*in italics*)
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. The proposed transportation and pedestrian improvements are documented in Section 3.1.8.2 of the FEIS and include large pedestrian plaza areas in all four corners of the intersection, wider sidewalks, high visibility cross-walks in all directions, signals with pedestrian countdown timers, connections to the proposed east-west shared use path, and improved lighting. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the west side and 16 feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Traffic operations will also be improved by overall geometric and turning path improvements, as well as better demarcation between pedestrian and vehicular traffic. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
254	Levrant	In the recently delivered handout, there's a mention of the project affecting the parks on Circle Ave and no mention of the Circle Ave blue-line entrance. What are the proposed changes to Circle Avenue, if any (in both instances)?
		Some right of way will be required from the parcels along Circle Avenue in which Veterans Park the Dog Park resides. The existing sidewalks in this area are 5 feet wide and the roadway width is not adequate for a bicycle lane in each direction. Project improvements will require 770 square feet from the Veterans Park parcel and 575 square feet from the Dog Park parcel which will be used to help accommodate a dedicated bicycle lane in each direction, a 10 foot wide sidewalk east of Circle Avenue, a 12 foot wide sidewalk west of Circle Avenue and a new dedicated bus pull-off area. These improvements will provide safer conditions for pedestrians to access the CTA station from Circle Avenue. The design also proposes the use of retaining walls along Circle Avenue to minimize impacts to the parcels. In addition, both parks will have direct access to the proposed shared-use path that will extend from Des Plaines Avenue to Columbus Park. The path connections will require some temporary construction easements but no permanent impacts are proposed. At the Blue Line entrance, the proposed condition includes a modernized CTA station at Circle Avenue. The station design specifics will be completed by the CTA in future studies. Geometric improvements at Circle Avenue include a 16 foot wide sidewalk in front of the station compared to 5 feet in the existing condition. The wider sidewalks, dedicated bicycle lane and dedicated bus pull-off area will provide a safer design and improve pedestrian mobility at this location.
255	Levrant	Also, how will the HOT lanes be monitored for occupancy?
		Enforcement and other operational characteristics of the managed lane will be developed during Phase II (final design). Based upon current national experiences, the likely methods include a combination of police enforcement, video cameras, and other potential technologies, such as transponders with carpool indicators.
256	Lococo	In historical perspective, the original intent and purpose of the inter-state highway system was to connect American cities. This was the vision of General, later President, Eisenhower; to stop at the outskirts of cities: 1957. What was done instead was the carving up of cities and residential neighborhoods; we cannot put the toothpaste back into the tube.
		Thank you for your comment.
257	Lococo	But what we can do is restore, as much as possible, of the original intent. Frontage roads must use cantilever wooden bicycle paths, elevated 10 feet above the surface. Cantilever construction will 1) save precious space; 2) enable two-way bicycle journeys. At one-half mile intervals, a descent to the surface by gradual angles of decline. This will enable both local travel and long distance journeys for the fit and hardy. The bicycles could be tandem as well as solo. Think outside the box, cantilever wood path-ways endure.

#	Commenter Last Name	Comment / Response (*in italics*)
		The Preferred Alternative preserves all of the existing frontage roads, and provides a new multi-use trail from Des Plaines Avenue to Austin Boulevard that is at grade, and connects the Illinois Prairie Path to the west to the Columbus Park trail on the east. No cantilever designs were necessary in creating the multi-use trail, and a cantilever design would also be a greater maintenance challenge.
258	Luke	This proposal is a waste of taxpayer money. I would suggest that those responsible for making the final decision re-familiarize themselves with their college 101 planning textbooks, and with the law of induced demand: An excerpt from Suburban Nation: The Rise of Sprawl and the Decline of the American Dream (Duany, Plater-Zyberk, Speck, 2000), " The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. [...] The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt."
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety and mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.
259	Luke	This will not relieve traffic congestion. However, it will make the area more dangerous, less prosperous, and less healthy. It will only enrich those who build it. It is a bad idea and I'm strongly opposed to it.
		The introduction of a managed lane such as the HOT 3+ lanes of the Preferred will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.
260	Manuele	I reside one and one half blocks north of the Eisenhower Expressway. I was a career commercial property insurance adjuster, and I can personally attest to the severe impact that such a proposed major expansion project will have on the surrounding residences and general community. The sustained concussions from the proposed construction will fracture the underground infrastructure, especially the sewage system. Most of the residences were constructed with plaster, and there will be severe fissuring from such sustained concussion. As I stated above, as a property insurance adjuster I have had direct experience in evaluating such damages. IDOT should be placed on notice that they will be required to consider claims for such resultant property damage. Also, the noise and dust will severely impact the surrounding community. More consideration needs to be given to these consequences of the proposed construction.
		In Phase II (final design) IDOT will work with the local communities and stakeholders to develop and implement strategies to minimize/mitigate construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.

#	Commenter Last Name	Comment / Response (*in italics*)
261	Matthews	The Ike is congested most of the day because of a few bottlenecks, so adding an additional lane in both directions is nice. However, increasing lanes in the 3 to 4 bottlenecks (I-88 split, near Austin/Oak Park, before Kostner, and curvy lanes west of Route 171) could decrease traffic jams allowing the traffic to flow more smoothly throughout the day. The CTA rail system has unused space adjacent to tracks. You could possibly create flyover lanes to increase capacity where areas are too narrow to expand.
		The Preferred Alternative adds a lane in each direction from Mannheim Road to Austin Boulevard, effectively eliminating the existing 4 to 3 lane bottleneck in each direction. Our analysis indicates that travel times will improve by 25% in the general purpose lanes and by over 50% in the HOT 3+ lanes. The CTA is planning to modernize the Blue Line and provide wider platforms in this area, so much of the existing available space will be required for CTA improvements. However, the Preferred Alternative will utilize up to 10' of the vacant CTA Blue Line ROW between Circle Avenue in Forest Park and Austin Boulevard in Chicago to accommodate the additional lanes and wider shoulders.
262	McCormack	Thanks for calling them "crashes" and NOT "accidents."
		Thank you for your comment.
263	McCormack	The Hillside backup, where the two expressways meet, is caused by high traffic volume and distractions. The more done to reduce both, the better. Obviously more lanes over a prolonged period is preferable (and most expensive).
		Thank you for your comment.
264	McMillen	I am a retired lawyer with a primary residence in Oak Park (closer to North Ave. than to the Eisenhower Expy.) and a second (condo) property in the city (South Loop). I am writing to ask you to reconsider the Preferred Alternative Plan in light of the criticisms made by Citizens for Appropriate Transportation, to which I add the following comments: The best way to facilitate commuter traffic from exurbia is to improve public transit, especially by extending the Blue Line west from Forest Park (and/or adding high-speed rail facilities to the mix now available for exurban dwellers). I say this as a former daily commuter who always chose public transit over automobile, and still usually choose it for my less frequent travel between Oak Park and Chicago (either using CTA bus #86 from my home to the Ridgeland Ave. green line station or parking my car in an Oak Park public lot; formerly, when I owned a home in SE Oak Park, i took the Blue Line from my home to the city, and to classes and events at UIC). My reasons for this habit have included: cost and inconvenience of maintaining a personal automobile; a long habit of reading and/or working on the train; cost of parking in the city (before I purchased a parking space near my condo); and my interest in not adding to air/soil/water pollution in our state.
		An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and did was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated on extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a High Capacity Transit extension (such as the Blue Line to Mannheim Road). Since I-290 is an existing facility, the addition of one lane in each direction for a portion of the project's length, along with the minimal new right-of-way required, is not anticipated to cause substantial impacts to environmental resources. For example, the improvements of the Preferred Alternative are projected to have very little change in air quality, with a slight reduction in the various air pollutants (-0.07% to -0.30%) and Mobile Source Air Toxics (-0.08% to -0.20%) as compared to the No Build Alternative (see Table 5-1 of the FEIS).
265	McMillen	The many studies reported by CAT (and others) have shown that expanding/building more highways (and deprivileging other land uses—whether agricultural/open space/recreational, residential, commercial, etc.) does NOT solve the problems of highway congestion

#	Commenter Last Name	Comment / Response (*in italics*)
		or even safety. Rather, it seems to lengthen commutes for workers, who move farther and farther away from the city in order to "breathe clean air," exacerbating their own (and my/everyone else's) problems.
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The Preferred Alternative will also create $2.7B in productivity savings.
266	McMillen	As I have aged, I also have grown to feel safer in a train or bus (when I'm not driving), and to enjoy the interaction with younger people who ride trains in and around the city. Perhaps I should add that I am a middle-class white woman; also, that the more IDOT and CTA can do to encourage people like me to ride the trains/busses, the safer I'll feel—it's nice to have a critical mass when traveling, especially at night.
		The proposed improvements as part of the Preferred Alternative and those outlined in the CTA Blue Line Vision Study are intended to make the service more accessible, reliable, and attractive, and should promote increased ridership.
267	McMillen	Before I moved to Oak Park, I lived most of my life either on the North Side of Chicago or northern suburbs, with 3 years in Hyde Park (law school); thus, my feelings about public transportation vs. automobile travel were molded long before I had regular encounter with the Eisenhower Expy, whose design as it passes through Oak Park is, of course, different from that of the Edens or southbound urban expressways. However, so are our (west suburban) communities; as infill continues to increase our populations, we must be thinking of long-term solutions, not just patches to the existing highway system.
		The I-290 Study Area, and much of the adjacent areas, are maturely developed areas with limited potential for infill development. Consequently, population and employment projections for the Study Area show a projected 0.4% increase in population and 0.5% increase in employment within the I-290 Study Area for a build alternative, as compared to the No Build Alternative, by the year 2040, per Section 3.1 of the FEIS. The Preferred Alternative provides not only more efficient management of traffic demand along I-290, but also improves non-motorized connections across I-290, a new east-west multi-use path connecting Des Plaines Avenue with Austin Boulevard and providing connectivity between the Illinois Prairie Path and the Columbus Park southerly path, improved access to CTA rapid transit stations, free access of the HOT 3+ lanes to transit vehicles and vehicles with 3 or more occupants, and space to install a future transit extension west of Forest Park.
268	McMillen	In short, I prefer to have my tax monies used to improve transportation options that will serve all of northern IL, not just wealthy exurban car owners.
		It should be noted that the reverse commute on I-290 toward the western suburbs is almost as heavy as the traditional commute into downtown Chicago, so that the travel improvements of the Preferred Alternative will be distributed to users in Chicago and the near western suburbs as well as those of more outlying areas.
269	Miller	I live five houses from the Eisenhower. I am appealing to you to abandon the plans indicated in your latest report. Your group has spent too much money and too many hours deciding on things that will negatively affect the people and properties that adjoin the Eisenhower. Remember the phrase "build it and they will come"? That is what will happen with toll lanes. People already pay extraordinary prices to park their cars downtown; the tolls will not make a difference. The toll lanes will be filled and the other lanes will be filled and the Eisenhower will be the same. It will be the same air polluting, congested mess it always has been. One more lane each direction will not make a difference.
		The overarching need is to reconstruct I-290, as it was originally built in the 1950s and many elements are at the end of their useful service life. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The flow in the HOT 3+ lane would be managed

#	Commenter Last Name	Comment / Response (*in italics*)
		through variable toll rates that would rise and fall depending upon the level of congestion, and in doing so, provide a minimum 45 mph speed in the HOT lane. The Preferred Alternative will provide travel time savings of up to 56% in the HOT 3+ lanes and up to 25% time savings in the general purpose lanes based on 2040 projections. The Preferred Alternative will also create $2.7B in productivity savings.
270	Miller	Your information is misleading. I believe you will be encouraging even more drivers to take their cars downtown rather than riding public transportation. I also do not believe the number of crashes you report to occur yearly. I also do not believe the number of accidents you claim to occur at the Austin and Harlem exit/entrances.
		The addition of lanes between 25th Avenue and Austin Boulevard removes a bottleneck where traffic backs up at the upstream end of the lane reductions. There will be no added lane east of Austin Boulevard, and the conversion of the inside lanes to HOT 3+ lanes will encourage carpooling and promote bus transit in those lanes. The crash data was taken from actual local and state police reports of crashes where property damage, injuries or deaths occurred.
271	Miller	I hope you do not get the funding. I hope you do not cause construction horrors for years for ALL drivers. I hope you do not jeopardize the Oak Park Conservatory, our homes and businesses. I hope you do not make the air any worse than it already it is. I hope you don't risk the stability of Garfield and Harrison Streets. I hope you and your plan do not succeed.
		Thank you for your comment.
272	Montville, F.	I have lived on Garfield, east of Harlem for over 40 years. I really hope that I-290 is not converted into another tollway, Single HOT or otherwise.
		Thank you for your comment.
273	Montville, J.	One of my first questions we have a son who's disabled, he's 42 years old now. So there have been many occasions when there was time when I had to take him in the wheelchair on the CTA and it came about -- I don't know exactly when it was closed off but anyway, at the medical center there is a ramp that goes up towards I think it's Pulaski, but there's a turnstile there, not exactly accessible. When you get off the train, however, there's a stairway that will take you up. If I wanted to use another stop that has a ramp on it, I would have had to have gotten off at -- I got off at Damen, but if I had need of the ramp, the stop before it, is that Ogden if you are going east of Damen? The largest issue is the medical center Blue Line stop ADA accessibility.
		Currently, the UIC-Halsted, Illinois Medical District, Kedzie-Homan, and Forest Park stations on the CTA Blue Line Forest Park Branch are ADA accessible. At the Illinois Medical District station, Damen has a long ADA-compliant ramp, but it is currently closed for construction. The Paulina end is open and is at least temporarily ADA-accessible. The Ogden station house will get an elevator as part of the renovation project currently under way.
274	Montville, J.	And the other thing was that I wanted to be able to get a little bit more information about the wall. We live at 900 South Winona. So we live three blocks east of Harlem. So we have Volvo and the post office and we live just catty-corner from the mail drop-off, postal mail drop. My question is: Where is the wall going to go? Because I think 52 percent said yes, so I figure -- is it going to go right along the highway, the expressway, or is it going to be built higher because there's like a big hill. There's a hill. Here's the post office, and then it drops, okay? (Indicating.) Whoever is reading this will know what I'm talking about, okay? I do want to find out about that. And if the trees are going to be cut, the existing trees that are up on that line, are they going to be cut? Okay. Those are the big ones. What kind of material are they using for the walls? There's always accidents on the Eisenhower. When there are accidents, there's always -- we have lived there for 40 years, so I know a lot about this. There's usually somebody from the fire department who stays above like on Harrison side or the Garfield side to observe what's going on down there, what's going on down there with the fire trucks and with the accident. Is this wall going to impede the ability for that person because I'm assuming that this man is a crucial part of the whole crew if there's an accident -- when there's an accident. I would like a reply to these questions.

#	Commenter Last Name	Comment / Response (*in italics*)
		The wall by your home is wall B30. B30 would be located at the top of the slope of as you indicated. The vote results from this wall were 52% not in favor of the barrier. IDOT requires that more than half of potential votes received must be in favor in order for the wall to be recommended for construction. Since less than half of the potential votes received were in favor, the wall is not recommended for construction.
275	Nudelman	While this project would help alleviate current congestion, I feel there are more pressing transportation issues today. One of these issues, especially in the near western suburbs of Chicago, are the amount pf grade crossings. Grade separations typically cost between $10-30 million; this project is currently budgeted at = $2.3 billion. For that cost, 76-230 grade crossings could be eliminated, and/or roads and bridges could be repaired. Grade crossings elimination along Harlem Avenue, 1st Avenue, Cermak Road and Grand Avenue would be beneficial to all road users. Freight traffic would have freedom of movement, and private vehicles and PACE/CTA buses would be much more reliable. The CREATE program is a great start, and adding more grade separations would improve the network for all users. Suggested separations: Grand/76th, Elmwood Park - Grand/Fullerton/Harlem, Elmwood Park - Harlem/26th, N. Riverside - Harlem/34th, Riverside - Harlem/63rd, Summit - Cermak/1st, N. Riverside - Lake/1st. Maywood - Grand/Thatcher, River Grove - Cermak/Cicero, Cicero - Cermak/Laramie, Cicero - Lake/5th, Maywood
		I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.
276	Nudelman	I heard that the cost of the project is roughly $2.3 billion. I am currently a commuter on the 307 bus route on Harlem Avenue. That bus route has four railroad crossings at grade. I realize this project is very valuable for expanding capacity. But in terms of importance, I think the immediate need right now is separating some of these heavy, congested train crossings. I understand that the CREATE Program is doing that, but I think more funding should be applied to railroad grade crossing separations.
		The Eisenhower Expressway reconstruction is one of many projects that needs to be accomplished in the region. It is still a very important project because of the role it plays with connecting communities to the region as well as connecting the region with the communities along the I-290 corridor. *The nearly-completed 25th Avenue grade separation project, as well as other CREATE projects, have improved travel in the region, and the process of providing grade crossing separations will continue. At this point in Phase I studies, IDOT is identifying what the scope of work would be for the Eisenhower Expressway; identifying funding will also be part of that process.*
277	Oliverio	Hyperloop in the center of the Eisenhower going east and west! Buy the Mannheim strangler land next to CarMax and expand the parking lot into a humans, cars and cargo Hyperloop above the streetlights. In between the streetlights along the Eisenhower build beams in between to hold the structure. You will enter at Mannheim and the top of the old main post office will be redesigned to let passengers exit to Congress! The hypersonic train system will be a 30 second ride compared to a 30 min-2 hour bumper to bumper idle wasting gasoline so the oil companies can jack up a gallon to $5! Hyperloop! Hyperloop! Hyperloop!
		The impacts and cost of building a structure over I-290 would outweigh any potential benefits.
278	Oliverio	Arrest Rahm, Rauner, Madigan and Durbin and the rest of the low lives making Illinois worst state 3 years in a row and #1 in violence more than LA and NY combined!
		Thank you for your comment.
279	Oliverio	I think it is common sense that if Ia is going to improve their highways with Elon Musk than Chicago 290 should dig batman tunnels as well Mannheim to Congress into lower Wacker Drive! Elon Musk we will put a toll to support the project at Mannheim and we will take

#	Commenter Last Name	Comment / Response (*in italics*)
		the O'Hare oasis identical model for truckers before 294 and anyone not from Chicago to have an illuminated lit up oasis safe zone weather emergencies as well. We will begin digging underground before la because Chicago is more original gangster than la. When I become mayor in 2019 I will make it a priority for all 3 million + Chicagoans to have a Tesla and space x engineered underground pass road to our magnificent architectural grandmaster piece! Elon Musk is in negotiation with Rahm Emanuel as of today right now! We can even carpenter ant dig a pass road to Lake Street underground! Power construction and Walsh leading the way along with every other top construction team in Illinois and we can revolutionize transportation of humans for centuries to come. Less gasoline wasted. Less engines sitting in idle. Less oil and emissions! No speed limit! Go as fast as you want no traffic!
		Thank you for your review and comments.
280	Oliverio	Uber flying car taxi's and Google Maps Wonkavator's will also help cut down on traffic besides the Hyperloop hypersonic train going east and west. Uber should buy up every single flying car that's 4 stars for taxi service. Google should create pods. Almost like bus stop stations. You enter the Wonkavator and type in your Google Maps destination and it will quadrocopter you to the closest Google Wonkavator pod station to the destination you entered. I think USA is primitive in their transportation. Lazy fat ____ politicians that truly don't care about our nation. The Atlantic and Pacific is free water to transport humans! Take the salt water and create water coasters and float humans in tubes through cities?! Why does California not have splash mountain water coasters not only for transportation but tourism?! Florida should be #1 with the engineers from Disney and Universal their entire infrastructure should be shooting humans in water coasters around the city funneling as much salt water through the tubes. Chicago water coaster would not be viable because of the months of frozen temperatures but the temperate climates in certain east and west coast states should 100% use this. Could you imagine hopping in a Jetsonian glass or hard plastic enclosed water pod and float around the city. Eric Garcetti should be more progressive along with Gov. Rick Scott. Another option as well are ant hole underground Hyperloop if Chicago didn't want to build about the Eisenhower. Elon Musk wants to dig highways underground but even that seems primitive. Why not build underground Hyperloop tubes all over USA, Mexico and Canada. An entire hypersonic train system developed all under the earth. Anything but the CTA and 3 lanes at Mannheim converging to an eternity of miserable strangling traffic until Austin 4 lanes. How humiliating Rahm has not been more proactive regarding our transportation. China is crushing us in speed so is Japan and even Russia. We are losing USA! This is a fact! We are behind in the #1 category for more free time and autonomy for humanity! When your commute time is cut in half to work that leaves half that time designated to the human's desires and passions instead of the slave, servant, peasant serf lifestyle they are forced into because of capitalism! Thank you!
		The impacts and cost of building a structure over I-290 would outweigh any potential benefit.
281	Oliverio	Think an extra lane is common sense. 4 lanes throughout Mannheim to Austin connecting. Mayor Emanuel should have finished that in his 1st term!
		Thank you for your comment.
282	Oliverio	I think we need to clean up all the exits when you first get off the highways on the exit ramps! They are so boring and not kept up with at all! Rahm is an art major! Steel pieces on the corners to represent the territory! Flowers? Plants? Landscaping of any kind? I think Rahm should let keim brick staining make the most beautiful murals along the east and west Eisenhower! Philips color kinetics led light strips along the highways and more creative unique digital billboards!
		IDOT will develop an aesthetic approach for the project in the next phase of project development. Depending on the local aesthetic features desired, local communities may need to participate in the additional costs of the requested aesthetic features.
283	Oliverio	Hover cars are another form of transportation to avoid ever having to fill miserable sink hole pot holes after a harsh winter snow and salt plows to the streets. Magnetic strips on the streets that hover and google maps controls the track self-driving hover pods. Like what George Jetson flies in but don't allow them to hover more than a few feet. Larry and Sergey can engineer and figure that one out alone

#	Commenter Last Name	Comment / Response (*in italics*)
		with the Quadrocopter Wonkavators! The Wonkavators would be so amazing to walk outside your home and see humans floating in a clear pod to their destination of choice.
		Although the transportation planning process strives to consider foreseeable conditions through the year 2040 planning horizon, major market penetration and adoption of future transportation modes such as hover cars and hover pods are likely beyond the planning horizon for this study.
284	Oliverio	Maybe a McDonalds oasis above like Hinsdale oasis? A new oasis of food $ yelp foodie GSR's instead of stopping in the hood at a Church's Chicken! Take one of the abandoned overpasses at an exit where a parking lot and gas station can be made accessible. Mannheim oasis is perfect with the parking lot next to CarMax available. Use that land and create jobs in Hillside which is so low poverty around there and land just waiting to be penetrated! The Mannheim oasis will be built right there I can see it now! For all the semi-trucks before they get on 294! Create jobs for Christ's sakes!
		No oases are planned for the I-290 project.
285	Oliverio	Let's add a toll at the Mannheim oasis! More toll $! Add one to 83 north and south and 53 north and south the pass roads toll free! Make as much $$$ as you can off these peasant, servant, serf and slaves of Illinois. The tolls will pay to build out the Mannheim oasis along with Starbucks, Dunkin Donuts/Baskin Robbins, McDonalds, Subway, Chick-Fil-A, Panera, Chipotle, Blaze Fire Pizza, Portillo's, glazed, infused! The truck drivers should fill up gas before their haul to Indiana and enjoy the best rated QSR for antibiotics in their meat a, b, c rated. I think that would be really nice for Chicago and tourists.
		Thank you for your comment.
286	Oliverio	I think the old main post office update is fantastic for Chicago. What an eyesore to drive into an $8 billion dollar TIF funded city of 3 million and see that blinding sight! Ughhhh a wave of intuitive repulsion!
		Thank you for your comment.
287	Oliverio	CHICAGO BEARS have the opportunity to become number 1 franchise in all of American sports surpassing Jerry Jones and the Dallas Cowboys franchise. The Green Bay Packers are the only community owned athletics franchise in American professional sports. Currently as it stands the Chicago Bears are No. 8 with a current value of $2.45 billion dollars. In 2014 their revenue was $352 million dollars with an operating income of $86 million. Green Bay Packers are No. 10 NFL franchise with a current value at $1.95 billion dollars. Their revenue was at $347 million in 2014. Also in 2014 their operating income was $63 million dollars. There are only 104,779 citizens currently living in Green Bay, Wisconsin versus Chicago, the third largest city in the nation at 2.719 million citizens to support our cities team franchise. Rather than being the property of an individual, partnership or corporate entity, they are held in 2014 by 360,584 stockholders. No one is allowed to hold more than 200,000 shares; approximately 4% of the 5,011,557 shares currently outstanding. It is the broad-based community support and non-profit structure which has kept the team in Green Bay for nearly a century in spite of being the smallest market in all of North America. With Los Angeles stealing the St. Louis fans market the Ram's fans are looking for a new team to attach their loyalty and more importantly their cash and credit cards too! The Lucas Museum cost the city of Chicago $743 million dollars and billions in tourist revenue for our city. I would like to turn this tragedy into opportunity and speak to FOTP about utilizing the landscape to build an additional viewing only stadium for Bears games in place of a "PARKING LOT." If Friends of the Park want a % to build their parks they will receive the demands George Lucas would not meet for the Star Wars museum. If the Chicago Bears organization decides to go public I suggest they offer initially $1.6 billion dollars in shares with NO LIMIT to how many shares you can hold. First come first serve. The revenue we will receive along with the McCaskey's staying majority owners purchasing $2.45 billion in shares can create thousands of real jobs for the Southside of Chicago and Near South region. With UIC Roosevelt and Near South having almost $1.5 billion in TIF funding this stadium will only add to the booming Chicago areas and the multiple high rises still being built. With an ever growing city of Chicago we must feed our citizens. Imagine a stadium with every

#	Commenter Last Name	Comment / Response (*in italics*)
		edible desire and craving you can ever have is all in one spot. Imagine visiting every NFL stadiums top concession on one concourse level. Imagine the Taste of Chicago gluttony and madness every home game. The city of Chicago will greatly benefit from this new venue with a sense of pride and tradition. This venue will be a 30,000 capacity $20-$30 viewing stadium and 24 hour fresh foods market similar to a Reading Terminal Market in Philadelphia, Pa. I suggest we take Bob Iger, the CEO of Disney, and his beautiful neo futuristic LA Stadium that was denied by Roger Goodell. Structurally we will build a skywalk with a walking escalator that will connect to the Southwest corner of the stadium. Your ticket will scan you into Soldier field, Barracks Stadium or both. All soldier field ticket holders will have access to both stadiums. We will take the upper deck level of the proposed LA stadium off and two levels will have a different array for a 24 hour food market. One level will showcase the 32 NFL team's top 3 best of the best concessions fan voted. The other level will have all 4 and 5 star Yelp restaurants and pop ups from all 195 countries. Once the $1.6 billion shares sell out which they will the McCaskey's will receive an extra $500 million to their personal net wealth and the $1.1 billion will go towards Soldier Field updates. The Chicago Bears are one of only 6 teams that do not sponsor its stadium. To raise extra funds Barracks Stadium can also have a Corporate Sponsorship attached perhaps a non-profit organization like United Way or Salvation Army. CHICAGO BEARS will not only collect revenue off of Bears Games and concessions but will also have constant streaming venue in their 24 hour fresh foods market. Barracks Stadium will host sporting events, live nation concerts, musicians, plays and more. The 24 hour fresh food markets will have the Soldier field suppliers fund this food source along with Sysco, Marano foods, Greco foods and more purveyors. These food suppliers will give us products from all 195 countries for all citizens of the Republic to enjoy their cultural traditions from the lands they once occupied and called home. America is now home for all of us but traditions and customs specifically when it comes to food and drink can unite a city in brotherly love. The entertainment of football along with the desire for alcohol and food is what brings in the crowds year after year to support the Bears. With the Bears being the smallest stadium in the NFL at 65,000 capacity it will not turn into the number 1 at 95,000 beating ATandT stadium in Dallas by over 10,000 fans. When a touchdown is scored and points are on the board you will hear the roar from the Barracks outside where our Chicago soldiers will be stationed enjoying the victory. We will build a new parking structure to make up for the lost parking lot for fans and tailgating. We will set up a user friendly in and out common sense no traffic flow out of the Near South area. This will allow an amazing tailgate experience for our loyal fans that enjoy setting up a tent, grill and cooler and partying hours before the show. CHICAGO BEARS is looking to raise $1.6 billion dollars through public shareholders. Listed below are line items that the investor's investment will be dedicated towards. • $500 million for the McCaskey's• $500 million into Barracks Stadium• $500 million to pay out shareholders• $100 million Soldier Field Updates and add one We plan on reinvesting 60-70% of all profits back into the company in order to ensure growth of the company on a yearly basis. The remaining 30-40% will be dedicated towards investor payouts.
		Thank you for your comment.
288	Oliverio	The #1 change I would like to see for the Eisenhower is 0 shootings ever again in this sickening reality! I have driven my big target body on the highway thousands of times especially with Uber. My family and friends and all of us here drive that highway to enter Chicago from western suburbs DuPage County! There should not be mentally ill brain damaged humans sniping random cars and murdering people Rahm Emanuel?! This is not grand theft auto! This is not a video game fools play life is a game this is supposed to be a beautiful colorful illuminated fantasy dream not your nightmare! Anyone caught shooting someone off the highway we kill immediately eye for an eye! Driving your car to your destination is a human right all humans deserve to safely enter and exit their vehicles on our most heavily populated highway in the center of America!
		Thank you for your comment.
289	Orzel	First of all, I think that changing the four free lanes to three free lanes and a HOV lane east of Austin is going to have a very negative public relations impact on the whole project. I think people are going to see it as another way that the government is trying to take money from them and create a toll situation on a free expressway and it will actually reduce the number of free lanes you can drive in.

#	Commenter Last Name	Comment / Response (*in italics*)
		I-290 is a very constrained urban corridor with very limited space for capacity improvements. The HOT lane, along with eliminating the 3-lane bottleneck, will improve efficiency of the entire corridor, including the existing four lane section east of Austin Boulevard. Within the context of the I-290 study, the basic purpose for the HOT lane is to manage travel flow and provide a reliable trip, rather than generate revenue. The HOT lane will be managed through variable toll prices that will rise and fall depending on the level of congestion, which will maintain a minimum 45 mph speed in the HOT lane. With the addition of the HOT lane, speeds in the three General Purpose lanes will improve by 25 percent. *Subsequent Phase II (design) engineering and financial studies will determine potential tolling policies for the HOT lane. Currently, there is no funding committed for design or construction of this project.*
290	Orzel	Finally, I sincerely hope that we don't have walls, at least in Oak Park. But the situation now where there are walls some places and walls not looks ridiculous. So I hope there's a decision one way or the other, although I would prefer not to have walls at least in Oak Park because you are splitting Oak Park into two sections.
		A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.
291	Orzel	Second of all, as someone who lives at 834 South Clinton, I am very concerned about whether or not I'm going to be able to sleep for two or three years while construction is going on, and I'm worried about damage to my property from the vibrations of the construction and I don't think that that has been addressed properly.
		During the design phase (Phase II) IDOT will coordinate with stakeholders with respect to managing and mitigating construction effects, including a monitoring program to address vibration/settlement concerns. The start of the program, beginning with condition surveys of buildings, would be initiated prior to the time of construction.
292	Peterman	I have reviewed the Draft Environmental Impact Statement released for public comment on December 30, 2016. My comments will focus on two sections of the Statement, S.5 – Environmental Resources, Impacts, and Mitigation and Appendix D – Environmental Justice Methodology Technical Memorandum. Based on my analysis, I conclude that while the Draft EIS has complied with Executive Order 12898 it fails to consider the broader issue of environmental equity by not offering an option for more extensive public transportation in the I-290 corridor.
		In general, the purpose of the I-290 planning process is to address the transportation needs within the study area, rather than a targeted initiative that is solely focused upon transit improvements. The I-290 planning process included the participation of the region's transit agencies, and specifically, a partnership with CTA regarding the development of a Vision Study for the Forest Park branch of the Blue Line. It is also important to note that an extensive transit network exists within the study area, and 21% of the work trips use transit in the study area, as compared to 12% in the rest of the region. In addition, as part of the I-290 planning process, transit alternatives were studied in depth and coordinated with stakeholders. The Preferred Alternative contains transit improvements, including a recommendation for a high capacity transit (CTA Blue Line) extension with the reservation of space for this future CTA Blue Line extension. In the interim, express bus service in the managed lane is accommodated. In addition, access to the existing CTA Blue Line stations would be improved through new bus pull-outs, bus stops relocated to better align with the existing stations, wider sidewalks, improved intersection cross-walks, a new east-west shared use path, bicycle lanes, and ADA improvements. While the CTA has indicated that a Blue Line extension is a relatively low priority for their agency, the other important issue is that approximately 50% of

#	Commenter Last Name	Comment / Response (*in italics*)
		the ridership for a Blue Line extension would consist of diversions from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension.
293	Peterman	The two sections of the Draft EIS, S.5 and Appendix D relate to Executive Order 12898 of February 11, 1984 and address the issue of environmental justice in minority populations and low-income populations. The data, the analysis, and the discussion are thorough and complete with respect to the Executive Order. I find no problems with the analysis and agree with the conclusion of no disproportionately high and adverse human health or environmental effects of the proposed reconstruction of I-290 on minority and low-income populations. That is, both minority and low-income populations will not suffer from the impacts of construction and from the reconfigured expressway any more than the general population. However, this finding is quite narrow, addressing only the issues covered in Executive Order 12898.
		The analysis was completed to meet the requirements set forth in E.O. 12898 and associated implementing guidance set forth by the USDOT. *As noted in your comments, the DEIS documents that there are no disproportionate impacts to low income or minority communities. In addition, many aspects of the preferred alternative would be beneficial to individuals that do not own a car, including: congestion relief on nearby arterials and the I-290 corridor (which would improve the performance of buses), improved transit connections at CTA stations, improved bike and pedestrian accommodations (including a 2 mile extension of the Prairie Path), and the encouragement of carpooling (the HOT lane would allow carpoolers to ride toll free, and would benefit from a 56% reduction in travel time).*
294	Peterman	Since this order was issued in 1984 much work has been done exploring how minority and low-income populations are disproportionately impacted by transportation policies and actions resulting from them. Specifically, what is meant by environmental justice has been expanded to include the notion of environmental equity. According to researchers at the Civil Rights Project at Harvard University, an equitable transportation system should, among other things: Distribute the benefits and burdens from transportation projects equally across all income levels and communities; Provide high quality services – emphasizing access to economic opportunity and basic mobility –to all communities, but with an emphasis on transit dependent populations; and Equally prioritize efforts both to revitalize poor and minority communities and to expand transportation infrastructure. Neither the Draft EIS nor any of the proposed alternatives for I-290 address these points. There has been a failure on the part of the planners to address all aspects of environmental justice, especially to relating to equity. In the end should I-290 be reconstructed the existing transportation inequities will continue to exist.
		Section 3.1.9 Environmental Justice of the I-290 DEIS includes an access and mobility analysis of the EJ populations in the I-290 corridor including access to regional employment centers, transit service, non-motorized facilities, and improvements to arterial traffic conditions.
295	Peterman	My conclusion that the proposed I-290 project does nothing to address the issue of an inequitable transportation system is based on my determination of how many households in the minority and low-income populations located just to the north and south of I-290 would not receive any benefits from the proposed alternatives. I do this by using the most recently available data from the American Community Survey (U.S. Census) both in its raw form and as summarized by several different organizations in the Chicago area. Specifically I identified the percentage of households lacking direct access to an automobile. The data show the percentage of households lacking access to an auto in the eighteen Chicago census tracts extending eastward from Austin Boulevard and adjacent to I-290 ranges from 21% (tract 2605) to 55% (tract 8430). The average percentage of households without an auto for the 18 census tracts is 36.7%4. By contrast, the percentage of households lacking access to an auto in the communities along I-290 and west of the city of Chicago is 13% in Oak Park, 10% in Cicero, and 11% in Berwyn.

#	Commenter Last Name	Comment / Response (*in italics*)
		Households in areas of the west side of Chicago adjacent to I-290 disproportionately lack access to autos for traveling to work, shopping, or pleasure. The proposed changes to I-290 will do little to address this inequity, since public transportation is only tangentially addressed. It does little good for a household without a car for automobile transportation times and levels of congestion to be slightly reduced. As jobs, retail opportunities and sources for recreation are increasingly found in the suburbs, a more equitable transportation policy would be one that while maintaining auto accessibility would also improve public transportation. Suggested improvements of the CTA Blue Line associated with this project are quite modest and do little to address the inequities.
		It should be noted that the I-290 Study Area already has a very dense transit network, especially east of Austin Boulevard with CTA Bus, CTA Rail (Blue and Green Line), and Metra service. The I-290 Study Area also already has a transit utilization rate of 21% for work trips, which is nearly double the regional average of 12% for transit. *The Preferred Alternative contains transit improvements, including a recommendation for a high capacity transit (CTA Blue Line) extension with the reservation of space for this future CTA Blue Line extension. In the interim, express bus service in the managed lane is accommodated, in addition, access to the existing CTA Blue Line stations would be improved through new bus pull-outs, bus stops relocated to better align with the existing stations, wider sidewalks, improved intersection cross-walks, a new east-west shared use path, bicycle lanes, and ADA improvements.*
296	Peterman	I am aware of the limits of the Draft EIS and of the present priorities of the CTA that do not favor the extension of the Blue Line, but would like to suggest that the immense expenditures to be spent and the significant disruptions associated with the I-290 project that will result in only modest improvements in travel time and congestion, is a poor policy choice. A much more appropriate transportation strategy and one that would address existing environmental inequities for minorities and low-income populations of Chicago's west side would be to shift from road building to improving and extending rail rapid transit (CTA).
	Peterman	*The purpose and need for the I-290 project includes improving safety and transportation facility deficiencies. The I-290 Eisenhower Expressway was designed and built well over 50 years ago and requires reconstruction. The crash rate on I-290 is also higher than other similar expressway sections in the region. The lane drop (change from four lanes to three lanes) and left hand ramps also contribute to worse crash rates than comparable sections. The Preferred Alternative includes the reconstruction of I-290 and improved safety by providing four continuous lanes in each direction and removal of the left hand ramps. The purpose and need also includes improving regional and local travel and access to jobs. In the Preferred Alternative , the HOT 3+ lanes would provide travel time savings of up to 56% and the general purpose lanes would experience up to 25% time savings based on 2040 projections and additional access to nearly 400,000 regional jobs. The DEIS documents that there are no disproportionate impacts to low income or minority communities. In addition, many aspects of the Preferred Alternative would be beneficial to individuals that do not own a car, including: congestion relief on nearby arterials and the I-290 corridor (which would improve the performance of buses), improved transit connections at CTA stations, improved bike and pedestrian accommodations (including a 2 mile extension of the Prairie Path), and the encouragement of carpooling (the HOT lane would allow carpoolers to ride toll free, and would benefit from a 56% reduction in travel time). The median of I-290 is also designed to be convertible to accommodate a High Capacity Transit (HCT) extension from Forest Park to Mannheim Road in the future, which could be a Blue Line rapid transit service extension.*
297	Rankin	I'm a homeowner in Oak Park near Austin Boulevard. I don't have a driver's license. To get around, I use my senior citizen $50 pass and use the Blue Line all the time. I just have several comments that I would like to just put on the record, and I will fill out the forms as well. But I did have a couple ideas that I liked a lot of what I saw. I'm delighted with the redesign of the Austin station, which I use personally every day more than once. My first kind of question/comment is the one thing that disappoints me the most is there is no rail extension of the Blue Line past the Forest Park station stop. And my comment is that I see the CTA is doing some wonderful things downtown with the new bus stops. In fact, they are designing bus stops that almost look like stations. So rather than just reserve a

#	Commenter Last Name	Comment / Response (*in italics*)
		corridor or some grass for a future, future Blue Line extension, why not build a real bus route where people would get off the Blue Line at the Forest Park station stop, and transfer to an express bus that would simulate what a train could be in the future. And this shouldn't just stop where the current right-of-way is indicated, but there is no reason why it couldn't curve up to O'Hare or curve down to the south side as well so it could create kind of a beltway or a loop around Chicago. The thing that fascinated me most, I heard the comment that the original Eisenhower was multimodal and was the first of a kind, a real innovation. So we should try to innovate, too. So this idea of a rail, of a bus, an express bus extension, simulating, would be a real innovation.
		The preferred alternative includes accommodations for an express bus coming from the Forest Park station going west and the bus would ride in the managed lane. The managed lane is structured so that there would be a 45 mph minimum operating speed. It would act like an express, and extend beyond the Study Area. *CTA: The question of a CTA rail line extension has come up several times during this project. The CTA had limited funds in the Vision Study. The most important aspect for the CTA is to maintain the existing infrastructure. It would be irresponsible to seek federal funds for an extension without maintaining the existing facilities; similar to having a house and your roof is leaking, it's not a good time to put on an extension. The focus of this study first was to look at the existing infrastructure. And once CTA can get that under control, we will continue to look at opportunities system-wide where there may be opportunities for extension.*
298	Rankin	1) New INFILL station in Oak Park - The CTA should research the value of creating an additional Blue Line station for Ridgeland Ave (6400 west) More and more young residents of Oak Park are traveling to UIC, med center, downtown Chi etc. for work and study. This new station could "hug" Ridgeland - otherwise it could also run from Ridgeland to East - and the existing Oak Park station might run WEST from OP Ave. instead of east?
		In the CTA's Blue Line Vision Study, the need for a new station at Ridgeland Avenue was not identified. Spacing of stations is done to promote ridership and to maintain average travel speeds.
299	Rankin	2) UNNECESSARY DELAYS- Blue Line trains are often delayed because they must wait for signal clearance or an available track in Forest Park station. The Green line has the same problem as an end point on that line - trains sit and can't discharge passengers at Harlem. The delays can be VERY lengthy - just they are at O'Hare sometimes. Because of these delays Blue Line rider miss bus connections at Forest Park.
		This is a CTA operational matter that has been forwarded to CTA staff.
300	Rankin	3) "RAPID BUS" / INNOVATIVE MULTIMODAL DESIGN / METRO CHICAGO PUBLIC TRANSIT BELTWAY + CORRIDOR - Cities like Atlanta are realizing the high value of new bus "corridors" CTA should build a series of "stations" for its express bus service running west from Forest Park complex and this service should fan out in multiple directions (like Green line in Boston), including all the way to O'Hare. The new "stations" could resemble downtown LINK raised platform design. IMPORTANT - people disembarking the Blue line train at FP must be able to effortlessly and quickly walk across the platform and board an express bus. (they should not even have to go upstairs) Express bus schedules would dovetail with Blue Line train schedules. An incoming "bus" is greeted by a waiting train.The bus stops should resemble train platforms. This encourages future businesses to begin to grow up around and "hug" the new bus corridor emerge hugging the improved express bus service to a strange of important suburbs west of Forest Park - This transit corridor will simulate what a rail line might someday look like.
		Generally, Pace would operate express bus service heading west from the Forest Park station. Pace is beginning to implement a rapid transit bus network comprised of arterial bus rapid transit and suburban expressway service.
301	Rankin	4) MAKE EISENHOWER AN ECONOMIC CORRIDOR The biggest single problem with this design IMHO is its failure to encourage commercial/business development near many of the station entrances. The dead areas around the Austin Blvd entrance are a good

#	Commenter Last Name	Comment / Response (*in italics*)
		example - an excellent solution would be to build a mid-sized multistory hotel and parking structure to replace the Village parking lot now just north of expy across from Columbus park Proposals should be solicited from developers. Space should be reserved on ground floor of the new hotel for various types of businesses such as small grocery stores/supermarket. Make room for a neighborhood Walmart for example Another idea - build a small movie theater complex at Harlem near the expressway - again that whole area is DEAD and unwelcoming and urgently needs to be transformed in a catalyst for economic growth and jobs.
		IDOT does not control or regulate land development such as described in your comment. Such a development would come under the purview of the Village of Oak Park, and they would need to initiate any discussions of redesign of the I-290 features with IDOT to accommodate it, if any entrances, drainage structures or other items were within the project limits.
302	Rankin	5) REVOLUTIONARY IMPACT OF MOBILE PHONES ON PUBLIC TRANSIT Uber cars and Uber competitors are already picking up and discharging passengers at Austin Blvd station entrance. Design should be friendly to such services There should be areas near many of the stations for ad hoc staging of car pools by drivers - and for Uber and other services - and some of these new services will doubtless in several years include driverless for hire vehicles by individuals or small groups.
		The increased use of for-hire transportation services such as Uber will likely change automobile usage patterns; however, these changes are difficult to forecast as this type of service is an emerging technology. One of the challenges of providing additional pick-up and drop-off space near CTA rapid transit stations is the limited amount of curb area available and the need to also maintain space for bus transit vehicle pick-up and drop-off.
303	Rankin	6) BUSES OF THE FUTURE CTA city and Pace bus will likely be driverless by the time new expway is finished - and likely downsized for more frequent flexible service. We need lots of places all along the length of the redesigned expressway for this new fleet of buses to pick up and discharge riders.
		The implementation time frame for driverless buses nationally and locally is unclear. The I-290 Preferred Alternative includes a high occupancy toll (HOT) lane where carpools with three or more occupants and transit buses would travel for free. Transit buses would pick-up passengers on the arterial street portion of their route and then enter I-290 and enter the HOT lane. The HOT lane in the Preferred Alternative is projected to have a 56% travel time improvement over the No Build Alternative.
304	Rankin	7) TRAINS OF THE FUTURE Have shorter Blue line trains (fewer cars) but more frequent Trains. METRA is a good example of problem - trains running with many empty seats - short the trains but add MANY additional trains to the schedule.
		CTA, Metra, and Pace continuously try to balance passenger demand and service levels system-wide, with an emphasis on higher utilized routes.
305	Rankin	8) Instead of having just 4 lanes on expressway (one lane with toll) - would there be room for 5 lanes in both directions??
		There is insufficient space to add additional lanes beyond the HOT 3+ lanes (such as 5 lanes in each direction) without major impacts to existing homes and businesses; one of the project goals is to minimize impacts to the surrounding environment, including building displacements.
306	Rankin	9) LEVERAGE VALUE OF TODAY"S BLUE LINE Effective immediately the Austin 91 bus should be extended to Cermak - it makes no sense to terminate service at Roosevelt - a slightly longer route will act as a feeder from the south for increased ridership to Blue Line. We need to maximize the existing Blue Line infrastructure.
		Thank you for your comment. Your comment has been forwarded to the CTA.
307	Rankin	10) SPIFF UP WHAT WE HAVE NOW - Effectively immediately a simple low cost ongoing program should be instituted to better maintain greenway on sides of expressway - garbage has been accumulating for many years - grass is all weeds - never cut.

#	Commenter Last Name	Comment / Response (*in italics*)
		IDOT performs litter pickup and mowing activities on a periodic basis. Community-based initiatives can increase the frequency of these activities with IDOT permission.
308	Rankin	11) DONT MAKE STATIONS ON WESTERN END OF BLUE LINE INFERIOR TO STATIONS CLOSER TO DOWNTOWN The design of the Austin station should resemble the new Halsted station - riders should leave the station entrance and be able to walk across Austin to catch a northbound station. Consider having canopy over this area to protect riders.
		The Blue Line Vision study includes station improvements as one of its objectives. A conceptual rendering of the Austin station shown at the Blue Line Vision Study's January 25 and 26, 2017 Public Meetings (held in concurrence with the I-290 Public Hearings) included improvements such as ADA accessibility, landscaping, pedestrian crossings/refuges, station entrance design, bike racks, lighting, improved maintenance and constructability, wider platforms, and shelter/weather protection.
309	Rankin	12) EFFECTIVELY IMMEDIATELY Seamlessly integrate PACE and CTA bus networks - avoid dead ends and overlap of services. Having two networks is EXTREMELY wasteful - and bus service can be revolutionized for very little capital expenditure
		Thank you for your comment. Your comment has been forwarded to the transit agencies.
310	Raphael	I am concerned about the impact of construction on my home that is close to the Eisenhower. I am requesting that homeowner concerns are taken into consideration on the potential impact to my foundation. I am also concerned about the noise from the project, the noise from helicopters and I am wondering if there are ways to limit the news helicopters.
		In Phase II (final design) IDOT will work with the local communities and other stakeholders to develop and implement strategies to minimize/mitigate construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.
311	Raphael	I am also concerned about the increased air pollution due to the increased number of cars.
		The Preferred Alternative shows slight improvements in pollutant emissions, greenhouse gas emissions, and mobile source air toxics, as compared to the No Build Alternative, as described in Section 3.3 of the FEIS.
312	Raphael	I also would like IDOT to increase the size of the East Ave. bridge.
		Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to East Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the east side and 16-feet wide along west side where the Blue Line CTA station entrance is located and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed.
313	Raphael	I am wondering where the staging of materials will be and hope it is on the expressway itself instead of in the neighborhoods.
		Currently, the I-290 project is in the planning stage. Materials storage is considered during subsequent final design and construction project development phases. Typically, contractors can store materials and equipment on the I-290 right-of-way as far as is practical. If they need additional space to store materials and equipment, they must obtain permission from private or public property owners, and abide by any local regulations pertaining to construction activity and storage.
314	Reed	The 3+ lanes will NEVER work. What is needed is a dedicated express lane(s) with limited access and definite barriers separating local and express lanes - who will enforce?

#	Commenter Last Name	Comment / Response (*in italics*)
		High occupancy toll (HOT) lanes are in operation across the country. Enforcement for the I-290 HOT 3+ lane and other operational features will be developed during Phase II (final design)
315	Reed	Access lanes from Harlem to Eisenhower too short, causing congestion on Harlem, both N. bound and S. bound.
		As part of the Preferred Alternative, full reconstruction of Harlem Avenue is proposed, including substantial improvements for both pedestrians and vehicles. Traffic operations at the interchange will be improved through geometric and turning path improvements, better demarcation between pedestrian and vehicular traffic, and accommodating dual left turn lanes from the I-290 ramps. The ramps will be lengthened and moved to the right. The proposed design will address congestion on northbound and southbound Harlem Avenue, and more efficiently accommodate all movements at this interchange. The design of the I-290 exit ramps results in the ability to store more vehicles exiting the expressway on the ramps and the ability to empty the waiting vehicles more quickly. This operational improvement on the ramps will result in the ability to provide longer green signal time for local north-south traffic movements along Harlem Avenue.
316	Reed	The Harlem overpass will not solve the problem of semi trucks entering and exiting the Eisenhower. They consistently snarl traffic on Harlem.
		Harlem Avenue (IL 43) is a state route and a designated Class II truck route; as such, truck traffic cannot be restricted from utilizing Harlem Avenue to enter to, or exit from I-290. However, the proposed improvements are designed to better accommodate large trucks that use this interchange. This includes improved turning radii and coordinated signal timing/phasing that will prevent conflicting opposing turning movements that cause operational problems today.
317	Rhodes	This project is wasting money. The Hillside strangler project helped very little for what it cost. Maywood needs funding for after school programs. We just lost Aldi's, we're losing businesses in Maywood. Half the houses are in or about to be in foreclosure. So many other things need to be funded. I don't know how this project got this far. I have voting no to this project as so have many people I have talked to. This is simply a porkbelly bill, wasting tax dollars!!
		The reconstruction of the Hillside interchange of I-88, I-290 and I-294 was a spot improvement project completed in 2001 that did not add mainline I-290 capacity. However the project addressed a dangerous weaving condition where the East-West Tollway (I-88), ramps from the Tri-State Tollway (I-294) and Roosevelt Road (Illinois 38) all converged into just one lane approaching the Eisenhower Expressway (I-290). Safety and travel times for eastbound traffic from I-88 to I-290 were improved in particular. In general, I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.
318	Rooks	Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

#	Commenter Last Name	Comment / Response (*in italics*)
		In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.
319	Sokol – Oak Park Historic Preservation Commission	I am a long-time resident of Oak Park, a former Village Trustee, and a member of the Historic Preservation Commission. I am profoundly concerned about the plan for the Eisenhower Expressway, for the way construction would impact and have an effect on at least two local landmark buildings and perhaps many other structures. Both the Oak Park Conservatory and the Maze Library, the two landmarks, can suffer damage from the vibrations of the construction, in a way similar to the damage to the building at UIC that is next to the north side of the Expressway near the Byrne interchange.
		As discussed with the Oak Park Village Board, construction methods that minimize the potential for noise and vibration impacts as well as monitoring of sensitive structures during construction will be developed in subsequent project phases. IDOT will implement an existing structure monitoring program that will begin prior to construction. Existing conditions of buildings adjacent or near the expressway (identified in coordination with local communities) will be documented prior to any project-related construction activity. The monitoring would be continued for a period after construction to document post construction conditions. IDOT will work with the communities to develop a scope of work for the overall monitoring program during the design phase of this project.
320	Sokol – Oak Park Historic Preservation Commission	I am asking that you consider alternatives of mass transit instead of this massive, disruptive, costly, and potentially damaging construction project.
		Transit alternatives were studied extensively. An extension of the Blue Line to Oak Brook was considered and evaluated in Round 1 of the single mode alternatives evaluation. There is currently a lack of supporting land uses for an extension of the Blue Line (54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area). The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief (See Section 2.3.3.1 of the FEIS). There is currently a robust transit network already in place, with 21% of the work trips using transit in the study area, as compared to 12% in the rest of the region. I-290 is a vital corridor for cars, trucks and buses. I-290 was constructed in the 1950s and many elements are at the end of their usable service life, and need to be reconstructed regardless of the HOT 3+ lane addition and other project elements. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements.
321	Stewart	I would like to propose allowing motorcycles into the HOT lane and consider them carpooling 3+ vehicles. Motorcycles get much higher mpg than vehicles and help minimize congestion. If more cars are switched to motorcycles the congestion would decrease.
		The final tolling arrangements and access permissions will be determined in later phases of the project.
322	Suchomel	With adding a lane in both directions, what have you done around the concept of induced demand and how long do you think this is going to be before the latest starts to slip down again in the future?
		IDOT did analyze induced demand by developing build and no-build forecasts. The key issue on an urban project like I-290 is that there isn't urban sprawl. It's already urban. What we would expect to see is redevelopment of existing land uses. There are not a lot of generators of new trips. Based on the analysis, there would be about a 10 percent increase in traffic between, on average, the build and no build volumes due to regional trips shifting from arterials to I-290.

#	Commenter Last Name	Comment / Response (*in italics*)
323	Suchomel	And why is the HOT toll lane better than a free lane in your estimation?
		The HOT lane provided the best balance of arterial relief and improved mobility on the Eisenhower Expressway. The difference between the HOT lane alternative and the general purpose lane alternative is that with a general purpose lane alternative, we would not be able to provide enough additional lanes that predictable, reliable trip. With a managed lane and structuring the toll rates, we would have a 45 mph trip on that inside lane.
324	Tammen	Infrastructure improvements are greatly needed on this corridor. The interchanges are greatly outdated and unsafe. Additionally, the whole area is an eyesore and needs more greenspace, landscaping, etc.
		Thank you for your comment.
325	Tammen	Obviously, the State of Illinois needs to examine alternative funding measures for transportation. Tolling and gas taxes are the perfect mechanism as they are essentially applying a "user fee". IDOT and the State Legislature need to examine and pass legislation that would allow use of Public/Private Partnerships, use of Design/Build construction and allow for the tolling of the interstate system. These mechanisms are already working well in other states and with Illinois' fiscal issues that state needs to be pro-active and not reactive to those alternative funding solutions.
		Thank you for your comment. Funding and financing will be analyzed further in the next phase of project development.
326	Thomas	Last time you were here, you stated there was a question regarding the wall that would go along Harrison Street. Do you have any results on that? And then also, too, I understand in your brochure you state that Phase II and beyond is not funded. We have a new administration in Washington. What are the chances of it getting funded?
		The chances of getting additional funding are not known at this time. IDOT will develop a financial plan and look at various funding mechanisms. If there is a new transportation program in Washington, IDOT will investigate how the Eisenhower project would fit with that program.
327	Thomas	So that would be after the summer, after the Phase I studies currently taking place in 2017, you would go to Washington to try to get the appropriations?
		IDOT would start off with performing a financial analysis. IDOT will also be observing what transpires at the federal level because there is currently an outline of a plan and conversations about transportation funding. However, until the Eisenhower Expressway project is put together in a specific program, the details of how the Eisenhower fits with that potential future funding is not known.
328	Vanek	Encouraging the expansion of automobile traffic in the 21st century without expanding, enhancing and promoting public transportation is to be on the completely wrong side of history. Younger people are eschewing automobile ownership more and more as well they should be. In many years of observation while riding the Blue Line from Oak Park to downtown, there are very few cars with two commuters let alone three.
		Annual vehicle miles traveled is at an all-time high, with younger generations increasing their share of new vehicle purchases. Transit was also extensively evaluated as part of this study and many transit improvements are included as part of the Preferred Alternative. There is a robust existing transit network that accommodates 21 percent of work trips in this corridor versus 12 percent regionally. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services. This indicates a lack of supportive land use for a heavy rail transit extension, however a corridor is preserved for a future extension of the Blue Line to Mannheim Road in the median of I-290. Initially, express bus service will operate in the managed lanes. The managed lanes will also provide a reliable toll free trip option for high occupant vehicles, which will encourage carpooling.

#	Commenter Last Name	Comment / Response (*in italics*)
329	Vanek	Not only that but no one at the last meeting had ANY idea how enforcing the three-person rule was going to be done.
		Operation and enforcement aspects of the I-290 managed lane will be developed and discussed with stakeholders during Phase II (final design).
330	Voyles	Please, please, please, please, please do NOT put up sound walls through Oak Park! We already have sound barriers because the expressway is several feet below the surface! Transient apartment dwellers who do not own residential property, but are closest to the expressway, should NOT have been the people given the vote. Thank you!!
		The FHWA traffic noise regulations (23 Part 772) and the IDOT traffic noise policy ask all receptors benefited by a proposed noise wall to vote for or against its construction, regardless of ownership status. Some renters are short-term occupants, but others reside at the rental property longer than some homeowners, and restricting voting to only property owners could be viewed as discriminatory, and could also be an environmental justice concern.
331	Williams	*How will some of the local communities be impacted financially with some of these changes that improve everything else? Other than federal dollars, where will the other money that you need come from?*
		Traditionally, interstate highway reconstruction is eligible for 80 to 90 percent federal funding. There are potential local costs depending on the scope of work in each community. For example, 80 percent of the cost of installing traffic signals is funded by the state or federal government, and the other 20 percent of cost is divided between the municipalities and/or the state, depending on which agency has jurisdiction over the roadway legs of the intersection. *In the next phase of the project, IDOT will work with each municipality to develop a Letter of Intent that spells out the scope of work items, as well as the local cost for participation for each item. IDOT will also be developing a financial plan to capture the overall funding responsibility. By the end of this planning process, more will be known about specific local cost participation, but more work will be needed to identify the financing for the overall project.*
332	Witt	No more tolls! Not working with the Elgin/O'Hare! Too expensive and traffic isn't cooperative. The state so corrupt, tolls just take more $ and no wonder there are so many fleeing the state! Stop the tolls!
		Given the level of congestion and limited space for expansion, the addition of a managed lane emerged as the Preferred Alternative. The I-290 Preferred Alternative provides additional capacity, improved operations, and a reliable trip while avoiding community impacts. Specifically, the Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction. Vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice.

Appendix N

Comments Received on the DEIS

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP USA

June 2017

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Appendix N Table of Contents

Comments Received on the DEIS

Federal Agency Comments

Forest County Potawatomi, Natural Resources, February 9, 2017 ..... N-1
U.S. Army Corps of Engineers, Chicago District, January 25, 2017 ..... N-2
U.S. Department of Interior, February 9, 2017 ..... N-3
U.S. Environmental Protection Agency, Region 5, February 10, 2017 ..... N-6

Local Government Comments

Cook County Board of Commissioners February 14, 2017 ..... N-14
DuPage County, February 7, 2017 ..... N-16
Forest Preserve District of DuPage County, January 17, 2017 ..... N-17
Metropolitan Water Reclamation District of Greater Chicago, January 19, 2017 ..... N-18
Village of Oak Park, January 5, 2017 ..... N-20
Village of Oak Park, February 10, 2017 ..... N-21
Village of Oak Park, February 13, 2017 ..... N-22

Public Organization Comments

Active Transportation Alliance, February 13, 2017 ..... N-23
Active Transportation Alliance, February 13, 2017 ..... N-27
Citizens for Appropriate Transportation, February 10, 2017 ..... N-33
North Lawndale Community Coordinating Council, January 26, 2017 ..... N-45

Individual Comments

Alcazar, Thom, January 25, 2017 ..... N-46
Alcazar, Thom, January 25, 2017 ..... N-49
Alcazar, Thom, January 25, 2017 ..... N-51
Al-Shawaf, Hassen, January 19, 2017 ..... N-52
Anonymous, January 9, 2017 ..... N-53
Anonymous, January 10, 2017 ..... N-54
Anonymous, January 18, 2017 ..... N-55
Anonymous, January 19, 2017 ..... N-56
Anonymous, January 19, 2017 ..... N-57
Anonymous, January 19, 2017 ..... N-58
Anonymous, January 20, 2017 ..... N-59
Anonymous, January 20, 2017 ..... N-60
Anonymous, January 20, 2017 ..... N-61
Anonymous, January 25, 2017 ..... N-62
Anonymous, January 25, 2017 ..... N-63
Anonymous, January 28, 2017 ..... N-64
Anonymous, January 31, 2017 ..... N-65
Anonymous, February 3, 2017 ..... N-66
Anonymous, February 3, 2017 ..... N-67
Anonymous, February 3, 2017 ..... N-68

Anonymous, February 3, 2017 ..... N-69
Anonymous, February 3, 2017 ..... N-70
Anonymous, February 11, 2017 ..... N-71
Avila, Frank, January 28, 2017 ..... N-72
Bahnsen, Steve, January 26, 2017 ..... N-73
Banks, Charles, January 26, 2017 ..... N-74
Barnes, Gary, January 21, 2017 ..... N-75
Barnes, Gary, January 25, 2017 ..... N-77
Bassett-Dilley, Mariannell, January 29, 2017 ..... N-78
Batie-Banks, Ethel, January 25, 2017 ..... N-79
Berger, Michael, January 27, 2017 ..... N-81
Bloyd-Peshkin, Sharon, February 8, 2017 ..... N-82
Brandstrater, Fred, January 26, 2017 ..... N-83
Brauer, Eric, January 18, 2017 ..... N-84
Bridge, Nick, February 12, 2017 ..... N-85
Burger, Mark, February 3, 2017 ..... N-87
Busch, Cara, January 30, 2017 ..... N-89
Capozzoli, Jerome, January 30, 2017 ..... N-90
Cappeller, Fred, January 25, 2017 ..... N-91
Cappeller, Fred, February 1, 2017 ..... N-104
Carmichael, Chris, January 19, 2017 ..... N-105
Chan, Jennifer, January 25, 2017 ..... N-106
Clissold, Kelly, January 26, 2017 ..... N-107
Davidoff, Noam, January 25, 2017 ..... N-109
Davidoff, Noam, January 25, 2017 ..... N-110
DeCoursey, Thomas, February 3, 2017 ..... N-111
Diener, Daniel, January 31, 2017 ..... N-113
Ester, Readith, January 25, 2017 ..... N-114
Fishburne, Edward, January 29, 2017 ..... N-115
Fuhr, Kevin, January 25, 2017 ..... N-116
Gaynor, Ray, January 31, 2017 ..... N-117
Geinosky, Sarah, January 29, 2017 ..... N-118
Gentile, Joe, February 2, 2017 ..... N-119
Gill, Jim, January 25, 2017 ..... N-120
Grandy, Michael, January 25, 2017 ..... N-122
Grigg, AJ, February 6, 2017 ..... N-124
Grotzke, Charles, February 11, 2017 ..... N-125
Gurgas, Michele, January 26, 2017 ..... N-126
Gurgas, Michele, January 29, 2017 ..... N-128
Haley, Mary, January 30, 2017 ..... N-130
Henning, Teresa, February 11, 2017 ..... N-131
Hills, Jennie, February 12, 2017 ..... N-132
Isaac, Jose, January 18, 2017 ..... N-133
Jackson, B. January 11, 2017 ..... N-134
Johnsen, Krista, January 27, 2017 ..... N-135
Johnson, Carolyn, January 25, 2017 ..... N-136

Johnson, Anthony, January 26, 2017 ..... N-137
Kelly, Jim, January 25, 2017 ..... N-138
Kuner, Rick, January 25, 2017 ..... N-140
Labuz-Stowers, Lisa, January 27, 2017 ..... N-141
Levrant, Jeff, February 2, 2017 ..... N-142
Lococo, Nick, January 11, 2017 ..... N-143
Luke, Elliot, February 3, 2017 ..... N-144
Manuele, David, February 10, 2017 ..... N-145
Matthews, Jessica, January 23, 2017 ..... N-146
McCormack, Dale, January 19, 2017 ..... N-147
McMillen, Patricia, February 23, 2017 ..... N-148
Miller, Kimberley, February 21, 2017 ..... N-150
Montville, Fina, January 25, 2017 ..... N-151
Montville, Jake, January 25, 2017 ..... N-152
Norrington, Paul, January 26, 2017 ..... N-153
Nudelman, Jason, January 25, 2017 ..... N-154
Nudelman, Jason, January 25, 2017 ..... N-155
Oliverio, Daniel, January 18, 2017 ..... N-156
Oliverio, Daniel, January 19, 2017 ..... N-157
Oliverio, Daniel, January 19, 2017 ..... N-158
Oliverio, Daniel, January 19, 2017 ..... N-159
Oliverio, Daniel, January 19, 2017 ..... N-161
Oliverio, Daniel, January 31, 2017 ..... N-162
O'Neill, Robert, February 13, 2017 ..... N-163
Orzel, Ron, January 25, 2017 ..... N-164
Peterman, William, February 12, 2017 ..... N-165
Randolph, Rankin, January 26, 2017 ..... N-167
Randolph, Rankin, February 12, 2017 ..... N-168
Raphael, Susan, February 12, 2017 ..... N-170
Reed, Byron, January 25, 2017 ..... N-171
Rhodes, Corvin, January 20, 2017 ..... N-172
Rooks, Theadora, January 30, 2017 ..... N-173
Sokol, David, January 23, 2017 ..... N-174
Stewart, Sullivan, January 25, 2017 ..... N-175
Suchomel, Joan, January 26, 2017 ..... N-176
Tammen, Jennifer, January 25, 2017 ..... N-177
Thomas, Monica, January 25, 2017 ..... N-178
Vanek, Barbara, February 13, 2017 ..... N-179
Voyles, Betsy, February 12, 2017 ..... N-180
Williams, Sonja, January 25, 2017 ..... N-181
Witt, Diane, January 18, 2017 ..... N-183

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FOREST COUNTY POTAWATOMI
NATURAL RESOURCES

AIR QUALITY · BOTANY/WETLANDS · ENVIRONMENTAL EDUCATION · WATER RESOURCES · WASTE MANAGEMENT
WILDLIFE RESOURCES · TRIBAL HISTORIC PRESERVATION

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(715) 478-7222 · Fax: (715) 478-7225

BUREAU OF PROGRAMMING
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DISTRICT #1

February 9, 2017

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways, Region 1, District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: I-290 (Eisenhower Expressway) from West Mannheim Road to Racine Avenue, Chicago, Cook County, Illinois.

Dear Mr. Harmet,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for your participation in the process.

This response is related to the project described above. I have reviewed the Draft-EIS submitted for comment by Illinois DOT. While the document seems very comprehensive in relation to historic properties related to architecture I have some questions regarding the archaeological component of the study. It is clearly stated that there are no known archaeological sites within the project APE, but it is unclear what was done. What sort of identification effort was made, was there an archaeological study, or just an archival review? A letter from Brad Koldehoff to Dr. Rachel Leibowitz dated May 27, 2016 states there has been and archaeological clearance under a letter from August 13, 2015, but the letter was not included in Appendix E-4. If there was an archaeological identification survey the Tribal Historic Preservation Office on behalf of the Forest County Potawatomi Community requests a copy of the report, an electronic copy is fine or access to it online if available. 1

Your interest in protecting Illinois' cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer

1/25/2017

Julie Rimbault
US Army Corps of Engineers
231 South LaSalle Street #1500
Chicago, IL 60604
julie.c.rimbault@usace.army.mil
312-846-5542

PS2#1539
CS#3470

Based on the information submitted, it appears that any of the alternatives (except the no build) will impact waters of the U.S. but that the permanent impacts will be below 1 acre. In that case, the applicant will need to submit a permit application to the Army Corps of Engineers Chicago District to obtain a Section 404 permit. At this time, it is anticipated that the project will be reviewed under Regional Permit 3. The project should be designed to comply with this permits conditions. The wetland delineation will need to be updated prior to submitting an application.

1

2

3

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

February 9, 2017

9043.1
ER 16/0731

Catherine A. Batey
Division Administrator, Illinois
Federal Highway Administration
U.S. Department of Transportation
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Ms. Batey:

The Department of the Interior (Department) has reviewed the Section 4(f) Evaluation for the Draft Environmental Impact Statement (DEIS) for the I-290 Eisenhower Expressway in Cook County, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), Federal Railroad Administration, and Federal Transit Administration propose improvements to the I-290 Eisenhower Expressway multi-modal corridor. The project location is a 13-mile long corridor along the existing I-290 corridor from Mannheim Road to Racine Avenue. Five purpose and need points were identified for improving transportation along this facility: 1) mobility for regional and local travel; 2) access to employment; 3) safety; 4) modal connections and opportunities; and 5) transportation facility deficiencies. The DEIS considers four build alternatives, along with a no-build alternative.

The DEIS identified several properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The DEIS states:

> No Section 4(f) use of historic properties, parks, wildlife/waterfowl refuges, recreation areas except for 0.031 acres of direct use and 0.137 acres of temporary use to parks maintained by Park District of Forest Park; Veterans Park, the Dog

Park and the Recreational Center (Roos property). The areas are proposed by the Village to accommodate widened sidewalks and provide for access to the shared-use path proposed to from the Illinois Prairie Path to Central Avenue. Based on informal consultation with the Village, a de minimis impact under Section 4(f) is proposed. Formal written concurrence will be required by the Village.

Consultation with the Chicago Park District has been initiated regarding the extension of the proposed shared-use path through Columbus Park, along with the placement of small berms and trees. October 15, 2015 correspondence from the Chicago Park District indicated no adverse impact and a potential enhancement for the park. In addition, informal consultation with the State Historic Preservation Officer (SHPO) and Illinois Historic Preservation Administration (IHPA) indicated that these improvements, as a national historic landmark, would not result in an adverse effect finding. It is intended that this would be processed by FHWA as a temporary occupancy, avoiding any Section 4(f) use of Columbus Park. Formal written concurrence will be required by the Chicago Park District and SHPO/IHPA.

The summary notes that, in addition to Columbus Park, five properties listed on the National Register of Historic Places (NRHP), and one historic district pending NRHP designation, are within the area of potential effects. The Department assumes that consultation with the SHPO and IHPA will include discussion of those properties as well. 1

The DEIS did not identify any properties in the project study area to be considered under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.) or the Urban Park and Recreation Recovery (UPARR) Act of 1978. The Department has determined that Forest Park and Garfield Park are within the area of potential effects and are encumbered under LWCF, and that Columbus Park is encumbered under UPARR. The proposed project constitutes a use that will partially convert these recreational resources. 2

The LWCF Act states “No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

The UPARR Act states “No property improved or developed with UPARR assistance shall, without the approval of NPS, be converted to other than public recreation uses. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Act Program and/or equivalent recreation plan and only upon such condition as deems necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. Section 1010 is designed to ensure that areas or facilities receiving UPARR grant assistance are continually maintained in recreation use and available to the general public.”

Impacts to and conversions of LWCF- and UPARR-encumbered properties require coordination with the State of Illinois Department of Natural Resources, the Village of Forest Park, the City of Chicago, and the National Park Service. The DEIS notes that efforts were made to avoid impacts to 4(f) resources and to find ways to reduce the severity of the impacts in consultation with the Illinois State Historic Preservation Officer (SHPO) and other consulting parties. The Department withholds its concurrence that all possible planning was done to minimize harm to 4(f) resources until SHPO concurrence is received and impacts to LWCF- and UPARR-encumbered properties is resolved. 3

The Department has a continuing interest in working with the FHWA and other agencies to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Regional Environmental Coordinator Scott Blackburn, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone (402) 661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson
Regional Environmental Officer

cc: NPS-MWR-PC (Blackburn)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 10 2017

REPLY TO THE ATTENTION OF:

E-19J

Mark Peterson
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: Draft Environmental Impact Statement for the Interstate 290 (I-290) Eisenhower Expressway, Cook County, Illinois – CEQ #20160315

Dear Mr. Peterson:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway prepared by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (1500-1508), and Section 309 of the Clean Air Act.

IDOT/FHWA propose a series of improvements to I-290 and auxiliary roads to improve regional and local travel, access to employment, safety, modal connections and opportunities, and facility deficiencies. The project extends from west of Mannheim Road to Racine Avenue in Cook County, Illinois. Potential impacts are primarily to the human environment, as the corridor is largely in an urban, developed area.

Four alternatives were carried forward for consideration in the Draft EIS, in addition to the no build alternative. The four build alternatives are:

- *General Purpose/Express Bus/High Capacity Transit* ("General Purpose Alternative"): Add one general purpose lane (lane without restriction of number of occupants or imposition of a toll) in each direction between 25th Avenue and Austin Boulevard, and include provisions for Express Bus and High Capacity Transit.
- *High Occupancy Vehicle/Express Bus/High Capacity Transit* ("HOV 2+ Alternative"): Add one High Occupancy Vehicle (HOV) 2+ (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, convert one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOV 2+ use, and allow for Express Bus and High Capacity Transit.
- *High Occupancy Toll/Express Bus/High Capacity Transit* ("HOT 3+ Alternative"): Add one High Occupancy Toll (HOT) 3+ (three or more occupants per vehicles required for non-toll use) lane in each direction between 25th Avenue and Austin Boulevard, convert one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, and allow for Express Bus and High Capacity Transit.
- *High Occupancy Toll/Toll/Express Bus/High Occupancy Transit* ("HOT 3+/Toll Alternative"): Add HOT 3+ lane in each direction between 25th Street and Austin Boulevard, convert one

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existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+, convert remaining general purpose lanes to toll (all users paying tolls), and allow for Express Bus and High Capacity Transit.

The proposed footprint and interchanges are the same for all build alternatives and include:

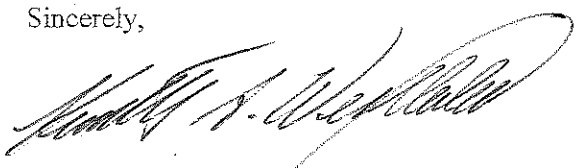
- Reconstruction of 25th and 1st Avenue interchanges as Single-Point Urban Interchanges (SPUI).
- Reconstruction of Harlem Avenue and Austin Boulevard, which currently have left-hand ramps, to a modified SPUI interchange with right-hand ramps that retains a center interchange where the ramps converge with cross-streets.
- Braided ramp design between Austin Boulevard and Central Avenue interchanges
- Reconfiguration of ramps between Laramie Avenue and Cicero Avenue to remove substandard mainline weaving and adding frontage road U-turns to improve local traffic.

The preferred alternative is the HOT 3+ Alternative; because IDOT/FHWA has identified a preferred alternative in the Draft EIS and pending no new, significant information or substantial changes, IDOT/FHWA expect to release a combined Final EIS-Record of Decision (ROD), per Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Based on our review of the Draft EIS and participation in agency and public meetings, EPA rates the Draft EIS as **EC-2, Environmental Concerns – Insufficient Information**. This is primarily based on potential human health and environmental impacts to susceptible populations as a result of construction and related mitigation measures. We have also identified several clarifications regarding methodology. Finally, EPA commends several features of this project. Detailed comments and a summary of our ratings definitions are enclosed.

Thank you in advance for your consideration of our comments. We look forward to reviewing the Final EIS and ROD. If you have any questions or concerns, please feel free to contact me or Elizabeth Poole of my staff at (312) 353-2087 or poole.elizabeth@epa.gov.

Sincerely,



Kenneth A. Westlake
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosures (2): U.S. EPA's Detailed Comments
Summary of Ratings Definitions

cc: Peter Harmet, Illinois Department of Transportation
Matt Fuller, Federal Highway Administration – FHWA
Carole Morey, Chicago Transit Authority
Dr. Cort Lohff, Chicago Department of Public Health
Latrice Porter Thomas, Cook County Department of Public Health
Erika Selke, Chicago Park District

U.S. EPA – Detailed Comments on the
Draft Environmental Impact Statement for the
Interstate 290 (I-290) Eisenhower Expressway, Cook County, Illinois

Social/Economic Characteristics

Methodology

The socio-economic analysis appears to rely on demographic information for the entire City of Chicago to represent populations impacted by the corridor. We note use of both "Chicago" and "Chicago (within I-290 Study Area)" in discussions, tables, and figures throughout Section 3.1. Use of the entire City of Chicago is not an appropriate or meaningful geographic unit of analysis because actual, corridor-adjacent conditions are masked by city-wide demographics. For instance, in the discussion on page 3-8 regarding age, the Draft Environmental Impact Statement (EIS) states that four communities along the corridor have higher percentages of young children (under the age of 18) compared to the reference population of Cook County. The methodology[1] should use the more appropriate and reflective "Chicago (within I-290 Study Area)". Thus, this section should state there are five communities, including "Chicago (within the I-290 Study Area)", which exceeds the reference population for children, at 24.8%. For context, EPA finds the discussion and data table regarding *Auto Ownership* to be most meaningful. 1

> **Recommendation**: We recommend the Final EIS include discussions and data that are clearer and more representative of the potentially impacted communities within the city limits of Chicago. IDOT/FHWA should consider removing data related to the entire city (for comparison purposes) and rely on data that represents Chicago within the I-290 Study Area. If IDOT/FHWA continue to include the entire city of Chicago dataset, EPA recommends clarifying why this information is the more appropriate geographic unit of analysis.

EPA notes the city of Cicero is included in the analysis but the city of Berwyn is not. The Draft EIS states that communities "that are either partially or wholly within the Project Corridor are listed." The city limits of Cicero do not appear to intersect with the Project Corridor. The city limits of Berwyn (immediately west of Cicero) appear to be similarly situated from I-290 as the city limits of Cicero, but does not appear to be included in the analysis. 2

> **Recommendation:** EPA recommends the Final EIS clarify why Berwyn was not included in the analysis, when it appears to have the similar adjacency to the project corridor as Cicero.

Environmental Justice

The Draft EIS provided case studies and other data to demonstrate that the tolling aspect of the preferred alternatives will not result in a disproportionately high and adverse impact to low-income and minority populations impacted by the project. The analysis also mentioned several potential remedial strategies, such as increased promotion of car- or van-pooling or toll subsidy programs for low-income households, 3

[1] This methodology also appears to apply to the following demographics, with sites included in parenthesis. Please note this list may not be inclusive: Black/African American (Table 3.4), Asian (Table 3.4), and Housing Characteristics (Table 3.7). The following sets of demographic information appear to be missing the "Chicago (within Project Corridor) information, which would greatly increase the helpfulness of the chart, table, or discussion: I-290 Median Household Income for Project Corridor Communities, 2011 (Figure 3-2), Poverty Levels for Project Corridor Communities, 2011 (Figure 3-3), Project Corridor Community Unemployment Percentages 2000-2014 (Table 3-6) and Travel Time to Work Characteristics of Project Corridor Communities (Table 3-9).

implemented in other communities across the country. The analysis did not specify whether the project team would consider implementation of similar programs, nor whether the unique economic situations of low-income households might impact the success of those programs (for instance, low-income households may not have bank accounts to link to toll transponders to receive discounted or subsidized fares).

> **Recommendation:** EPA is aware that exact tolling mechanisms have not been identified. However, we recommend the Final EIS clarify whether IDOT/FHWA will consider mitigation measures to ensure low-income users of the road have equitable opportunity to use the HOT 3+ lane; this may or may not include the above-referenced toll subsidies discussed in the Draft EIS for other areas of the country. If appropriate, we recommend committing to any toll mitigation in the Record of Decision (ROD). 3

Children's Health

The Draft EIS did not include language regarding the particular vulnerabilities children may face from adverse impacts to air quality during construction activities (Section 3.14.3, *Construction Impacts, Air Quality*). We note the inclusion of general construction-related best practices to reduce emissions. However, EPA has identified additional measures to further reduce impacts to potentially susceptible populations within the project corridor.

> **Recommendation:** EPA recommends that Section 3.14.3 (*Construction Impacts, Air Quality*) be updated to speak to the particular vulnerabilities of children's health when exposed to increased construction-related emissions. We also recommend the following mitigation measures to further reduce potential adverse impacts to children (see below for additional specific construction emissions reduction measures under *Air Quality*): 4
>
> - EPA recommends considering the use of the Air Quality Flag Program[2] during construction to communicate with local communities, particularly with schools and childcare centers, about potential changes in air quality and allow, among other things, for schools or other organizations to adjust their planned outdoor activities. The Air Quality Flag Program reflects regional-scale air quality on a given day and provides baseline conditions that might be exacerbated by construction activity.
> - In order to limit exposure to construction-related emissions, EPA recommends considering limiting construction timing to outside of school and childcare operating hours, where construction is planned adjacent to schools and childcare centers.

EPA previously expressed concern about potential construction-related air impacts, including lead releases as a result of bridge and other infrastructure demolition. We note the discussion of "normal lead based paint" in Section 3.11.1.1, including the definition of *de minimis* conditions, but the Draft EIS does not indicate whether lead testing has been conducted or verified on bridges proposed for demolition, nor consideration of potential mitigation measures to reduce lead exposure to children within the corridor. 5

> **Recommendations:** EPA recommends the following information regarding construction-related air emissions, including lead, be included in the Final EIS; mitigation should be committed to in the ROD, as appropriate.

[2] https://www.airnow.gov/index.cfm?action=flag_program.index

- The Final EIS should clarify the extent to which IDOT/FHWA have considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including whether lead testing has been conducted. If lead testing indicates the likelihood of releases, we recommend the use of contractors that are trained and certified to conduct lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday cleanup and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving from the site, the use of personal protective equipment by workers, protocols for entering and exiting the work area and the posting of warnings signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administrations' lead in construction standards.
- If lead testing indicates there will likely be releases, we recommend targeted outreach to schools and childcare centers within the project corridor to limit exposure to children. We also recommend working with the Chicago and Cook County Departments of Public Health to guide the outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA also recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping "outside" shoes outside of the school/childcare center, and wet-washing floors, window sills, and window wells every day.

5

EPA notes Traffic Noise (Section 3.4) addresses impacts to most sensitive land uses (residences, schools, parks, and places of worship) but Construction Noise (Section 3.14.4) does not include an assessment of noise to sensitive receptors. Speech interference in schools should be considered when determining disproportionate impacts from construction activities. Children's ability to learn in school is very important to their development and future success. Studies have shown that classroom noise lowers performance on standardized tests[3] and academic achievement has a well-documented effect on health.

6

Recommendations: EPA recommends that Section 3.14.4 (Construction Noise and Vibration) be updated to specifically address impacts to children in the learning environment, as directed by Executive Order 13045 *Protection of Children from Environmental Health Risks and Safety Risks*. Potential mitigation measures may include limiting construction to outside of school and childcare operation hours, which would also reduce potential impacts to children from construction-related air emissions (as discussed above).

Air Quality

EPA recognizes that the project area is in attainment for all National Ambient Air Quality Standards (NAAQS), except for ozone. However, diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.[4] Because the preferred alternative will include several years of construction near a large population center, EPA has identified several mitigation

7

[3] See the studies referenced by the American National Standard Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools.

[4] https://www3.epa.gov/region1/eco/diesel/health_effects.html

measures to further reduce emissions related to construction, to supplement the discussion in Section 3.3.3.2.

Recommendations: EPA recommends IDOT/FHWA consider the following protective measures and commit to applicable measures in the ROD.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).5
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).6
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

7

Consider requiring the following best practices through the construction contracting or oversight process:

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use ultra-low sulfur diesel fuel (15 ppm maximum) in construction vehicles and equipment.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).
- Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage

[5] http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm
[6] http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm

rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards. 7

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions. 8
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first. 9
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

Community Outreach

EPA notes IDOT/FHWA's continued commitment to meaningful public engagement throughout the NEPA process. Based on conversations held in November 2016, we understand IDOT/FHWA are considering hiring a community liaison during the construction and early phases of operation. We commend this approach and have several recommendations regarding the role of a community liaison to further address potential human health and environmental concerns, particularly during construction.

Recommendations: If IDOT/FHWA ultimately hire a community liaison, we recommend a candidate with some community or public health experience. We recommend the community liaison be hired before construction begins. As discussed above, under *Children's Health,* a community liaison could coordinate the Air Quality Flag Program and other communication efforts, particularly with schools and childcare centers. 10

The Draft EIS describes the existing website as a means to provide project information to the public and receive comments. Key project information is also provided in Spanish. It is unclear whether IDOT/FHWA intend to retain the website during construction and the early stages of operation.

Recommendation: EPA recommends the website remain active during construction and early phases of operation. In addition to construction-related impacts (including anticipated duration, extent, and timing of emissions, noise, vibration, and accessibility), we recommend adding the 11

above-referenced community liaison's contact information and how impacted community members can ask questions or lodge complaints or concerns, particularly during the mainline construction phase. Any special or negotiated provisions (such as no construction within a certain distance of a school during school hours, as recommended above under *Children's Health*) or mitigation measures committed to in the ROD should also be included on the website. 11

Final Design Elements

EPA commends the following measures, which are part of the build alternatives. We recognize that many details regarding implementation will not be identified until the final design and implementation may rely on local funding or co-sponsorship. However, we encourage IDOT/FHWA to continue pursuit of these elements, which enhance the overall quality of the project and support meaningful public engagement. We commend the following measures, as they improve the overall quality of the human and natural environment within the project corridor.

Recommendations: We recommend the continued coordination and ultimate incorporation of the following features into the ROD and final design, where appropriate.

- The Draft EIS has outlined several sustainability measures proposed for implementation along the project corridor. Measures potentially include increases in green space and vegetated edging, as outlined in Section 3.1.6.2. IDOT/FHWA are also reducing flooding by incorporating improvements to local drainage systems, which include future storm sewer connections. The Village of Oak Park is considering solar gardens and solar panels on noise walls in conjunction with project construction. EPA commends each of these efforts and recommends continued coordination into final design. 12
- EPA commends IDOT/FHWA's consideration of Context Sensitive Solutions (CSS), as detailed in Section 3.13.5.1. CSS features physical infrastructure designed with community input in terms of public art, texture, forms, themes, and colors. We recommend continued work with the community to improve the visual quality of the proposed infrastructure. In particular, we recommend considering public art along noise and retaining walls and under bridges (accessible to pedestrians and bicycles) to limit graffiti.
- EPA commends IDOT/FHWA's commitment to Complete Streets provisions at interchanges. We also note incorporation of multi-modal features, such as bike lanes, pedestrian bridges at Home and Lavergne Avenues, and connections to the Illinois Prairie Path. EPA also notes the associated improvements to Chicago Transit Authority (CTA) infrastructure, including station access to arterial roads and bus stops. Continued coordination with CTA will ensure access is not impeded during construction, maintaining transit ridership.
- IDOT/FHWA have coordinated with the Chicago Park District (CPD) to provide a shared use path to connect Austin Boulevard with Columbus Park. Design of the shared-use path also includes berms and landscaping, increasing the park's tree canopy. IDOT/FHWA have identified mitigation measures to replace existing or add new areas of landscaping and hardscaping, including placement of narrow planting strips along retaining walls or noise walls. EPA recommends use of native, non-invasive species along the corridor.
- EPA commends the extensive and ongoing public outreach by the IDOT/FHWA project team. We recommend continued conversations with the impacted communities, particularly as details regarding noise walls, project design, and access emerge.

Department of Transportation and Highways
John Yonan, P.E.
Superintendent
69 West Washington Street, 24th Floor • Chicago, Illinois 60602-3007 • (312) 603-1601

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February 14, 2017

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: I-290 Eisenhower Expressway
Draft Environmental Impact Statement

Dear Mr. Harmet:

We have reviewed the Draft Environmental Impact Statement for the above referenced project. Please find our comments on the following documents – Submittal Review Comments Form.

If you have any questions, please contact Tara C. Fifer, Highway Engineer, at 312-603-1684 or Tara.Fifer@cookcountyil.gov.

Very truly yours,

Tara Orbon

Tara Orbon, P.E.
Chief Engineer
Project Development Bureau

For: John Yonan, P.E.
Superintendent
Department of Transportation and Highways
Cook County, Illinois

Enclosures: Submittal Review Comments Forms (1)

Cc: Mark Peterson, P.E., IDOT-PMC Programming

SUBMITTAL REVIEW COMMENTS FORM

Project name:	I-290	**Project number:**	
Milestone:	Draft EIS	**Consultant:**	IDOT
Discipline:	Project Studies	**Date of Review:**	02/14/2017

Key:

A	Agree fully will comply
B	Agree partly with, as noted exceptions
C	Disagree fully, reasons as noted
D	Comment has been superseded by design development
E	Questions only, answer the question

No.	Sheet No.	By	Comment	Response by	Action Required (see key)	Response	Current Status (Open/ Closed)
1		TCF	The existing sidewalk on Western Avenue bridge needs to be reconstructed to meet design standard and to provide ADA compliant ramps.	1			
2		TCF	The traffic signals at the intersections of Western Avenue with West Congress Parkway and with West Van Buren Street should be modernized and outfitted with pedestrian countdown timers.	2			
3		TCF	The Build alternative drainage improvement on I-290 would benefit the frontage roads by providing local flooding relief and specifically, the residential drainage/flooding issues due to undersized combined storm and sanitary sewer system.	3			
4		TCF	Who will maintain the Noise Wall on Harrison Street and Bataan Drive? This will be a discussion during design phase when the viewpoint solicitation process will be revisited.	4			

Daniel J. Cronin
County Board Chairman

(630) 407-6060
chairman@dupageco.org

DUPAGE COUNTY

February 7, 2017

Mr. Randall S. Blankenhorn, Secretary
Illinois Department of Transportation
Hanley Building
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Blankenhorn:

Thank you for hosting the recent public hearings regarding the I-290 Draft Environmental Impact Statement (DEIS). DuPage County has been a participating partner in this study to enhance safety and reduce congestion for the hundreds of thousands of motorists that use I-290 for both work and pleasure trips each day, many from DuPage County. The preferred alternative as presented will provide an additional, 4th, lane west of Cicero Ave to match the four lanes east of Cicero. The 4th lane is proposed to be a high-occupancy toll (HOT) lane for its entirety, both the proposed new lane as well as the existing (free) 4th lane. The improvements also include reconstruction/rehabilitation of the existing I-290, bridge replacements, interchange reconfigurations and accommodations for pedestrians and access to future transit opportunities (rail /bus). The estimated construction cost is about $2.6B and work is projected to occur over an 8-year period. Presently, no funding has been identified for future phases of work.

As we understand, the HOT Lane concept being proposed is for operational purposes only. Through a variable pricing structure, motorists will be assured of a predictable and efficient travel option for in-bound/out-bound trips, at a cost. While DuPage County remains supportive of improvements that reduce travel times and increase reliability, we are concerned that our citizens will be disproportionately financially burdened. We look forward to continuing to participate in discussions to ensure equity for all users. 1

Recently, I and the other County Board Chairs from northeast Illinois co-signed a letter to USDOT Secretary Chao urging her support for increased transportation funding (not financing). Improvements to I-290 have been long over-due. Its importance in serving our regional economy cannot be overstated. I encourage IDOT to prioritize I-290 within its transportation funding program, including advance parallel arterial corridors such as Illinois 64, Illinois 38 and Illinois 56/Cermak, and as a State priority for federal funding assistance. 2

Sincerely,

Daniel J. Cronin

Cc: Anthony Quigley, Region One Engineer

Forest Preserve District
of DuPage County

35580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

630.933.7200
Fax 630.933.7204
TTY 800.526.0857
dupageforest.org

January 17, 2017

BUREAU OF PROGRAMMING
RECEIVED
JAN 23 2017
DISTRICT #1

Mr. Mark Peterson
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: I-290 (Eisenhower Expressway)
Draft Environmental Impact Statement (DEIS)

Dear Mr. Peterson:

The Forest Preserve District of DuPage County would like to thank you for the opportunity to comment on the above mentioned project. At this time, the District has no comments or concerns as the project is entirely within Cook County and has no direct impacts to our preserves. 1

Sincerely,

Joseph F. Cantore
President

Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

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Catherine A. O'Connor, Ph.D., P.E.
Director of Engineering

312.751.7905 f: 312.751.5681
catherine.o'connor@mwrd.org

January 19, 2016

BUREAU OF PROGRAMMING
RECEIVED
JAN 30 2017
DISTRICT #1

Mr. John Fortmann, P.E.
Deputy Director of Highways, Region One Engineer
Office of Highways Project Implementation/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Dear Mr. Fortmann:

Subject: I-290 Draft Environmental Impact Statement

Reference is made to your letter dated December 21, 2016, concerning the subject matter. The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) has reviewed the Draft Environmental Statement and has the following comments:

1. All MWRDGC facilities must be protected and 24-hour access provided during construction. We met with IDOT staff on November 6, 2015, and provided input to a preliminary design for routing our intercepting sewer under First Avenue. The design has subsequently been altered, and we will continue to work with you to ensure your project goals are met and all of our facilities are not impacted. 1

2. Section 3.7.1.3. There are some errors on Page 3-177 concerning CAWS water quality standards, as shown below:

   As of July 1, 2015, the South Branch of the Chicago River, as part of the Chicago Area Waterway System, has newly approved water quality standards (Title 35 Illinois Administrative Code, Part 302, Subpart D - Illinois Environmental Protection regulation). The ~~secondary contact~~ *Indigenous Aquatic Life* stream use has been replaced with "~~Indigenous~~ *Chicago Area Waterway System* Aquatic Life Use A" standards. The *South Branch* Chicago 2

River has specific dissolved oxygen and chloride water quality standards. From July 1, 2015 to July 1, 2018, the following applies: • Chloride: 500 milligrams per liter (mg/L) (May 1 thru November 30); • Total Dissolved Solids: 1,500 mg/L (December 1 thru April 30); and Dissolved Oxygen: minimum of 5.0 mg/L (March thru July); 4.0 mg/L daily minimum average over seven days; and 3.5 mg/L at any time (August thru February). After July 1, 2018, the water quality standard in effect for chlorides would be 500 mg/L. *and the Total Dissolved Solids water quality standard will be repealed.* 2

3. Section 3.9.2.3. Figure 3-58 should include a note that the new outlet pipe from First Avenue to the Des Plaines River would be designed to hold the 10-year frequency as shown in the areas directly to the west. 3

4. Section 3.9.1.1

   a. The last sentence of the second paragraph should state: "The reservoir is in the final design phase and is expected to be completed in three years (estimated completion in 2020)." 4

   b. Add a sentence at the end of the third paragraph stating: "The channel improvements are in the final design phase and are expected to be completed in four years (estimated completion 2021)." 5

5. Section 3.9.2.1. After the paragraph on p. 3-197 that begins with "Longitudinal…", please add the following paragraph: "MWRDGC has been working with IDOT on the Addison Creek Reservoir and Channel Improvements projects. IDOT and MWRDGC staff met during MWRDGC's preliminary design phase, and more recently on July 26, 2016. Hey and Associates, Inc., continues to coordinate with IDOT. Also, MWRDGC has provided IDOT with modeling information." 6

Questions may be referred to Joe Schuessler, Principal Civil Engineer, at (312) 751-3236.

Very truly yours,

Catherine A. O'Connor
Director of Engineering

WSS:KMF:JMS:ch

Illinois Department of Transportation

Record of Telephone Conversation

By: Mark Peterson Date: January 5, 2017 Time: 4:00 ☐ AM ☒ PM

Project: I-290 Study

Individual: Doug Kaarre Title: Urban Planner

Organization: Village of Oak Park Location: Oak Park, Illinois

Phone No.:

Subject: I-290 DEIS - Hulbert Historic District

Items Discussed:

Mr. Kaare stated that the Hulbert Historic District as show in the DEIS was not properly delineated. The Historic District extends east-west from Clinton Avenue to South Kenilworth Avenue but includes the houses on both sides of the street. The delineation in the DEIS only identifies the limit as extending from Clinton Avenue to S. Kenilworth Avenue but not the houses west of Clinton and east of Kenilworth. 1

The correction to the limits will effect both the Section 3.0 Map Set (page 7 of 16) and the APE Limit exhibits (page 10 of 21).

Comments or Action Required:

I stated that we would make the corrections to the delineations on both the Map Set and APE Limits.

February 10, 2017

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722

PS2# 1625
CS# 3504

February 10, 2017

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Re: Request for extension of time for public comment period for the I-290 (Eisenhower Expressway) Draft Environmental Impact Statement

Dear Mr. Harmet:

The Village of Oak Park is formally requesting that the Illinois Department of Transportation extend the public comment period for the I-290 (Eisenhower Expressway) Draft Environmental Impact Statement (DEIS) for an additional 45 days. Please consider this request for an extension in time as the DEIS is a large document which requires a considerable amount of time to review and issue comment on.

Should you have any questions please feel free to call me at 708-358-5722.

Sincerely,

VILLAGE OF OAK PARK

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722

February 13, 2017

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Re: **Public comments from the Village of Oak Park for the I-290 (Eisenhower Expressway) Draft Environmental Impact Statement**

Dear Mr. Harmet:

The Village of Oak Park has completed a review of the Draft Environmental Impact Statement (DEIS) for the I-290 reconstruction project and has no comments at this time. The Village of Oak Park has a Letter of Intent (LOI) with the Illinois Department of Transportation which confirms the Village's concurrence with the proposed improvement, defines cost participation responsibilities, and the maintenance/jurisdictional responsibilities for the project. Although no conflicts between the LOI and DEIS were found by staff during the Village's review of the DEIS, should the DEIS contain conflicts with the LOI the DEIS should be revised to reflect commitments contained in the LOI. 1

Should you have any questions please feel free to call me at 708-358-5722.

Sincerely,

VILLAGE OF OAK PARK

William McKenna

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722

Cc: Village of Oak Park Board of Trustees
Cara Pavlicek, Village Manager

2/13/2017

Ron Burke
Active Transportation Alliance
9 W. Hubbard #402
Chicago, IL 60654
ron@activetrans.org
3124273325

PS2# 1651
CS# 3518

Illinois Dept. of Transportation

c/o Mr. Peter Harmet and Mr. Mark Peterson

201 West Center Court Schaumburg, IL 60196

RE: Eisenhower Expressway Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

The Active Transportation Alliance is a non-profit organization advocating for better biking,walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS).

Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested. 1

The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best with our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it.

Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects. Projects completed or

nearly completed include the Elgin O' Hare Expressway, Jane Adams Tollway widening, Jane Adams interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy and Eisenhower expressways.

Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little to no expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people - especially in the suburbs - better transportation options. 1

With this in mind, our main concern with the Eisenhower DEIS is that IDOT has selected an alternative that will spend billions of dollars while doing relatively little to reduce congestion within the corridor, a key component of the Purpose and Need, compared to doing nothing – the "No-Build"alternative. At the same time, the preferred alternative would increase the amount of driving in the region and the commensurate negative environmental, congestion, and safety impacts. Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT's preferred alternative makes it that much harder for people who cannot afford a car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does. 2

IDOT's study and the DEIS fail to comprehensively assess the regional transportation network, of which the Eisenhower is one component or segment, by considering a combination of travel demand reduction and transit strategies within and outside the study corridor that can achieve similar travel benefits within the corridor for far less cost, with less environmental impacts, and with fewer "upstream and downstream" impacts.

Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modelng. This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people. 3

In fact, under IDOT's preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams. 4

Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect- and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit. 5

It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes. 6

Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding and planning for improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower EIS. 7

Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations. 8

In short, the Active Transportation Alliance believes the study process and the DEIS fail to

1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor. 9

2. consider a better alternative, one that uses demand-side strategies to reduce driving and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies beyond the current study area given that so many trips within the corridor start and end outside the study area. 10

3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes. 11

4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency across the region, and because low income residents are less able to afford the HOT lane tolls. 12

Thanks for your consideration.

Ron Burke

Executive Director

February 13, 2017

Illinois Dept. of Transportation
c/o Mr. Peter Harmet and Mr. Mark Peterson
201 West Center Court Schaumburg, IL 6019
RE: Eisenhower Expressway Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

The Active Transportation Alliance is a non-profit organization advocating for better biking, walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS).

Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested.

1

The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best in our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it.

Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects.

Completed or nearly-completed regionally significant projects include the Elgin O' Hare Expressway/I-390 widening, Jane Adams Tollway widening, Jane Byrne interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy, Eisenhower and Tri-State expressways and to extend I-390 east.

Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people better transportation options.

1

With this in mind, our main concern with the Eisenhower DEIS is that, compared to the “No-Build” alternative, IDOT’s preferred alternative will cost billions of dollars while doing relatively little to reduce congestion within the corridor - a key component of the Purpose and Need. At the same time, the preferred alternative would increase the amount of driving in the region and the commensurate negative environmental, congestion, and safety impacts.

Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT’s preferred alternative makes it that much harder for people who cannot afford a car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does.

2

Given that the Eisenhower is but one component or segment of a larger transportation system that moves people and goods to, from and within the corridor, and given that the highway is over-capacity largely because of excessive vehicle demand that originates outside the corridor, it is imperative that IDOT not limit its alternatives to supply-side strategies within the corridor. However, that is exactly what IDOT did.

3

Alternatives presented by IDOT fail to include the application of demand-side strategies – also known as Transportation Demand Management (TDM) - inside or outside the corridor. According to Mobility Labs, "TDM has come into increased favor in the United States in recent years as planners have realized that it's much cheaper to proactively manage (or attempt to manipulate) the demand on a transportation network – or a system of roads – than it is to increase capacity on that same network."

Metro Chicago is far behind its peer regions in the use of employer-based incentive/transportation programs, carpool lanes and carpool bypass ramps, parking pricing and other TDM strategies. IDOT's alternatives also omit transit innovations like enhanced bus service to Blue Line and Metra stations and Transit Oriented Development incentives. TDM plus transit innovations could achieve similar benefits as IDOT's preferred alternative for far less cost, with less environmental impacts, and with fewer "upstream and downstream" impacts.

4

Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modeling. (As already happened with the Elgin O'Hare/I-390, federal legislation would be needed to convert to tolled lanes; conversation to carpool lanes does not require legislation.) This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas

5

leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people. 5

In fact, under IDOT's preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams. 6

Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect - and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit. 7

It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes. 8

Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower DEIS. 9

Also note that FHWA recently changed its congestion rules, in which delay is measured in “person-hours” to better assess how well a corridor moves people instead of cars. Alternatives that include the Blue Extension would likely score better under this approach. 10

Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations. 11

In short, the Active Transportation Alliance believes the study process and the DEIS fail to:

1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor. 12

2. consider a better alternative, one that uses TDM to reduce driving (especially during peak hours) and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies inside and outside the study area given that so many trips within the corridor start and end outside the study area. 13

3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes. 14

4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency 15

across the region, and because low income residents are less able to afford the tolled lanes. 15

Thanks for your consideration.

Ron Burke
Executive Director
Active Transportation Alliance

Citizens for Appropriate Transportation

728 South Euclid Avenue
Oak Park, Illinois 60304

www.CitizensForAppropriateTransportation.org

This letter is intended for inclusion in the Public Record

February 10, 2017
Illinois Dept. of Transportation
c/o Mr. Peter Harmet and Mr. Mark Peterson
201 West Center Court
Schaumburg, IL 60196

SUBJECT: Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

Thank you for the opportunity to submit comments on the DEIS. Please accept our thanks for an enormous amount of work. We have grouped our comments into six categories: Purpose and Need, Alternatives, Impacts, Evaluation, Citizen Participation, and General Comments.

1. PURPOSE AND NEED

a. IDOT's Goal

IDOT should include their overall goal ("Create an asset for adjoining communities") in Chapter 1: Purpose and Need. To achieve this goal, both IDOT and the adjoining communities have important roles. The proposed IDOT and CTA investments in the Corridor are substantial, so they will have economic, social, and environmental impacts. The Chicago Metropolitan Agency for Planning Go To 2040 plan says most of our region's future growth should occur in existing communities. Community economic development efforts benefit from transportation investments. 1

IDOT says, "*any redevelopment of the land uses along the I-290 corridor is beyond the scope of this (or any) transportation project.*"[1] Having IDOT do economic development is not appropriate, but having IDOT modify the design of the expressway to facilitate development is.

b. Livability

[1] Letter from John Fortmann and Peter Harmet at the Illinois Department of Transportation to Rick Kuner, Citizens for Appropriate Transportation, July 29, 2013, Page 4.

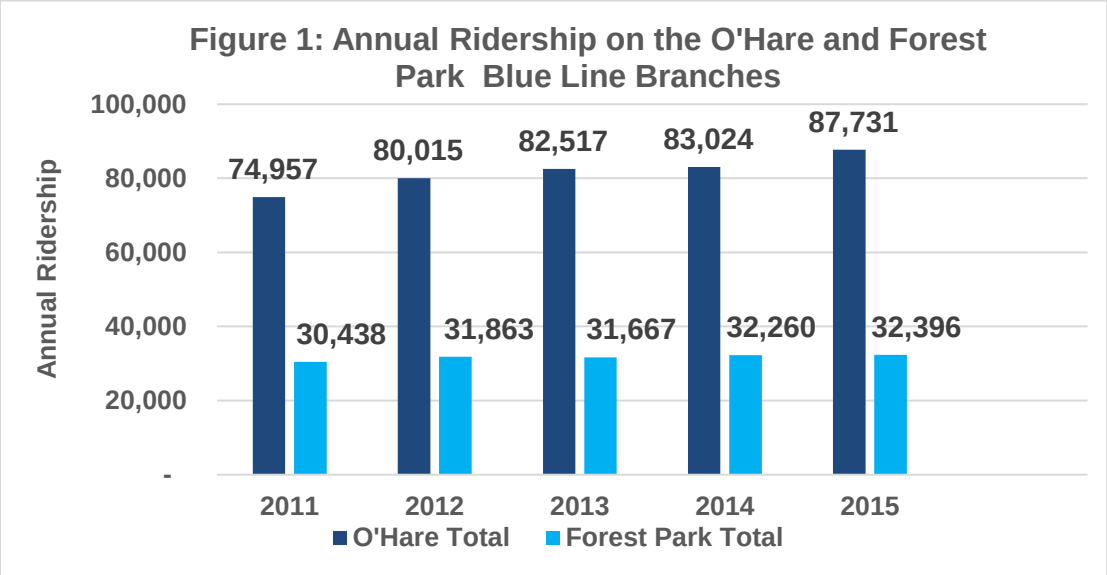
IDOT should include livability features in the Purpose and Need Statement. Pennsylvania DOT and New Jersey DOT include livability features in their projects[2]. 2

2. ALTERNATIVES

Good solutions are multi-modal for both Traditional and Reverse Commutes. They create a better economic climate that will encourage investments in our communities. They meet social goals. They reduce negative impacts on the environment. They increase the livability of our communities. They make financial sense.

a. Capacity

IDOT's Preferred Alternative will not have enough capacity to eliminate congestion. The CTA Forest Park Branch has excess capacity. The more people who choose transit over driving, the less congestion on the expressway and the more revenue for the CTA. For every rider on the Forest Park Branch of the CTA Blue Line, there are 2.5 to 2.7 riders on the O'Hare Branch, so there is unused capacity on the Forest Park Branch (see Figure 1). Driverless cars and crash avoidance systems may increase expressway capacity, but when and by how much is uncertain. The CTA already transports Captive Riders (no access to a car), but needs to attract more Choice Riders (access to a car, but choose transit). 3



Hours of Congestion – IDOT's prior analysis shows that weekday congestion on the existing general purpose lanes is about 17 hours a day, which is projected to be 18 hours a day by 2040 under the 2040 No Build Alternative. Of the four Build Alternatives IDOT considered, the best one would reduce this to 16¼ hours on a weekday for the

[2] "Smart Transportation Guidebook – Planning and Designing Highways and Streets that Support Sustainable and Livable Communities," New Jersey Department of Transportation and Pennsylvania Department of Transportation, March 2008.

general purpose lanes. For the HOT 3+ lanes, IDOT's analysis shows lower congestion levels. These numbers do not appear in the DEIS. Why did IDOT exclude them?

Four of the eight lanes in the Preferred Alternative are 11 feet wide even though the interstate standard is 12 feet. The other four lanes are 12 feet wide. Eleven-foot lanes tend to increase sideswipe accidents. IDOT's approach is to look at the impact of all design features on crashes and accept a higher crash rate for 11-foot lanes if there are design features that lower the crash rate elsewhere. 3

b. Crashes

The expressway section under study has about 2,500 crashes a year while the CTA has zero crashes in most years. This makes the CTA a desirable and viable option assuming a reduction in the number of pickpocket, theft, and robbery incidents. 4

c. Blue Line Role

Good transit service means a better quality of life for families without cars, young children, and senior citizens. The CTA Forest Park Blue Line branch can carry many more commuters with less negative impacts than widening the expressway.

Transit needs dense development to function effectively. The inner West Cook County suburbs have the necessary density. Recent development trends suggest density on Chicago's West Side will increase in the future, providing additional demands for CTA rail service. Requiring transit-oriented development around stations will help transit and land use work better. Zoning codes that allow transit-appropriate density within walking distance of stations is another good policy.

The Blue Line extension will have more riders if it includes large park-and-ride lots, feeder bus service to the stations, kiss-and-ride, and bicycle racks or storage lockers. A pricing structure that encourages the use of park-and-ride or feeder bus as an alternative to driving into downtown Chicago will also help. 5

The CTA should extend the Blue Line to at least 1st Avenue in Maywood. Not extending the Blue Line west of Forest Park will mean more expressway congestion and it hurts Maywood. The CTA already owns the right-of-way from the Forest Park Yards to the east side of the Des Plaines River. The further west the CTA intercepts drivers via Park-and-Ride facilities, the better because that will reduce the number of vehicles on the expressway. The CTA schedule for the Blue Line has 4 to 9 minute headways during peak periods. The CTA's signal system can handle headways of less than four minutes. The CTA is not extending it because other projects have higher priority and the lack of funding.

For IDOT, reconstructing and widening the expressway in the six-lane section is a priority. For the CTA, rebuilding the existing Forest Park Branch of the CTA is a priority; extending the Blue Line is not. Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before any extension of the Blue Line takes place. Corridor residents and businesses may not see the full benefits from multi-modal planning for years.

d. CSX Right-of-Way

The CSX railroad says none of their right-of-way is available, which means higher bridges at Austin and Harlem and four 11-foot lanes. There is a provision in the Letter of Intent between IDOT and the Village of Oak Park to reopen this issue if some of the CSX right-of-way becomes available, but this is not mentioned in the DEIS. 6

e. HOT 3+ Experience

HOT lanes are hard to manage. They have five purposes: (1) decrease travel time, (2) increase the person capacity of an expressway, (3) increase trip reliability, (4) decrease air pollution, and (5) increase revenue. To use HOT 3+ lanes, the driver must find two more people, pick them up, and drop them off at convenient locations. People who work late or irregular hours, use their cars during the day, park free at work, have young children or aging parents, or who run errands during their commute are less inclined to car pool. The extra time required picking up and dropping off extra people reduces travel time savings. Too much traffic means motorists do not get the promised travel time reduction. Too little traffic wastes roadway capacity. Some projects have not met revenue projections. The major equity questions are: (1) do agency polices treat people in the same group equally, (2) do users pay the full cost, (3) do low-income groups pay a disproportionate share, (4) do tolls cause drivers to divert to neighborhood streets, and (5) are there better alternatives? 7

f. Development Opportunities

When properly designed, major transportation improvements have positive effects on social, economic, and environmental conditions in the corridor. Major roadways provide mobility for people and goods. Mobility clearly affects the choices we make about where to live, work, shop, and carry out other activities. "*Transportation decisions cannot be separated from community values and public policy. The point of CSD (Context-Sensitive Design) is to satisfy not just the user of the road, but also the community it impacts. A roadway must be safe for both the user and the community; be in harmony with the community; and preserve environmental, scenic, aesthetic, historic, and natural resource values of the area. It should cause minimal disruption and add lasting value to the community*."[3] IDOT's Build Alternatives create development opportunities. The Envision Oak Park Comprehensive Plan identifies eleven Transit Area Housing Development Opportunity sites along the corridor.[4] 8

g. Design

A good design for the Eisenhower Corridor must address the needs for all transportation modes, add value to the adjacent communities, and be compatible with the built and natural environments. Every transportation mode (expressway, rail transit, buses, pedestrians, and bicyclists) plays a role. When each mode is designed to do what it does best, the transportation system works better and is efficient. One fundamental 9

[3] "Context Sensitive Design, Designing with the Community," Joan L. Suchomel, Citizens for Appropriate Transportation, Issue Brief 10: April 2003.

[4] Envision Oak Park – A Comprehensive Plan for the Oak Park Community. Adopted September 15, 2014. Pages 62 and 63

principle of transportation is good design is always better than good enforcement or regulation. Good design is there 24/7. Good enforcement cannot be there 24/7.

The design of corridor edges is critical because both residential and non-residential uses are close to the Corridor. The fact that neighbors in Oak Park built the wood fence on Harrison from Grove to Wenonah along the northern edge of the expressway more than twenty-five years ago is powerful evidence of the importance of corridor edge design. Neighbors have maintained and replaced sections as needed.

IDOT's proposed shoulder widths are substandard, putting police, fire/paramedics, and motorists at risk.

Context Sensitive Solutions - IDOT is following a Context Sensitive Solutions process for the Phase 1 Study, but there has never been a presentation from either an urban designer or architect at any of the Corridor Advisory Group/Task Force meetings.

9

h. Demand Management and Congestion Pricing

Using a combination of demand management techniques can have a significant impact. Individual techniques to reduce demand have a limited impact, but in combination, they can have a significant impact. Some of these techniques are flextime, car and vanpools, working at home, and staggered work hours.

10

i. Interchanges

IDOT's proposed right side ramps at Austin and Harlem are longer, higher, and closer to residential neighborhoods than the current center ramps. Right-hand side ramps will have negative air and noise impacts, and can hurt property values. Motorists who want to use the HOT 3+ lanes will enter the expressway on right side ramps and cross three lanes to get to the HOT 3+ lanes. This is likely to increase the accident rate.

11

j. Diversion of Traffic to Local Streets

Alternatives with tolls divert traffic to neighborhood arterial streets as drivers seek to avoid paying to use the expressway.

12

3. IMPACTS

a. Air Quality

The air quality analysis is incomplete. IDOT should update it in Phase 2: Working Drawings and Specifications. IDOT says,

- *"According to this analysis, the build alternatives would have minimal effects on regional criteria pollutant burdens, with changes of less than one percent, as compared to the No Build Alternative."*[5]

13

[5] Draft Environmental Impact Statement, Chapter 3: "Environmental Resources, Impacts, and Mitigation," December 2015, Page 3-118.

- *"… the USEPA has classified the portion of Cook County in which the proposed project is located as a nonattainment area for O_3 and has designated the entire state as unclassifiable for the 2012 $PM_{2.5}$ NAAQS."*[6]
- *"For the eight-hour ozone standards, Cook, DuPage, Kane, Lake, McHenry, and Will counties, as well as Aux Sable and Goose Lake townships in Grundy County and Oswego Township in Kendall County, have been designated as nonattainment areas for ozone."*[7]
- *"In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT*[8] *emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action."*[9]
- *"The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts with each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable."*[10]

13

The "Air Pollution Action Day History" prepared by Partners for Clean Air – Illinois (c/o Illinois EPA, www.clearntheair.org) shows that in the seven years from 2010 to 2016, the year with the highest number of Action Days was 2012 (12 days) and the year with the lowest number was 2015 (zero days). There were 12 Action Days for ozone in 2012 and 3 Action Days for Fine Particulates in 2010.

The DEIS says Fine Particulates ($PM_{2.5}$) are "unclassifiable" for the entire state of Illinois. Because Fine Particulates are a health problem, this is of concern. Based on a conversation with U.S. Environmental Protection Agency personnel, our understanding of the "unclassifiable" classification is the Cook County laboratory found that the sample filters with monitors were outside specifications. Because the U.S. EPA does not have the data to make a determination, they say Fine Particulates are "unclassifiable" for the

[6] Ibid., Page 3-124. NAAQS are the National Ambient Air Quality Standards. O_3 is ozone. $PM_{2.5}$ are Fine Particulates.

[7] Ibid., Page 3-126

[8] MSAT = Mobile Source Air Toxics, which "are a subset of the 188 air toxics defined by the CAA." CAA is the Clean Air Act.

[9] Ibid., Page 3-135

[10] Ibid., Page 3-135 to 3-136.

entire state of Illinois. The problem with the sample filters was corrected in mid-2016, but the U.S. EPA needs three years of data to compare, so they will not be able to make a determination until mid-2019. The Fine Particulate standard was last set in 2012. Because of unacceptable monitoring data, the U.S. EPA was unable to assess compliance with the 2012 standard. Standards must be reviewed every five years, so the U.S. EPA would revise the standard (if necessary) in 2017. By the time IDOT starts construction, estimated to be 2020, there may be a new Fine Particulate Standard. 13

In the DEIS, IDOT says, "*Regardless, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today."*[11] Given IDOT's estimate that construction will not start earlier than 2020, updating the air quality analysis would provide better conclusions than expressed in the December 2016 Draft Environmental Impact Statement.

b. Noise Walls

Because of changes in noise wall materials, IDOT agreed to Oak Park's request to conduct another vote on whether eligible voters want or do not want noise walls. 14

c. Property Values

The evidence on the impact of expressways on property values is mixed. IDOT says its proposals "*stay within the ditch*." However, the ditch has three dimensions – width, height, and length. IDOT's proposed Build Alternatives stay within the width of the ditch in Oak Park, but do not stay within the height of the ditch at the Austin and Harlem Interchanges. 15

d. Neighborhood Impacts

What happens to property values during and after construction? Ideally, the project improves social and visual connections between South Oak Park and the rest of the Village. It should provide safe school walking routes from South Oak Park to both middle schools (Brooks and Julian) and the Oak Park River Forest High School, which are north of the expressway. 16

e. Sustainability

We are pleased IDOT used the INVEST Sustainability Scorecard in the DEIS. We note the Bronze Rating and your belief that you can achieve Platinum status during the Working Drawings and Specifications phase. 17

f. Construction Impacts

There was damage to the UIC's CUPPA building when IDOT reconstructed the Morgan Street Bridge. In Oak Park, there are many buildings close to the expressway, some of which are fragile (the Oak Park Conservatory, for example), so the effects of ground vibration are a major concern. The Citizens for Appropriate Transportation Working Group suggested four actions: (1) video / photograph documentation of building foundations, doors, and windows prior to construction, (2) an insurance rider added to 18

[11] Ibid., Page 133.

the homeowner's policy, (3) dispute resolution by binding arbitration, and (4) use construction contract retainage to settle damage claims.

Additional construction measures worth considering are the location of staging areas, possible nighttime construction, noise and air pollution, alternative routes, and staged construction. Good communication between IDOT and the communities is mandatory.

During construction, IDOT, CTA, and Oak Park should consider shuttle bus service to the Green Line Stations when Blue Line Stations are rebuilt, parking restriction changes, discount fares on the Blue Line, and improvements to local streets because traffic will be diverted to them during construction.

18

4. EVALUATION

a. Impact Scores are projections to the Year 2040

Table 1 summarizes the Number of Transportation Criteria that equal or exceed seven different percentages (50, 40, 30, 20, 10, 5, and 1). IDOT used ten transportation criteria but the Year 2040 No Build Alternative does not have managed lanes, so there are only nine criteria where it is possible to calculate the percentage improvement of the Build Alternative compared to the No Build Alternative.

TABLE 1: Number of Transportation Criteria that Equal or Exceed the Given Percentage

Amount of Improvement	GP Lane	HOV 2+	HOT 3+ (Preferred Alternative)	HOT 3+ & Toll
50%	0	0	0	1
40%	0	0	0	1
30%	1	0	0	1
20%	1	1	1	1
10%	1	1	1	2
5%	3	3	4	4
1%	4	4	4	6

19

There are only four criteria where the Preferred Alternative (HOT 3+) is better than the No Build Alternative by five percent or more. IDOT's Preferred Alternative will affect the region and the communities in the Eisenhower Corridor for the next five or six decades. IDOT's recommendation of the HOT 3+ Alternative is based on many small differences in impact scores.

Projections to the Year 2040 are unlikely to be accurate, especially given the rapid social and technological changes taking place. It concerns us that the expenditure of such a large sum will result in such a small improvement in performance.

b. The Travel Demand Models have limitations even with IDOT's enhancements.

The dollar value of travel time varies widely among drivers and depends and on how important it is to the driver to be at their destination by a given time. IDOT will have to set tolls high enough to reduce congestion. Toll levels will also have an impact on the

20

general purpose lanes as well as alternative routes on arterial and local streets. Drivers can change routes, take the Blue Line, reschedule trips, and move or change jobs. Reliability is also important. IDOT's efforts to provide real-time information to motorists will also help. Accounting for trends is difficult because they change over time. There are a wide-ranging set of possible trends listed in Table 2 to illustrate this point.

TABLE 2: Illustrative List of Possible Trends

Changes in Trip Generation Rates	Collision Avoidance Technology in Vehicles
Baby Boomers retiring and driving less	Reduction in Vehicle Miles of Travel
Recent college graduates who do not purchase a car	Growth in transit ridership, walking, and bicycling
Changes in good movement technologies	Better Parking Management
Growth in social media	Innovative car, taxi, and bicycle sharing using social networks
Real Time Information	Variable managed lanes and parking pricing policies

20

IDOT did not use the Chicago Metropolitan Agency for Planning's Go To 2040 Policy-Based Forecasts. IDOT assumes more development in the outlying suburbs, while CMAP assumes more development in existing communities. In his ruling on the proposed Illiana Expressway that remanded the Environmental Impact Statement and the Record of Decision to IDOT, Indiana Department of Transportation, and the Federal Highway Administration, Judge Alonso said, "*it would seem unwise*" to reject the Policy-Based Forecasts. By using a Market-Based Population and Employment Forecast, IDOT's Preferred Alternative could undermine CMAP Recommendations in the Go To 2040 Plan.

c. Ordinal – Ratio Scale Problem

We raised this issue in our letter to IDOT dated June 19, 2012. IDOT's response was to develop a better evaluation process using Ratio Scales. Using Ordinal Scales to evaluate the Build Alternatives and compare them to the No Build Alternative is not statistically valid. When IDOT states that both evaluation methods lead to the same Preferred Alternative, you are giving a false impression. We think IDOT should delete the Ordinal Scale evaluation and just use the Ratio Scale evaluation.

21

d. Scenario Planning

Scenario Planning considers alternative futures and their impacts. Forecasts for the Year 2040 may not be accurate. Scenario Planning would help IDOT account for different futures. Making a multi-billion dollar investment in the expressway based on future projections is risky. Forecasting is imperfect, so IDOT should analyze several different scenarios. By considering plausible scenarios, IDOT would reduce their risk.

22

e. Sensitivity Analysis

Sensitivity analysis examines the extent to which changes affect the results. Given two Build Alternatives with small differences among impact scores, the recommendation for one over the other includes language that says it would not take much change to stop recommending one alternative and start recommending the other. In contrast, given two Build Alternatives with large differences among impact scores, the recommendation

23

is much stronger because it would take a large margin of error before we would stop recommending one and start recommending the other. Small differences among alternatives for the Year 2040 reinforce the need to do Scenario Planning and Sensitivity Analysis. 23

5. CITIZEN PARTICIPATION

a. Forty-five days to write and send comments on the Draft Environmental Impact Statement is too short.

IDOT released the DEIS (with almost 400 megabytes of files) on Friday December 30, 2016. December 30 starts the 45 day Public Comment Period. Many people are busy over the New Year's weekend and will not read such a large DEIS from a study that started October 2009 and ended December 2016 (7+ years). With appendices, there are more than 2,200 pages. Within these pages are 192 figures and 78 tables. No one person has expertise in every aspect of a DEIS so people will want to talk with others before sending written comments to IDOT. 24

b. A long response time by IDOT frustrates commenters and makes them wonder if IDOT is listening.

A long response time casts serious doubt on IDOT's claim to value citizen participation. IDOT's Stakeholder Involvement Plan for Agency and Public Involvement (February 2010, Version 4) says, "*Mail and e-mail responses offer the opportunity to develop a personalized response, yet timeliness is important. The desired time-frame to develop, edit, approve and mail (or e-mail) a response is one week once it is received by the PSG."* (Page 17) NOTE: PSG = Project Study Group. 25

IDOT responded to our June 27, 2010 letter on March 18, 2011 (415 days). IDOT responded to our June 19, 2012 letter on April 26, 2013 (311 days). IDOT's shortest responses were 29 days for our November 30, 2011 letter and 30 days for our June 28, 2011 letter.

c. There was a long time between some of the Corridor Advisory Group / Task Force (CAG/TF) meetings.

There were twenty-two CAG/TF meetings. The longest time gap between meetings was 426 days and the shortest was 29 days. The gap between meetings was longer than 180 days (about six months) four times. We are aware that IDOT met with individual communities. The Task Force includes people and agencies with specific interests, concerns, and expertise, which benefited IDOT in the preparation of the DEIS. 26

d. Meaningful dialogue requires two-way communication so all participants learn from each other.

IDOT has technical expertise. Citizens know their neighborhoods and have some technical expertise as well. 27

e. Consider Creative Funding Opportunities.

Some ideas to consider are Value Capture whereby the CTA would capture some of the added value accrued to adjacent development by having a nearby CTA station. 28

Another idea is to reduce the fare on the Forest Park Branch because its ridership is lower than the O'Hare Branch of the Blue Line. 28

6. GENERAL COMMENTS

a. Coordination between IDOT and CTA must occur.

The IDOT – Village of Oak Park Letter of Intent says, "*Funding for the reconstruction of the CTA Blue Line and I-290 should be sought for both improvements as if they were one project*." Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before a Blue Line extension occurs. Corridor residents and businesses may not see the full benefits for years. IDOT estimates eight years for construction, but has not decided whether to rebuild the bridges between Austin and Racine. If IDOT decides to rebuild these bridges, the construction estimate of eight years could get longer. 29

b. IDOT's Study and the CTA's Study are at different stages, so coordination between the two will be difficult.

Under Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 plan, the improvements to the expressway are "*fiscally constrained*" (funds are likely to be available) and improvements to the CTA's Forest Park Branch of the Blue Line are "*fiscally unconstrained,*" (projects may by desirable and beneficial but require additional revenue). IDOT has completed the DEIS and the CTA will complete their Feasibility / Vision Study shortly. The CTA has not started to prepare an Environmental Impact Statement, although doing so is unlikely to be as complicated and time-consuming as the DEIS for the expressway. 30

c. Proofreading Errors

I did not make any effort to proofread the documents, but did notice the following errors.

- In the Table of Contents (*front_matter.pdf*) on Page iii in the Table of Contents, 3.16 says Short-**Tem** Use instead of Short-**Term** Use.
- In the Purpose and Need document (*chapter_01.pdf*), words are missing in the last sentence of the "No Build 2040" box on Page 1-4. The sentence stops in the middle.
- In the Environmental Resources, Impacts and Mitigation document *(chapter_03.pdf*), the list of parks in Oak Park on Page 3-25, does not include the Conservatory. The Conservatory has outside gardens on the east and west sides. 31
- Also in Chapter 3, Table 3-13 on Page 3-29 does not include District 97 in Oak Park. The table does list elementary and Middle School districts in other communities. The text on 3-29 says, "*Three higher educational institutions are located at the eastern end of the Project Corridor in Oak Park and Chicago*." The text mentions UIC, Rush University, and Malcolm X College all of which are in Chicago.

We have come a long way. The CTA joined the study in the Summer of 2012. IDOT extended the eastern boundary of the Study Area to Racine. The design in Oak Park 32

stays within the horizontal boundaries of the “ditch.” IDOT added a ratio-scale evaluation to help select the Preferred Alternative. IDOT incorporated recommendations from the West Central Municipal Conference Smart Corridors Study. The Village of Oak Park and IDOT have a Letter of Intent that will become an Intergovernmental Agreement later in the study. IDOT completed the INVEST Sustainability Scorecard. 32

Thanks again!

Sincerely,

Citizens for Appropriate Transportation

Rick Kuner
www.CitizensForAppropriateTransportation.org
rkuner@comcast.net
708/848-0942

COPY TO: Chicago Transit Authority

PS2#1616

Paul Norrington

4247 W 21st Pl

MR. NORRINGTON: My name is Paul Norrington, 4247 West 21st Place.

I'm with the North Lawndale Community Coordinating Council. My question is employment. Will there be any job training opportunities? If not, what type of employment opportunities will be presented to our community? 1

MR. HARMET: We engage in that through the work force development staff at IDOT, and I believe we have a representative here tonight from our work force development. So I can get you connected with that person to go over the particulars with that.

PS2#1600

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar.

And I guess my comment is I would like the Eisenhower to be built more futuristically for what we know is expected instead of just a patch job for what we know of this today. Part of that means creating what we usually create when we are building unlimited space, and that is we go up instead of just out.And when we go out, we have to acquire property. And that's expensive and usually only the insiders get to buy that ahead of time. It would be wise to consider that if you build in the conventional way where you close a lane in order to create a new lane that you are going to create more congestion. And by the time that 2-year span of development is finished, you wind up with the same congestion you were at when you started because traffic increases.

So instead, if you use the procedures we use in construction, which is add layers, you could simply double the size of the traffic capability. And you could also create a safety feature by letting the trucks use the lower level and the cars, that will mostly be self-driving by the next five years, use the upper level. So you would increase safety and you would also double your capacity. You wouldn't have to close any lanes because you could build pillars or pylons alongside the highway. You can have avoidance of the weather problems we have in construction by having the slabs that go on top of those pylons be built inside. And they could be put into place with the current technology of flying cranes that are used now to put heavy objects on top of 50-story buildings. And you would be able to only close the highway during the lowest periods of the day, which is usually a couple hours at night as you put the slabs on. 1

So it seems like using the known future as your guide instead of yesterday, 50 years ago or, no, I think it was 60 years ago when I was living alongside the Eisenhower as they were building it, only it was the Congress Expressway and we called it The Big Ditch. It screwed up our sledding when they put cars in there because we had to time it, but it was fun back then. Now it's not. Now it's a national embarrassment to go so slow at Austin and Mannheim. And even to have that slowness at 10 o'clock at night, it's just an embarrassment.

So I would suggest we kind of plan for the future. And we can do the same thing with the CTA if we put the Blue Line with a monorail above it, the monorail would be for the express to the suburbs and then the lower one would be for the Chicago traffic. And then you would have a lessening of -- Well, actually you might have a lessening. But there is going to be so many people wanting to ride it you would have increased ridership, so that would be a simple common current technology process also.

As far as a real headache that drives me crazy, only because I have a modicum of common sense, when I see the ventriculated bus by CTA, that's the double length ones that are the most expensive to maintain and fuel, when I see those going at 11 o'clock at night with 3 riders on the entire route, I wonder if there is someone at CTA thinking. Because there would be a more cost effective way to utilize that bus and a more cost effective way to handle those three passengers. So that's mostly -- 2

Oh, also, please tell the CTA that when they use their GPSs and they have got a full bus and an empty one behind, the whole dispatching system for CPA is designed to let the empty bus go ahead instead of staying behind. That would be a nice thing for the customers. 2

Thank you.

MR. HARMET: So in terms of double-decking the Eisenhower, you have to think about how it's built today. It's got overhead bridges. So then we have to go over the overhead bridges. So you would have a road that is another maybe 30 feet up in the air. And it would all be a bridge. And bridge, bridges are dramatically more expensive than pavement. So even if the design could be worked out and it would be way up in the air, it would be much more expensive. I would say that HOT lanes, these managed lanes, are the 21st Century thing across the country. So that is something modern.

In terms of self-driving cars, we don't know at this point what that impact will be on transportation. We are certainly going to keep looking at it, what the impact would be, and when that impact would occur.

How, how soon would the entire vehicle fleet turn over. Those are questions that are still being debated nationally. But certainly we will take a look at that. In regards to double-decking the Eisenhower, certainly they have got to do a very careful and detailed plan with construction.

MS. FARZIN: For the CTA, I think that my comments about the extension that we made before, that we need to maintain the existing infracture. We have over 20 percent of the branches out there today have slow zones on it. So we need to bring that current infrastructure up to design speeds before we would consider what we would, what we may want to do for an extension in the future.

As far as the CTA service planning comments with buses, I know there are planners here.And I appreciate you giving those comments in a public forum because it will be heard by the planning staff, and we will have an opportunity take those back.

Thank you.

MR. ALCAZAR: I have a question on that. Why are nine of the Blue Line stops closed in the poorest section of the city where they most need jobs? 3

MS. FARZIN: There, as far as I know, there are eight CTA entrances that have been closed along the Blue Line over the years. Over 45 years ago, three stations were closed, California, Kostner, and Central. And two station entrances were closed in the '80s, that's Keeler and Lavergne, and Cicero and Pulaski stations.

And our current recommendations are to reopen the auxiliary entrances at Pulaski and Cicero and Keeler and Lavergne. The auxiliary entrance at Keeler would help serve the market at Kostner. It's only one block to Keeler to Kostner, so that market.

And as far as the other locations go, the CTA has recently had some very successful infill stations. The Morgan station on the Green line is one and Cermak as well.

And we, after those successes, we have kind of instituted an initiative in the department to consider looking at infill stations across our entire system because there are many opportunities. And those locations on the Blue Line are being considered, as well as locations systemwide on all of our branches, to find the best opportunities for infill stations going forward. And we will continue to do infill stations. We have had success with that and as money becomes available, we will have a program to continue to advance with those.

MALE VOICE: What kind of stations did you say? I couldn't understand you.

MS. FARZIN: Infill stations. A station that is in between two existing stations. So where there is no station now but between two existing stations. We have had some recent success with opening new stations on existing lines. And we are going to continue to look at opportunities systemwide to do that going forward.

PS2#1606

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar, 2017 North 73rd Avenue, Elmwood Park.

I would like them on the Eisenhower corridor to consider the future instead of just the patchwork for today. That means including a knowledge about current technology. What happens generally when you build something that's being replaced after 50 or 100 years, like we are doing now, is you look at the fact that traffic patterns have changed, quantity has changed. And you look at what the impact will be in building the change. Building this change would require them to close a lane in order to build a lane; that means traffic will get worse before it gets better.

Time frame for when it gets better is possibly two years after the building starts. And by then, the traffic patterns will have increased to such a point where we would be right back at the current congestion level that we have today, which means that we will accomplish absolutely nothing but create inconvenience for the two years during the building. 1

The only intelligent and logical thing to do is to build highways today anticipating that most cars will be able to be driverless and most cars will have a better safety feature by separating them from heavy trucks. So in order to avoid the fact that we have weather in Chicago and that that weather adds a disproportionate cost to building highways; that the way this highway should be built is to simple build pylons along the existing structure, like pillars, and concrete slabs to be built indoors so that they could be built to specification and serialized so we know which ones are going to be most efficient, and that we could draw back money from the companies that produce inefficient products that don't meet specifications based on their deposits, bonds. So once these slabs are built, which can be built in multiple manufacturing sites all over, they can be flown into position by flying cranes. And there would have been no traffic disruption, and we will doubled our capacity. So the ability then to separate the cars from the trucks, the ability to double the capacity instead of simply adding a lane with all the inconvenience and weather problems seems like a logical and easy solution.

If we decided, in fact, to build for the future. Along with that build, if we were coordinating with CTA, we would add another level above the current Blue Line, which would be a uni-rail. That uni-rail would actually reduce the amount of traffic on the lower LTA line or the Blue Line because it would be an express train, so that it actually would have no stops until it hit the suburbs. So that would reduce the traffic for all the Chicago area, and it would speed traffic to the suburban areas; so we would wind up with a benefit in both directions. Uni-rails have become the world's most efficient way of travel. So to continue to build old-fashioned technology in both the CTA and highways seems like a ridiculous, backwards step that is only a patchwork. 2

Lastly, I would like to know if the materials used for this, what I consider a very poor plan, are expected to be either cement, concrete, or if they are, in fact, going to use asphalt. Obviously, if they use asphalt, it's being done as a make-work project since asphalt only lasts 7 years and requires annual maintenance for all the cracks and holes that it develops; where concrete lasts 30 years and would actually result in one quarter of the cost. So that's my suggestion and claim to fame. 3

One thing I would like to add. I would like to admit that I know one of the bars against my proposal is when you have to buy additional land and do an acquisition the insiders have already purchased it. So if they use my idea, those people wouldn't get the benefit of their bargain. 4

PS2#1609

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar, 2017 North 73rd Avenue, Elmwood Park, Illinois 60707.

I have extensive experience riding public transportation from having lived in downtown Chicago across from Grant Park, from having worked in West Chicago, near West Chicago, and from now living in the suburbs, and I would say that my first comment would be that after over 20 years having GPS, CTA should learn to use it. It's inexcusably incompetent to have a full bus with an empty bus behind it and not have enough sense to have the empty bus pass the full bus to alleviate some of the traffic. It's inexcusably incompetent to have up to three or four buses idling when it comes to where the buses stop and end. If those buses are all available idling, they should be redirected to a route that has people waiting.That's what GPS is designed to do with very simple dispatch systems that have been around for over 20 years. Not knowing how to use GPS tracking is incompetent and embarrassing and inconvenient. 1

When it comes to the corridor of the Blue Line, it is unconscionably unpleasant and inexcusable to have nine closed stations along the Eisenhower and even along the Green Line only in the areas of the city that have the most poverty and the least access to private vehicle ownership. To have those people imprisoned because CTA has decided to close what was previously open access to the Blue Line, I think is criminal. These are people who we would like to have getting jobs who can't walk four or five blocks through gang-infested territories, going through two or three different gang territories in order to get to a stop during icy weather, snowy weather and extra hot weather and expect them to get jobs at UIC, O'Hare and other places that could be hiring them. I think CTA is complicit in creating a low-security prison for these impoverished territories. And if they would simply take their plans for the Eisenhower corridor and use current technology that already anticipates the future and put another line above the current line, make it a uni-rail line which is more cost effective and is considered the current cost-effective technology and make that uni-rail line an express line to the suburbs, that will make better ridership for all the suburban people that would enjoy that kind of service and utilize it and it would also make improved ridership with the city transportation because it wouldn't be as crowded with all the suburbanites. 2

The most expensive and costly buses that we have and operate and maintain are the ventriculated buses. Those buses are being utilized at midnight with three or four passengers on the entire route. That is unconscionable. A shuttle bus would be sufficient than use the most expensive bus. Has to have been an idea made by an idiot. Shoot yourself. 3

1/19/2017

Hassen Al-Shawaf

2155 N. Lincoln Ave. Fl. 2

Chicago, IL 60614

halshawa@gmail.com

6303861367

CS#3455

PS2#1551

I have a multi-point blueprint for the Eisenhower from the 88-294 junction through to Congress:(1) Create a bidirectional expresslane with dynamic tolling that will levy an extra variable fee (depending on congestion) for inbound and outbound traffic. This will reduce congestion and generate revenue for the project. No one will need to pay the toll unless they opt for the expresslane. Assume the expressway handles 200,000 cars per day and only 10% of those cars opt for the expresslane. Assume also that the toll charge for the lane amounts to $5. The toll will generate $36.5 million annually in revenue.(2) Depending on need, convert the blueline that runs along the Eisenhower into a below grade subway. This will provide space for extra lanes depending on long-term need.(3) If the blueline is made a subway, consider extending the line further west and adding express or non-stop service with park and ride locations. Express service could terminate at the Block 37 station. Added service may also generate new revenues, which could be used to finance the project. Added express service will also reduce congestion.

1

2

3

1/9/2017

Anonymous
IL 60101
easyandy@live.com

CS#3536
PS2#1535

There is no need to give ease more to those who can afford it and put a burden on poor drivers who have to risk spending more on auto than food 1

1/10/2017

Anonymous
IL 60073
idq0@yahoo.com

CS# 3437
PS2# 1536

I'm strongly opposed to HOT or HOV lanes. Either make it a tollway or don't. All the lanes should be interchangeable as to make sure there are never half of the lanes that are moving at different speeds. Splitting it by two lanes for general use and toll would be extremely undesirable for when I'm in that area. All lanes are needed to overtake slower vehicles as on the Tri-State where it is flawless in execution. I'm rather even have express/local lanes, but absolutely not HOV that is more about trying to altering driving behavior than expanding on capacity that is sorely needed. 4 lanes for everyone to use at their convenience once they're on 290 would be strongly preferred. Also 2 full shoulders is massively important as well, even considering the confines of the right of way 1 2

1/18/2017

IL 60586

Anonymous

CS#3445

PS2#1542

Instead of focusing on a freeway that has four lanes and is at 38% capacity. Attention should be focused on the Stevenson expressway with its 3 lanes serving all the southwest suburbs and the preferred freeway for freight movement in the city which has bottlenecks at each on ramp. All that space in the median and the state wanted a bus lane now they want a toll lane. How about just adding a lane, and a carpool lane like all other major cities have figured out. Illinois is dropping the ball on this freeway, needs to be updated to accommodate today's freight and traffic needs 1

1/19/2017

Anonymous

IL 60130

Njmitchell888@gmail.com

CS#3449

PS2#1545

IL should just double decker I290, eight lanes in both directions. Future proof. 1

1/19/2017

Rachel13@gmail.com

IL 60301

CS#3451

PS2#1548

Tolls are a bad idea. How about widening the Expressway. Tolls give the rich privileged access to this road | 1,2

1/19/2017

Anonymous

IL 60160

CS#3453

PS2#1549

This is utter and completely wrong. Why should the Eisenhower be turned into a toll road even if partially? The Dan Ryan underwent construction and no tolls were enforced. The city should be responsible for funding the construction. We taxpayers are overburdened and can't afford any more increases, let alone to necessary roads and expressways. The city/state need to find a different solution. 1 2

1/20/2017

Anonymous

IL 60123

dswans4@yahoo.com

CS#3461

PS2#1555

Do not allow tolls on the Eisenhower expressway 290. Its bad enough that I90 has tolls, now you want to punish motorists with a toll on 290. Bad decision. I may move.

1/20/2017

Anonymous

IL 60563

g@q.net

CS#3462

PS2#1556

I agree that this corridor should be upgrade however, and let me be clear about this, I am absolutely and adamantly opposed to any kind of toll or tax increase of any size. You already have more than enough tax revenue so you may have to make very hard and very difficult decisions to pay for this. Live within your means! Do not attempt to raise taxes or add or increase tolls. NO!! 1

1/20/2017

Anonymous

IL 60561

CS#3463

PS2#1557

Once again, IDOT and the Tollway trying to squeeze more money out of DuPage County and the residents that commute every day into the City. It's bad enough that we already pay an unfair share of RTA tax to subsidize the CTA and other services. These lanes will only push more commuters onto I-55 and the already swamped Metra system. My recommendation would be to extend the CTA blue line into DuPage County and offer more transportation options rather than trying to put a Band-Aid on the Ike. 1 2

Eisenhower expressway

Comment Form
Public Hearing

Illinois Department of Transportation

Please select date: [X] *January 25, 2017* [ ] *January 26, 2017* [ ] *I was unable to attend*

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail; **or** fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- **Project's purpose and need for the improvement**
- **Alternatives under consideration**
- **Preferred Alternative**
- **Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue**
- **Social, economic, and environmental effects and proposed mitigation strategies**
- **Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park**

IN THE FILM PRESENTATION, IT IS MENTIONED THAT THERE ARE PLANNED IMPROVEMENTS TO NORTHAVE (THANK YOU!) 22ND ST & MADISON AVE.

HOW DO THE IMPROVEMENTS TO MADISON AVE COORDINATE WITH DOT PARKS PLAN TO REDUCE THE LANES FROM 4 TO 2? 1

(DOES THE RIGHT HAND KNOW WHAT THE LEFT HAND IS DOING?)

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

[ ] *Please **DO NOT** add me to the mailing list*

Eisenhower expressway

Comment Form
Public Hearing

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Please select date: [X] *January 25, 2017* [ ] *January 26, 2017* [ ] *I was unable to attend*

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UNTIL YOU IMPROVE & EXTEND THE BLUE LINE & WEAN PEOPLE from their CARS, the ROAD WILL JUST FILL UP AGAIN 1

— HAVE YOU PLANNED FOR "KISS + RIDE" LOTS FURTHER WEST? PERHAPS AT MANHEIM + OAK BROOK? 2

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

[ ] *Please **DO NOT** add me to the mailing list*

1/28/2017

Anonymous

Oak Park, IL

60304

CS#3476

PS2#1564

Please improve pedestrian access to CTA stations. The ramps at Austin and Harlem are dangerous, to cross even with a crossing signal. 1

1/31/2017

Anonymous

IL 60304

kathypbaker@yahoo.com

CS#3487

PS2#1574

I am strongly opposed to the proposal of installing sound walls along the 390-corridor through Oak Park. I have not seen evidence that the technology will have an impact that is commensurate with the investment. Additionally, I think they are often ugly and are likely to diminish the property value while also acting as a visual divider for our community. 1

*Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.** 2

2/3/2017

Anonymous
IL 60647

PS2# 1632
CS# 3494

Adding additional lanes seems unnecessary and will serve only to increase traffic. While academic studies about induced demand haven't proved definitively that highways generate brand new traffic, there is absolutely plentiful data showing that the addition of new highway roadway diverts people from other time and other modes of transportation--and that not too long after the expansion is completed, the highway will be just as congested as it was before. In light of this, it would be irresponsible and short-sighted--and, frankly, a waste of taxpayer money--to expand the highway. 1

2/3/2017

Anonymous
IL 60613

PS2#1634
CS# 3496

This project seems to me another classic case of induced demand. ?Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic. Adding lanes on I-290 is effectively a waste of taxpayer money. The argument that this "expansion" will provide net economic benefits and roadway capacity, thereby reducing congestion is ignoring traffic and induced travel impacts, changes in trip frequency and destination, incremental costs of induced travel and traffic (congestion, road and parking costs, accident, pollution emissions...), increased vehicle miles. This project seems it will be economically inefficient. 1 2 3

2/3/2017

Anonymous
IL 60614

PS2# 1635
CS# 3497

Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic. Adding lanes on I-290 is effectively a waste of taxpayer money.

1

"Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt" (Duany, Plater-Zyberk, Speck, 2000).

2/3/2017

Michael Cornew
1538 N Oakley Blvd #1
Chicago, IL 60622
mcornew1@gmail.com
847-702-7151

PS2# 1636
CS# 3498

Not a good idea. More lanes creates more traffic. | 1

2/3/2017

Anonymous
Chicago, IL 60626

PS2# 1637
CS# 3499

This project is not a good use of taxpayers money. | 1

2/11/2017

Anonymous
IL 60305

PS2# 1643
CS# 3510

Please add a lane to 290, and get rid of the awful left side ramps in oak park! If paying for the lane is such a problem, why not toll the road? I would gladly pay to avoid the terrible traffic i deal with now. 1 2

1/28/2017

Frank Avila

2347 S. Western Avenue

Chicago, IL

60607

CS#3475

PS2#1563

I can’t believe we're even talking about adding lanes. We know it doesn’t do anything to alleviate traffic. We need to invest in transit. 1

PS2#1621

Steve Bahnsen

2921 S. Michigan Ave. Apt 404 Chicago, IL 60616

MR. BAHNSEN: My name is Steve Bahnsen. I live at 2921 Michigan Avenue in Chicago.

Three questions have come up during this and what I'm asking now. What other project is this competing for funding that you have in district one of this scope? What will the times be when the HOV lanes are used? I mean just rush hours, or all the time? Or some places you can drive in them on Sunday even if there is only one person in the car. 1 2

And then do you anticipate the state police enforcing this rule that there is two or three people in a car? If not, is there another way you envision this being done? I would think they would have other priorities in a city where 762 people were murdered last year than driving around and seeing how many people are in a car. 3

MR. HARMET: We don't view this as competing with other projects in the region. This is the biggest project in the region right now. And so there is not sufficient funding to pursue building this project, that's what we know. But we do planning in anticipation of funding. We won't be able to really get to the funding issue or even how much funding is needed until we are able to work together to figure out what the concept is. So this is a very important first step.

The HOT Lane, High Occupancy Toll Lane, we have come up with some toll rates at a conceptual level. But there is more work to be done in the next phase of project development. At the low end it would be 12 cents a mile, and then at more congested times of the day it would be 24 cents a mile. And so whether or not it's in operation overnight as well, those are all things that haven't been decided, that's more analysis needs to be done. But the way it would work, the way we have analyzed it is if you are a car pooler you would ride in that periphery; if you were a transit vehicle, you would ride for free. And all others could ride in it but would pay a toll. So it has a mix of users in it.

In terms of enforcement again, we will look at the best practices across the country, if there is technology, electronic things. I know in other states they have, you preregister as a car pooler. And so before you are even in the lane you have got in the database. Other states have transponders so that have a switch where if you are a car pooler or not so it's reading that.

And then, perhaps, there is some sort of detection technology. But those are all things that are yet to be analyzed, that will be the next phase of project development. And again we will look at everyone else's best practices for that.

PS2#1618

Charles Banks

1003 S. Ridgeland, Oak Park, IL

MR. BANKS: Charles Banks, 1003 South Ridgeland, Oak Park.

You answered part of my question concerning the bridge, bridgework that's going to be done. But being somewhat selfish from Oak Park, I'm still curious about the cost and what is actually going to happen. Because again, you have to widen the footprint a little bit and every bridge in Oak Park has got to be redone. The bridge ability to cross the expressway has to be redone. 1

Then as I become less selfish and go all the way down to Racine, you have got a ton of bridges all the way that have to be done. Is all that cost still figured in the 2.7 million.

MR. HARMET: Yes.

MR. BANKS: That seems short. 2

MR. HARMET: There is a lot you can do with $2.7 million.

MR. BANKS: But given the bridgework that needs to be done, you are going to be rebuilding completely practically every bridge along the way. 2

Okay.

MR. HARMET: The answer is yes.

JAN 21, '17

Dear Mark Peterson — I expect to be in Forest Park Wednesday, JAN 25 (regarding I-88 expansion hearing) and hope you will address what I'm getting at here.

I always visualize roughly the same 3 problems with your work. They are Noise, Safety and Climate change: All three are serious objections: Things which are under control will get worse if you add 2 more lanes. 1

Then there's the astonishing amount of money. Illinois needs to spend that on public and higher education. 2

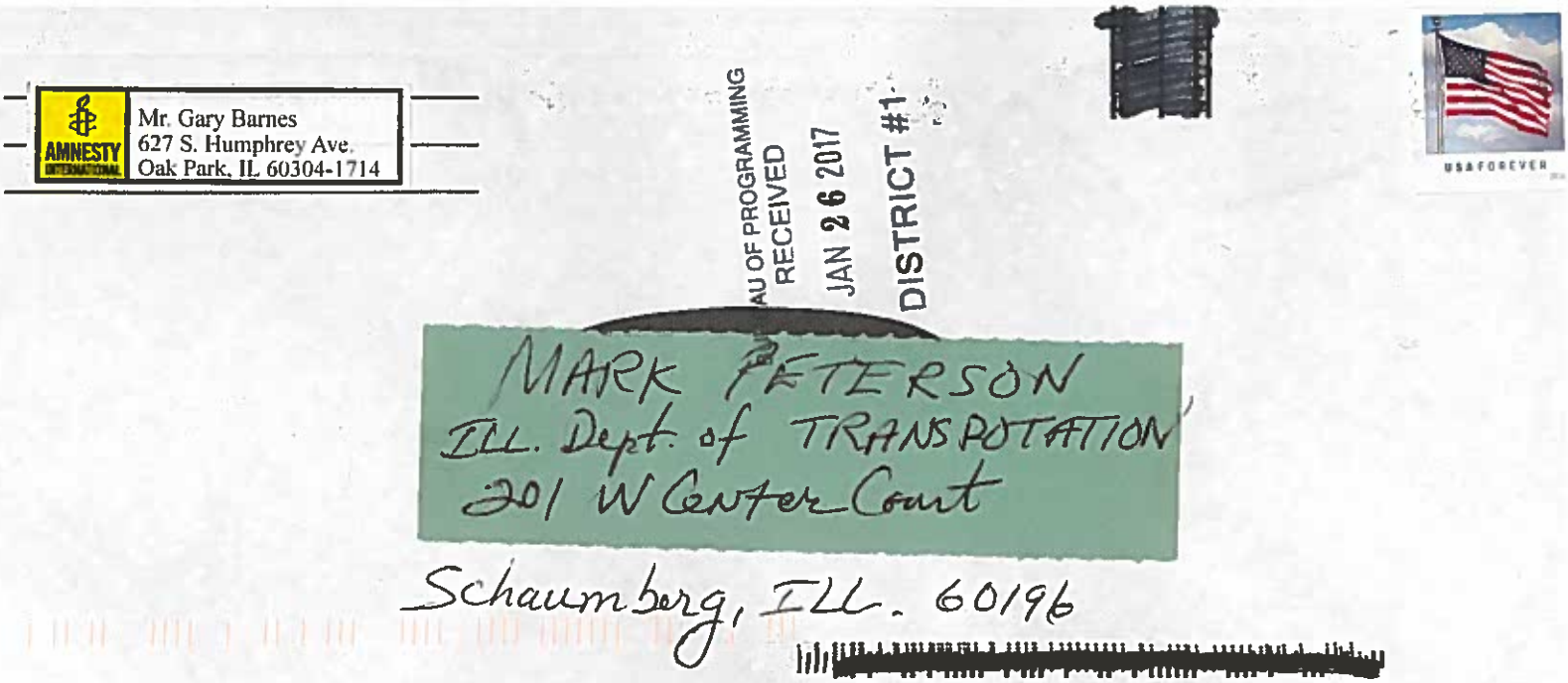
Lastly there's the question of urban sprawl (not sure if that's the best phrase). Promoting driving is bad in and of itself (very risky) and the speeding which is a direct result doesn't seem to be deterred by police anymore. I live less than a half-mile from the Austin entrance and prefer city streets: It's been at least 10 years since I drove on the I-88 and ~~[illegible]~~ went with other drivers twice and felt quite frightened that they felt forced to drive as fast as they did. 3

In addition, the need to get away from the Loop should make Oak Park attractive. What you're proposing if I grasp it accurately, will turn Oak Park — formerly a place to stop and shop — into a blur. 4

Please emphasize the need to solve these (several) problems instead of accentuating them. I've been looking for commonsense for about 10 years, still looking.

Hope my writing is ok.

GARY BARNES
627 S. Humphrey
Oak Park Ill 60304
(708) 386-2715



Mr. Gary Barnes
627 S. Humphrey Ave.
Oak Park, IL 60304-1714

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JAN 26 2017
DISTRICT #1

MARK PETERSON
ILL. Dept. of TRANSPORTATION
201 W Center Court
Schaumberg, ILL. 60196

PS2#1605

MR. BARNES: Gary Barnes is my name.

I really have a sort of simple point, a little simpler than the letter I wrote, which is that I'm not much of a speaker anyways; so the ancient thing for doctors when they got endowed and moved into practice was First do no harm. I couldn't find the Greek name in my book so --

And the three things that I have in mind are three things that I think have been taken fairly well care of. The first is the damage, damage to people. People are slowing, will slow down there and continue to slow down just out of practice if we don't do this. And if we do it, it's just the opposite; so we are doing harm if we do that. Because we really have lots of --I haven't, I have been half a mile from that entrance to the Ike for --Well, I haven't been on it for at least ten years. It's just too dangerous. I have been on it with a couple of other drivers, I just felt too dangerous. So to make it faster is my definition of a way of making it more dangerous, and that's the harm that we are doing with all that. We already have way too much damage to the people in our cars. 1

The second thing is the noise thing, of which quite a bit of effort has been made talking about that in Oak Park because there are so many people living and sleeping and everything so close to the road there. Same thing, more, more speed, more noise. 2

And the third thing is climate change. Again, we are really without any doubt doing damage. I have been saying this for

30 years, or I have been an activist for at least 20 years that I can remember. And just nobody says we need more driving or faster driving. Everybody says we need less. So this is we are doing damage when we don't have to do it. 3

Do I have to mention that Springfield doesn't have any money, or so they are always saying? Crazy. 4

Speaking selfishly now for Oak Park. Oak Park loses if everybody just goes flying through. It's like they don't know we are there. They might be able to pull off and shop there or something like that, which isn't a personal interest to me. But I do think, it's a nice town. Some people like to drive through it, but they are going to have to not do that if this gets any faster down there. It's just too crazy. That's pretty much what I have to say. 5

1/29/2017

Mariannell Bassett-Dilley

1042 Highland Ave.

Oak Park, IL 60304

bassettdilley@gmail.com

7086601345

CS#3482

PS2#1569

My concern is the Lombard Bridge. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the sight lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improve. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. 1

PS2#1603

MS. BATIE-BANKS: Ethel Batie-Banks, 333 South Washtenaw, Chicago, 60612.

I enjoy all of the improvements that I see. 99.9 percent of them are much wanted and needed. The problem is the issue of the wall. The wall will cut a community in half. I'll never see my neighbors on the other side of the expressway. I'll never see the functions on the other side of the expressway. I won't see the traffic flow that I'm used to seeing. I have been living in my house for 25 years. I have lived in the neighborhood all my life, and I believe the wall is just a negative influence. It's supposed to be 17 feet tall and that means that it's going to stand like a 2-story building blocking all views.

Also, the wall will attract graffiti. It will give a hiding place, you know, duck around corners to hide behind a wall when unsavory activity occurs. It's not going to block any noise because noise is a part of living in Chicago. The wall will remind me daily of the wall that's around Cook County Jail and I don't want to feel like I'm in a jail. 1

It's going to reduce property value, no matter when it goes up, it's going to start reducing the property value and even though it's ten years down the road, that's when we can expect the wall to start deteriorating the west side of Chicago.

True, Chicago's west side is now on its way up. It's going to take a deep nose dive as soon as that wall goes up. And that's how I feel about it.

1/27/2017

Michael Berger

535 Home Ave.

Oak Park, IL

60304

mb135@me.com

CS#3474

PS2#1562

In the recent mailing (received 1/27/2016) it is stated on the 3rd page of the brochure & Multi-Modal: Improved design for motorists, bicyclists, and pedestrians. Wider sidewalks and new east-west multi-use path. Could you please expand on this, especially describing in more detail how bicyclists will be affected and the location, length, access points, of them new east-west multi-use path. Thank you, Michael Berger

1

February 8, 2017

Sharon Bloyd-Peshkin
Oak Park IL

PS2#1536

From: Bloyd-Peshkin [mailto:bpfamily@gmail.com]
Sent: Wednesday, February 08, 2017 4:24 PM
To: Harmet, Pete E
Subject: [External] Eisenhower expansion

I am writing in response to IDOT's draft environmental statement. I live half a block from I-290, and I commute to work every day on the Blue Line. My husband drives to work on the Eisenhower, so we are a multi-modal family and appreciate both transportation options.
It is a mistake not to extend the Blue Line at least to 1st Avenue as part of the expansion of the Ike. More riders will mean fewer drivers, so when the expressway is expanded, cars will actually move faster (rather than increase in number to fill the extra space, as they did after the Hillside Strangler expansion). Expansion alone won't solve the congestion problem. 1
I also urge IDOT to consider helping to figure out how to make it possible for commuters to safely bicycle from the near western suburbs (where the Prairie Path ends) to the city. This would not only reduce congestion further, but also improve the quality of life for bike commuters. 2
Best,
Sharon Bloyd-Peshkin
Oak Park IL

--
Check out our website, havekayakswilltravel.com.

PS2#1613

MR. BRANDSTRADER: Fred Brandstrader, 1046 South Scoville in Oak Park.

A quick budget question, four-parter. Is the prep work, the advance work for the ancillary roads, included in that $2.7 billion number? And if not, what is that estimated dollar amount for the prep work, and is it funded? And then the last question was what is the budget for the CTA work. 1 2 3

MR. HARMET: For the advance work on the arterials, we are actually engaging in planning on that right now. So we will develop a cost at the end of that planning so that's not included in the 2.7 billion.

And Janine will answer the question about CTA.

MS. FARZIN: Sure. For the Vision Study, we have a cost estimate of $1.7 billion in current year dollars. We don't have a construction phasing plan, so we don't know which years those would be applied to, that includes modernization and accessibility improvements at all the stations of the branch. A new Forest Park terminal yard and shops and a maintenance facility and terminal at the end and the track work, excuse me, which is our first element. The construction of the core infrastructure, which is like all the ballast and tracking.

MR. BRANDSTRADER: That's current dollars, the 2.7 is current as well? 4

MR. HARMET: 2.7 on the roadway side is future dollars. The midpoint of an 8-year construction schedule.

1/18/2017

Eric Brauer

Glen Ellyn, IL 60137

ericjonathonbrauer@gmail.com

CS#3446

PS2#1543

I love this idea | 1

February 12, 2017
Nick Bridge
nwbridge@sbcglobal.net

PS2#1626

Feb. 12, 2017
Illinois Department of Transportation
c/o Mr. Peter Hamet and Mr. Mark Peterson
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Hamet and Mr. Peterson:

I am writing you today to avail myself of the opportunity to comment on the Draft Environmental Impact Statement(DEIS) on reconstruction of the I-290 corridor.

It is an immense project and your lengthy DEIS reflects that size. Please extend the public comment period. Forty-five days is a relatively short period of time to comment on this 2200 page document. 1

I would urge you to put reduction of congestion at the top of priorities for this project. Presumably, the rebuild of the expressway is necessary, given deterioration of bridges, ramps and the roadbed itself. This we can accept as a necessary fact of life. With the hindsight of decades of experience, the design of the expressway itself can be improved for the sake of safety and to better integrate it into its surrounding communities. But to rebuild it and to not substantially reduce congestion in the roadway would be a misuse of taxpayer dollars. The notion that congestion would be reduced from the current levels of 17 hours a day by less than an hour to 16.25 hours (in IDOT's best case scenario) is laughable in its insufficiency. 2

Reduction of congestion is necessary to reduce air and noise pollution. It is also necessary to maintaining an economically efficient infrastructure for our region. To accomplish this we need better coordination between IDOT and the CTA. Extension and improvement of the west branch of the CTA Blue Line is absolutely essential to the success of the rebuild of the corridor. In fact, our Village of Oak Park has already urged that funding of improvements to the two modes of transportation should be made in tandem.

I know that IDOT's focus has traditionally been on highway systems, but there are compelling reasons for tying an extension of the Blue Line and rebuild of the expressway together. Remember the huge amounts of money spent to "fix" the Hillside Strangler? Drivers along this stretch of I-290 have seen precious little relief from congestion there. Perhaps enhanced public transit would have helped. 3

Air quality is greatly influenced by congestion. You want to reduce emissions? Do something to reduce the amount of time we sit in traffic. 4

Ridership on the Blue Line continues to grow, despite the fact that service has been hampered by poor track repair and frequent slowdowns. Better service will encourage even more ridership. 5

Admittedly, the impact of public transportation on traffic congestion is difficult to quantify. Simply comparing public transportation ridership figures with expressway usage is insufficient. Recent research (August 2013) by Michael Anderson of the University of California at Berkeley and the National Bureau of Economic Research, indicates that the impact of public transportation is far greater than ridership figures would indicate. Analysis of actual delays incurred during a transit workers strike in Los Angeles in 2003 revealed increases of 47% in delays in expressway commutes, despite only about one percent of commuters in the L.A. area using the transit system. The reason for the disproportionate impact was that, like the Blue Line, the LA transit system ran parallel to expressways and carried workers who would face the worst congestion. Other recent studies of transit in many U.S. cities indicates that transit construction has slowed the increase of congestion in many U.S. cities. 6

Also of concern, again because of potential congestion, is the idea of expanding the number of lanes by including substandard eleven-foot-wide lanes. I fear this could be self defeating, as narrower lanes would create more of an accident hazard, that would in turn result in more accidents and thereby more slow downs as a result of the infamous "gapers gap." 7

Finally, I would like to comment on transit related development. In recent years we have seen surges in development, primarily of housing, near mass transit stations, both in the suburbs and city. Although economic development is not the charge of IDOT, it wouldn't hurt for IDOT to be sensitive to the positive ramifications of transit related development in the communities of Forest Park, Maywood and Bellwood. This is truly a case of "build it and they will come." 8

Thank you for your hard work and for the opportunity to comment.

Sincerely,

Nick Bridge
Oak Park

PS2#1623

Hello, the following are my personal comments on the IDOT Eisenhower Expressway Draft Environmental Impact Statement (DEIS). Rebuilding the Eisenhower Expressway is a long overdue and much needed project to accommodate transport demands of Chicago and the Western Suburbs in the 21st Century. However, it is the generally incremental approach to this once in a lifetime opportunity that is a potential shortcoming.

The prime problem with the DEIS is continued overwhelming reliance on single occupant transport as the long term solution to congestion and pollution problems. The implementation of High Occupancy Vehicle (HOV) lanes as well as bus dedicated lanes have been demonstrated to be marginal at best, even under heavily controlled conditions as articles like the following illustrate: http://www.accessmagazine.org/articles/spring-1995/are-hov-lanes-really-better/-- . The tendency has been that even with incremental improvements, such as what is proposed, additional traffic taking advantage will overwhelm capacity and bring about a return to congestion after a brief "honeymoon". The HOV line should be considered more of a transit lane, with buses and occupancy by 3 or 4 occupant vehicles, not just 2, as a standard. 1

Giving non-vehicle options remains a better way to keep cars off the road in areas that have sufficient density, which the Western Suburbs has. Therefore, a re-emphasis on expanding the CTA Blue Line to Mannheim Road, if not, Oak Brook, should be placed back on consideration and construction be planned for after the southern extension of the Red Line is underway or complete. 2

My second comment is peripheral to transportation issues, but an opportunity to contribute to clean power. Sound barriers are being proposed for up to 12 miles of the Eisenhower from Ashland Avenue to Wolf Road. The northern side of the Eisenhower can have solar photovoltaic arrays added or substituted for portions that would be at minimal risk of vandalism or theft, and be built at minimal incremental cost. Every mile of a solar powered barrier can generate clean electricity for the equivalent of up to half a megawatt of capacity and be financed through the Future Energy Jobs Bill legislation recently signed into law. 3

It is understood that IDOT has to be stewards of tax dollars for infrastructure, but as important, if not more so to not be so conservative or incremental that a project is obsolete or of insufficient capacity as soon or even before it is completed.

Thank you,

Mark Burger
1042 Gunderson Avenue
Oak Park, Illinois 60304
708-267-7965
burgermkop@gmail.com

Mark Burger

Follow me on Linkedin and Twitter #markburgerenerg

1/30/2017

Cara Busch

1019 S Highland Ave.

Oak Park, IL 60304

carasbasement@gmail.com

CS#3484

PS2#1571

Will the stairs at the Lombard CTA entrance be replaced with a ramp? This would be a welcome improvement, as those stairs are very challenging if not impossible for many people to climb. When I was pregnant I had to sit halfway through. I've seen elderly people have much difficulty, not to mention it's impossible for anyone in wheel chair, yet that entrance is better to drop off anyone physically challenged vs the Austin entrance. 1 What is the status of the wall? 2 Hoping improvements being considered for Roosevelt and Madison will come to fruition. Cermack is not a viable alternative route for anyone in Oak Park during construction on 290. North Ave is also not realistic, most folks in Oak Park would take Lake Street. 3 Garfield between Lombard and Ridgeland, particularly coming out of the Highland alley (west side) is notorious for poor vision lines. Many accidents arise due to cars parked on Garfield and also trees planted in spots that block vision lines. Will this be addressed? 4 I'm also very concerned about the Lombard Bridge being lowered. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. 5

1/30/2017

Jerome Capozzoli

1027 Highland Ave.

Oak Park, IL 60304

jcpaozzoli@delamora.com

3124933149

CS#3483

PS2#1570

*Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.** 1

Eisenhower expressway

Comment Form
Public Hearing

Illinois Department of Transportation

Please select date: [X] *January 25, 2017* [ ] *January 26, 2017* [ ] *I was unable to attend*

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail; **or** fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- **Project's purpose and need for the improvement**
- **Alternatives under consideration**
- **Preferred Alternative**
- **Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue**
- **Social, economic, and environmental effects and proposed mitigation strategies**
- **Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park**

Consider this for "C1" OTHER Alternatives on the EIS

This is a concept to BYPASS the Congress IKE, removing some of its traffic and getting it headed to where its going Rail yards and truck terminals around Cicero to I-55 It would be built over existing rail ROW mostly. Estimate 100 to 200 homes/business properties affected 1

Have a feeling after ALL is said & done with this ~~I-290~~ project, NOTHING WILL CHANGE. 2

This Hypotenuse project is the only thing that will solve many Chicago traffic problems. Complete Cook county's SECOND TOLLWAY 1

(Optional, Please Print)

Name /Affiliation Fred Cappeller

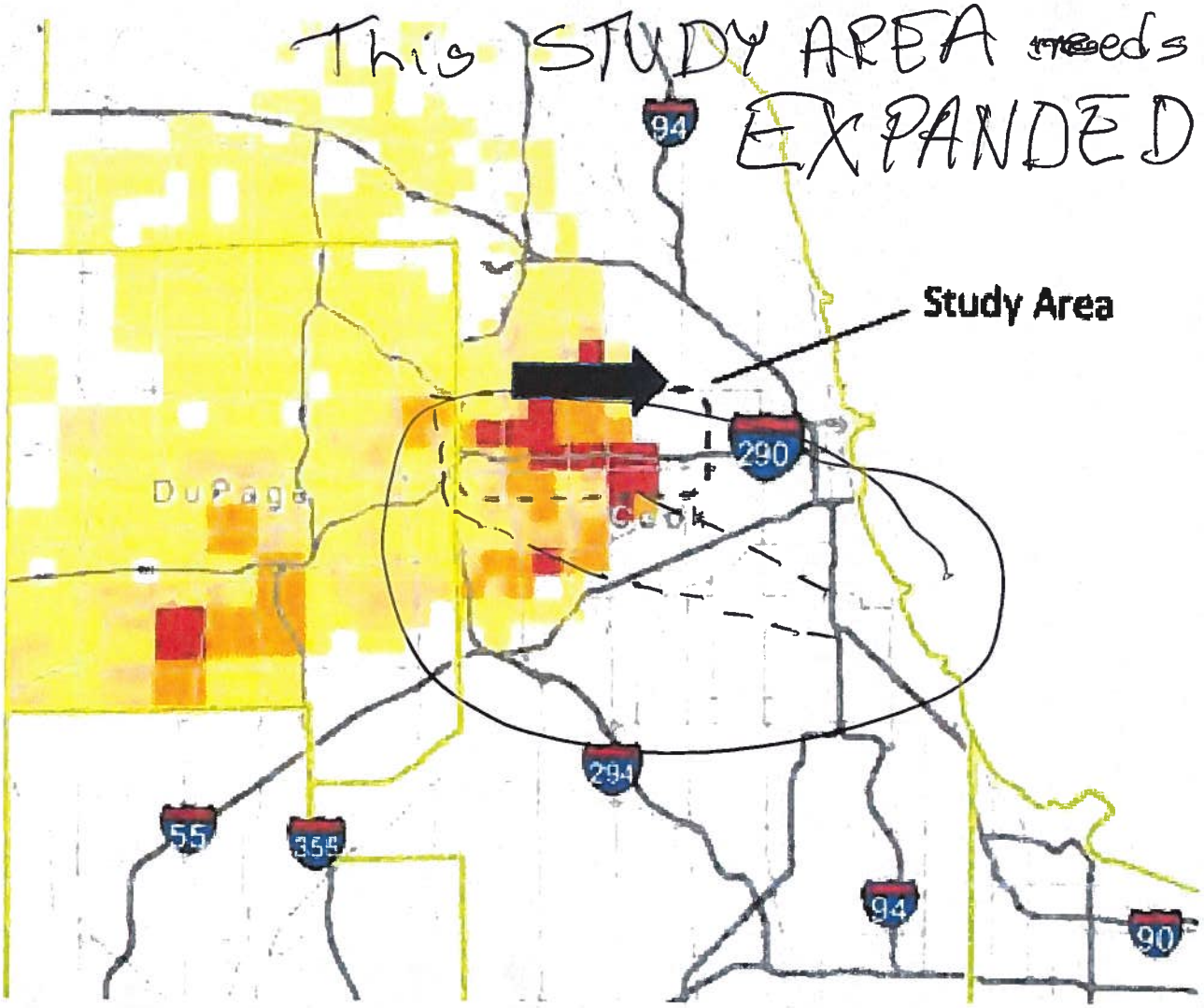
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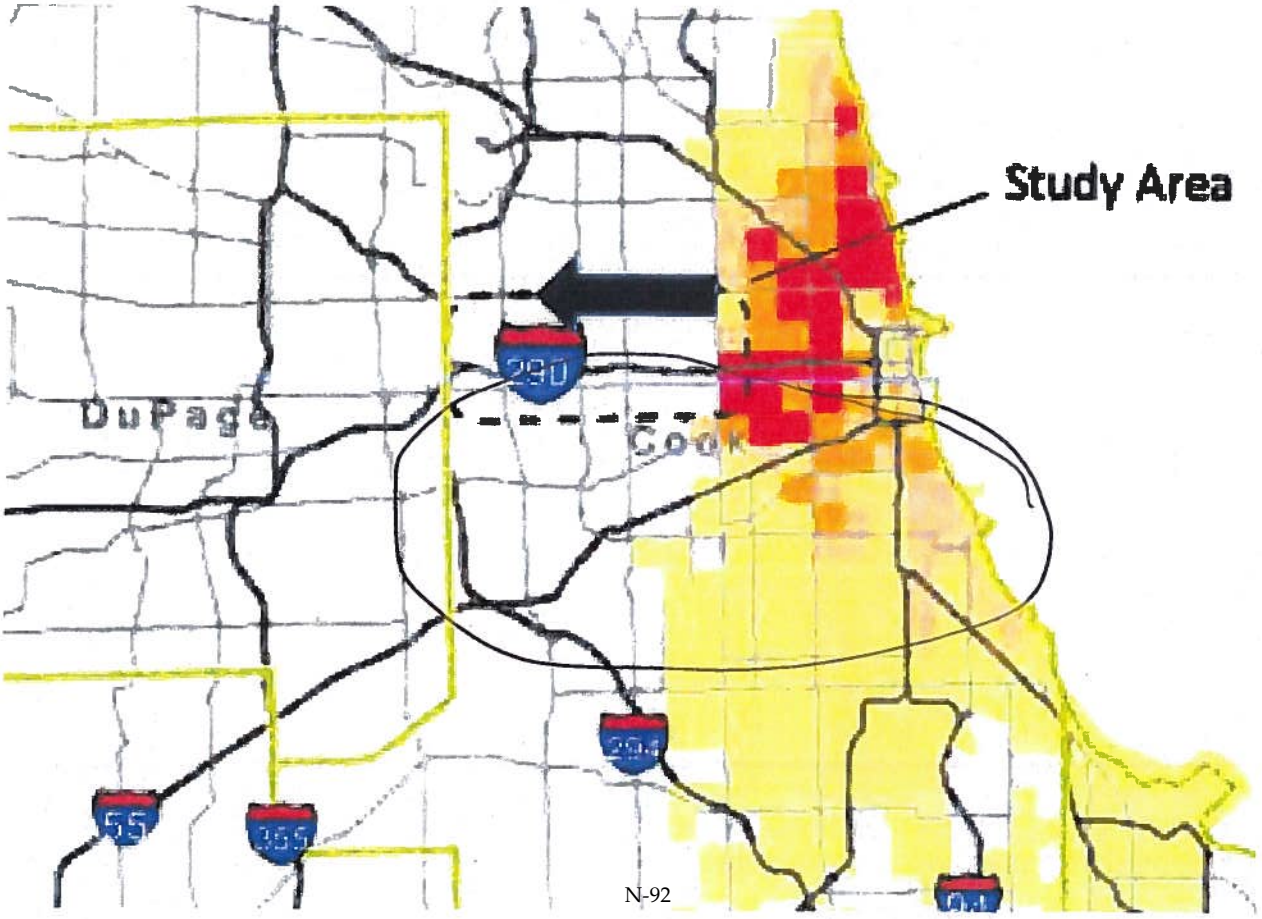
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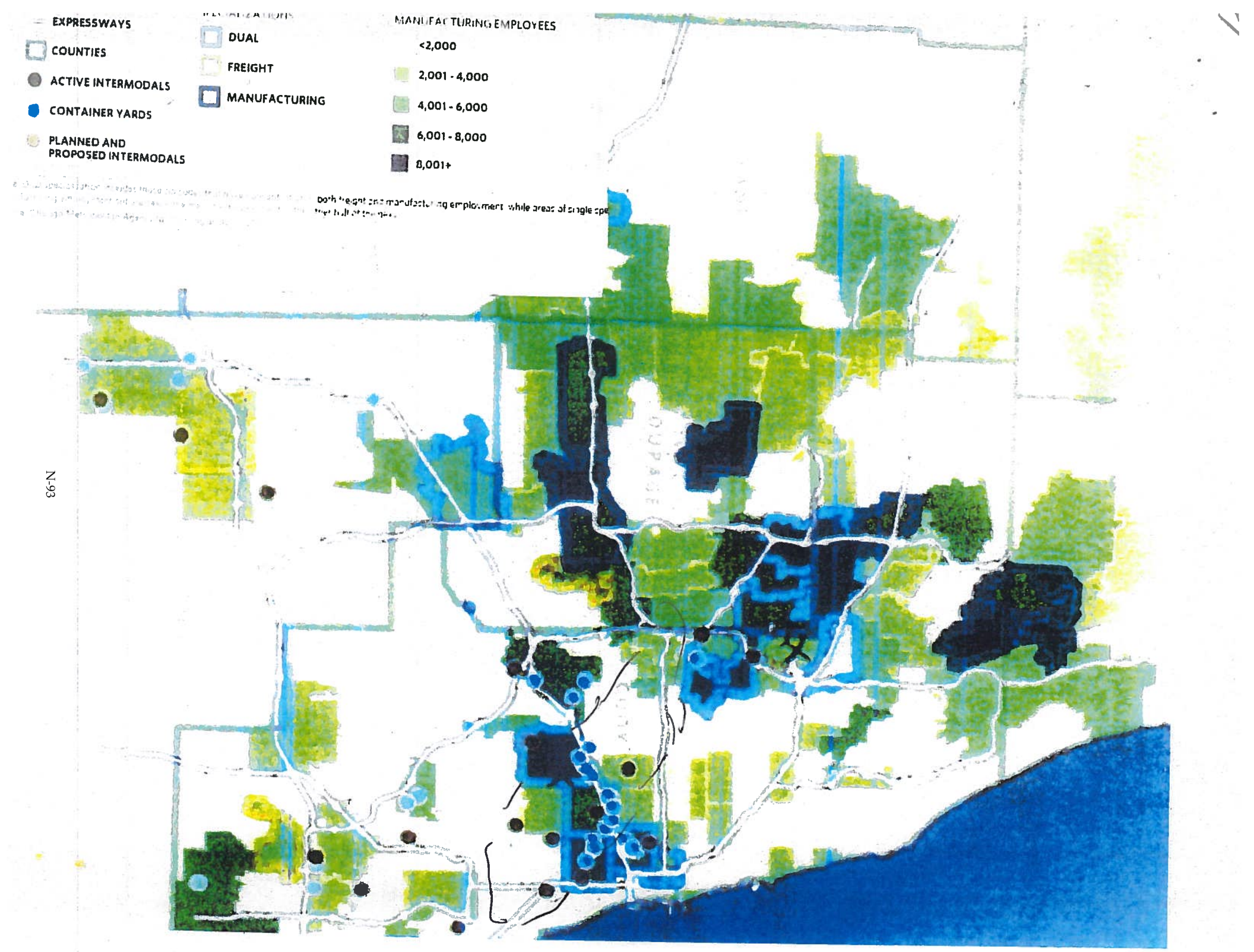
Phone No. 312 806 0341 *E-Mail Address* dzlgake@yahoo.com

[ ] *Please **DO NOT** add me to the mailing list*

This STUDY AREA needs to be EXPANDED

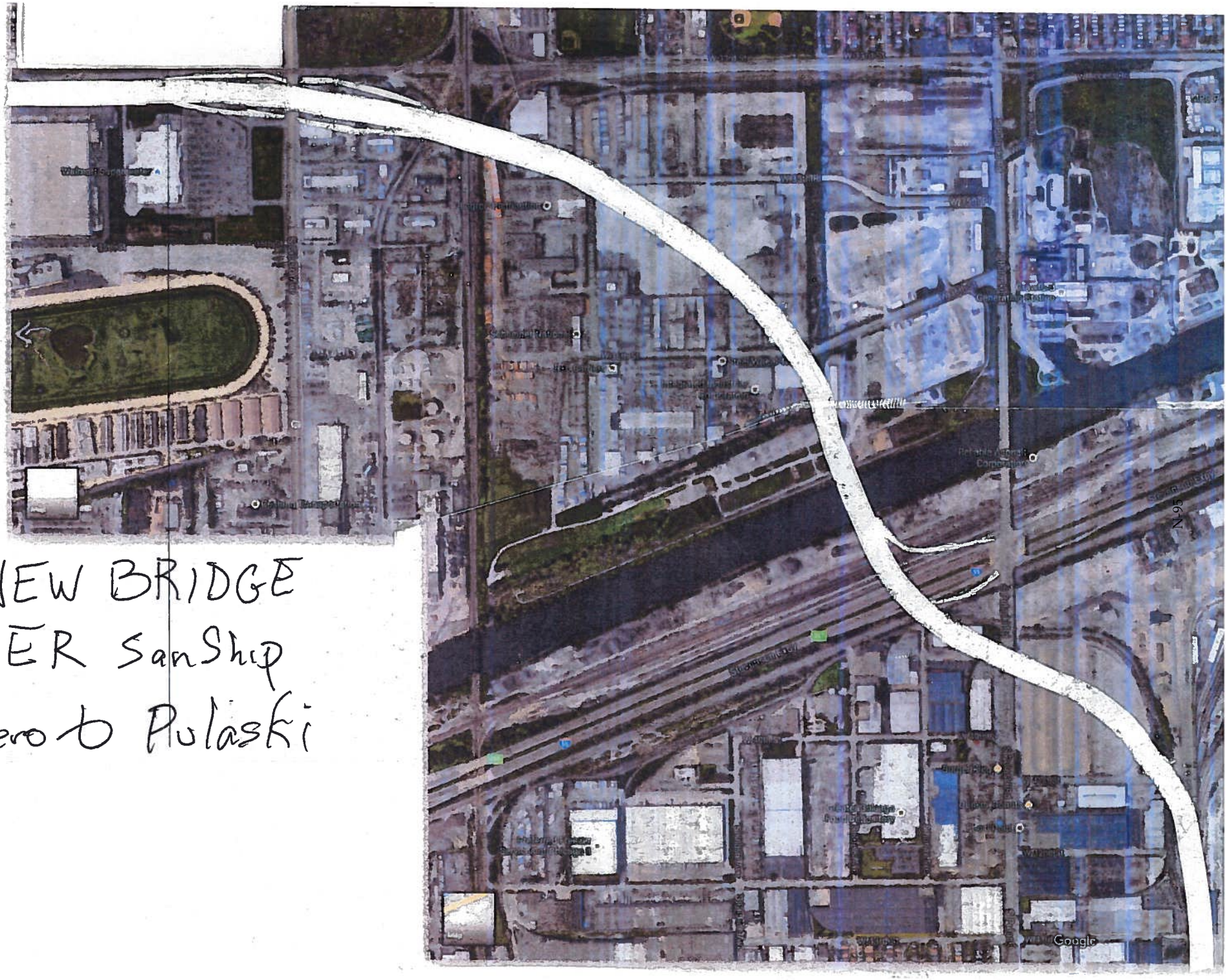





EXPRESSWAYS
COUNTIES
ACTIVE INTERMODALS
CONTAINER YARDS
PLANNED AND PROPOSED INTERMODALS
DUAL
FREIGHT
MANUFACTURING
MANUFACTURING EMPLOYEES
<2,000
2,001 - 4,000
4,001 - 6,000
6,001 - 8,000
8,001+

STRANGLER CONNECTION / FLYOVER





NEW BRIDGE
OVER SanShip
Cicero to Pulaski

Heres the MAP http://imgur.com/u9L0fFx OR this even? http://imgur.com/E6RD2Co

The major traffic problems weve faced in Chicago and Cook County for the past FIFTY+ years dont seem to be getting resolved anytime soon. I believe a HUGE part of that is the lack of "Hypotenuse", a sixteen mile, what surely will have to be a Tollway now, between the #1 clusterF in the country, the Hillside Strangler and the Skyway split in Englewood. The only route at present, is going down the Ike, through Bymecircle, then down the north part of the Ryan. A 22-mile trek that, while "free", is hardly that when the sun is up anyway. So building the Hypo would cut six miles off that trip. But, theres a FOUR mile FREE bonus!! It would shorten a drive from Schaumburg to Gary, presently 60+ miles, to FIFTY because it eliminates the "curvature" of the Kennedy or the Tri-state. amazingly making Indianapolis and Madison ten miles closer, even Seattle and Boston. Interstate traffic would appreciate an option to Chicagos forever crowded "freeways". THE Hypo is more like five or six. The Ike and N Ryan is one. US 12 & 20 is another. I-55 & Cicero to the Skyway split, too. Any surface street within a mile or two really. And an improved rail corridor?

The "problem" actually started in the 1850s, with the explosion of Chicagos population from a dot on the map to one of the fastest growing cities on the planet for decades and the numerous RRs terminating/originating here, mostly on the southside. Then the Civil War, that FIRE, two world wars, Chicagos illustrious history. How could planning ever be properly done? South Chicago Ave and present day Skyway and old IC (now CN) and NS RRs started to get the SE-NW thing going, but there was never really any plan to continue on that vector. Maybe the ill-fated Crosstown (I-494)? The south part made some sense, NO way the north. Ideally, US 12 & 20 should have taken a diagonal through town instead of the long, present-day EW-NS path.

Of course, youve read the Kennedy (Is 90/94) is the #1 Interstate mess in the country. Its time for I-90 to move out. Its been eating the groceries and not paying the rent for 38? years now. And before that, it was on the Ike. You can see it from space, its as plain as the nose on your face. No more 90/94.

Heres some distance calculations and shots of what it might look like.

https://imgur.com/CwPU7Ox https://imgur.com/IAt9KVf

https://imgur.com/gallery/ulBjx/new

Texas A&M Transport Institute estimates congestion costs us over $7B per year around here in lost productivity and "diminished quality of life". Yeah? Add increased pollution, lack of business creation and retention, smaller tax base, underfunded schools, no jobs, crime and gun violence, then becoming the media "poster-child" for all of that...$7B sounds low.

Whats missing??

https://www.google.com/maps/@41.8337329,-87.7319639,11z

Have some fun. Click above, go to satellite, zoom in and follow the route. From the Strangler, follow CN rail SE to Berwyn, over Cicero Av. crossing the SanShip Canal, I-55, and Pulaski, along BNSFs Corwith railyard, then east along 49th. Over Western, turning south along CSXs railyard. Then a turn east at the ROW north of 59th. Follow from Damen to Halsted, then turn SE follow till ya cross the Ryan, adjacent to the NS tracks and merge into the Skyway. Thats it!

Connecting ramps/work zone
At Strangler: WB to 290 (or the "new" I-90), N294, 88. Really liking the flyover I-294 idea, that would include a ramp from E88 & N294 and get rid of the slow oval ramp. EB from 290 & 88 (294 already merged). Work Zone 1
Mannheim: WB exit, EB enter. Zone 2
Harlem: WB exit, EB enter. Zone 2
Cicero: WB enter & exit EB exit. Zone 2
I-55: from N55 to EB, from S55 to WB maybe. Zone 3
Archer, Western & 49th: Probably WB exit to Archer, EB enter. Maybe a free frontage to/from Western with WB enter, EB exit. Zone 4
59th & Western: WB exit, EB enter. Zone 5
At Ryan: WB enter from State St. EB exit at Yale cross 63rd to SB Ryan. Zone 6
Cross Ryan, merge with Skyway. Zone 6

Sixteen miles, MINIMAL neighborhood disruption. Only two areas that have any residential.

59th around Englewood? The high school is yards away from four NS tracks, so some of that would need to be rebuilt, maybe in the parking lot, and the parking lot could move under the new highway. Theres twenty homes that would probably have to go, and twenty more that would be close, but then its just two junkyards, two strip malls, a few commercials that could probably all stay.

Berwyn to Westchester has minimal residential destruction. Mostly its "AIMBY" already a major railroad yards away from my garage or backyard. Probably twenty of those. So the property wouldnt need to be destroyed, but theres a monstrosity there now. If ya' couldnt handle it, find a new home. It would be bought for you and somebody would like the old one. After that just a bunch of parking lots and truck yards.

New grade-separations along CN rails in this area would include Riverside Dr., Harlem (IL43), 26th St., Veterans Dr., Hainesworth , DesPlaines Av, Cermak, First Av.(IL171), 17th Av., Oak Ridge Av., Harrison St., and Wolf Rd.

Heres a recent Tribune article describing an $8B rail bypass plan?? www.greatlakesbasin.net

http://www.chicagotribune.com/business/ct-illinois-rail-line-0322-biz-20160318-story.html

Why not just build the few miles of rails needed between CN & BNSF in Cicero and CSX and NSX in Englewood?

As six of seven Class 1 RRs, numerous short lines, METRA and AMTRAK collide here everyday, grade-separated rail lines along the same Hypo route would enable the RRs to get thru town in an hour, instead of days. The old IC (now CN) RR line can be seen briefly at the Strangler. Thats the vector.

Whats an alternative?? Widen the IKE?
http://eisenhowerexpressway.com/pdfs/i290%20alternatives%20evaluation%20summary2013apr02.pdf

It could take TEN years and cost $4B? Not insurmountable for a region that has a $550B a YEAR GDP. In NYC thats pocket change. A public-private partner-ship (PPP) would be needed to fund a project like this which would have to include IDOT, ISTHA, CMAP, Federal & CMAQ funds, CREATE (www.createprogram.org/proj_map2.htm), state, county, city, the RRs, construction contractors, tollway funders...even the bastards that stole (then sold for 50% profit?) the Skyway rights. Yes it would be like nailing jello to a wall. This is like a chess game, jigsaw puzzle, and crossword rolled into one.

As always, I maintain that federal fuel taxes need a modest increase, as they havent been raised since 1993, havent even kept up with inflation. Maybe a small tax (pennies per gallon) on railroad or off-road diesel to help finance more CREATE type projects. Everyone agrees that more infrastructure spending is a great idea...why are our legislators unable to get this done? It looks like very cheap fuel for the next TEN YEARS?

We also need to take a look at the give/get in the FEDERAL HIGHWAY TRUST FUND. Illinois is one of many industrial states that dont get what they put in. In IL its like 97%. And then Springfield only gives IDOT D1 (six county metro area, 65% population & 75% GDP) 45% of those funds, the rest of the state gets 55%?? So does that mean for every dollar D1 gives, we get 43 cents? I still dont know how the numbers pan out and CMAP isnt sure either.

The GDP of the SEVEN Chicagoland counties is equal to Ohios OR almost New Jersey. By comparison, the rest of IL is about Kentucky on a good year.

Heres this years version of "Chicago traffic woes" story...Note the maps on page two.

http://www.cmap.illinois.gov/documents/10180/359519/2015-08-26-Chicago-traffic-among-worst-Chicago-Tribune.pdf/5338ec11-819c-4dda-a25e-a24593238775

Maybe if it gets worse, well get some kind of "draft pick"? Hypotenuse would relieve, maybe eliminate those FIVE, and maybe help a few others. Think about it. At the Strangler, FOUR major Interstates (Is 290, N&S 294 & 88 with six lanes) merge into ONE four-lane. With IL 38, 56, 64, US 12, 20, 45 all giving a boost. The Ryan has ultimately FOUR into ONE as well(Is 57, 94, then 90 & 55), all finally meeting up at Byrnecircle. If we could connect or give options to these EIGHT routes with one sixteen mile $4B Tollway, that would be a major triumph in ten years. Kill five zombie pteradactyls with one gigantic, 16-mile hunk of concrete and steel FOREVER.

Construction techniques for the "last link" in I-70 finished 25 years ago that may be useful for building Hypotenuse, the "last link" in I-90. But NO mountain canyon, just boring railyards and ROWs, a half-mile of some pretty sparse Chicago neighborhood. Still would be beautiful. I watched Glenwood Canyon construction in the eighties.

GLBR_Draft_29-Feb-2016

STRANGER

CN

estchester

Cicero

Berwyn

Cook

BNSF

La Grange Park

Brookfield

La Grange

Lyons

Summit

MDW

Bridgeview

Burbank

Justice

CSX

INTERSTATE 290

INTERSTATE 90

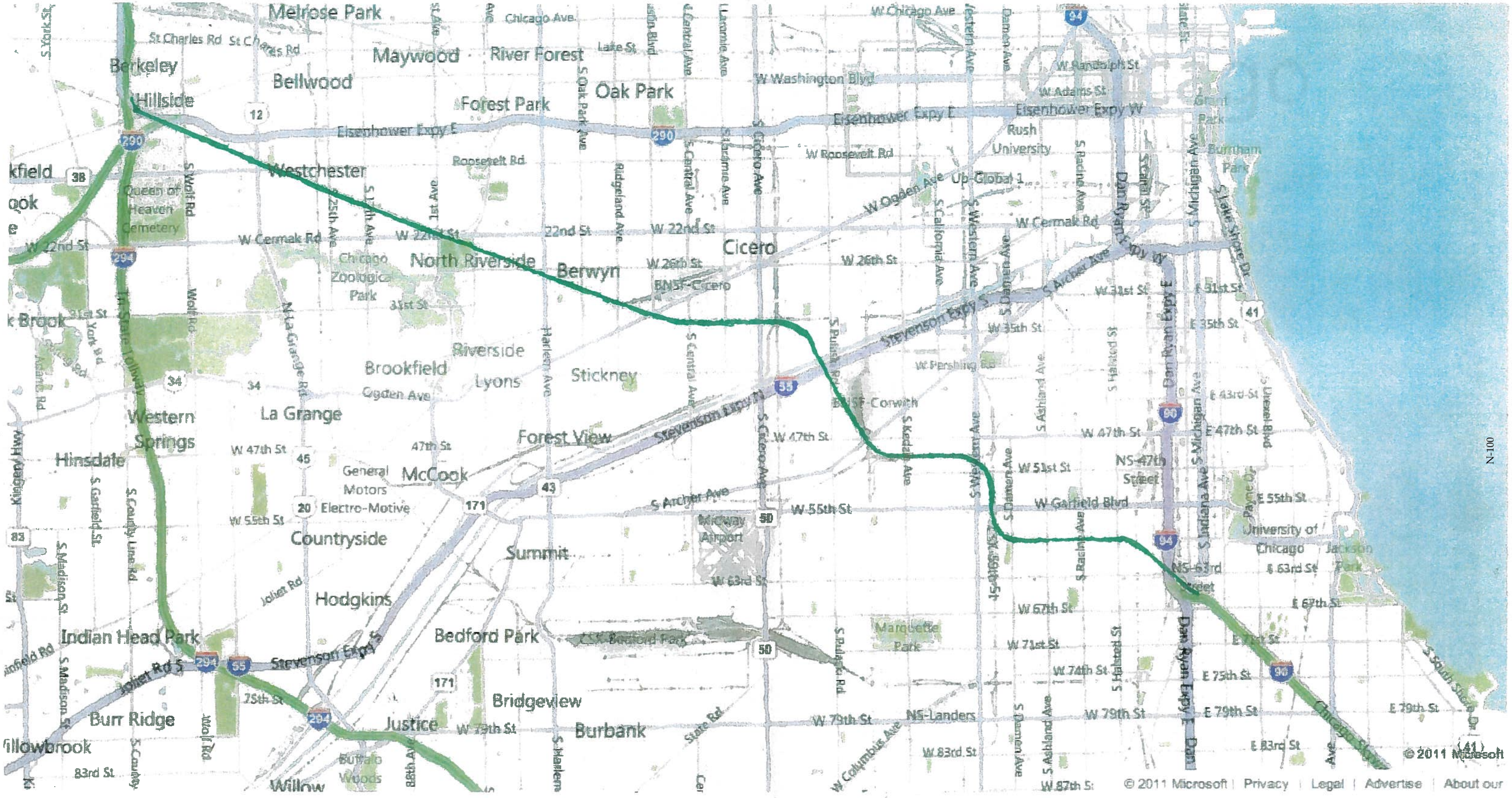
INTERSTATE 55

INTERSTATE 94

POWERED BY esri

CHS, Esri, DeLorme, NaturalVue | CHS, NOAA OCS, E...

N-99



Hypotenuse-The Cure for ~~Illiana~~ fever

KE

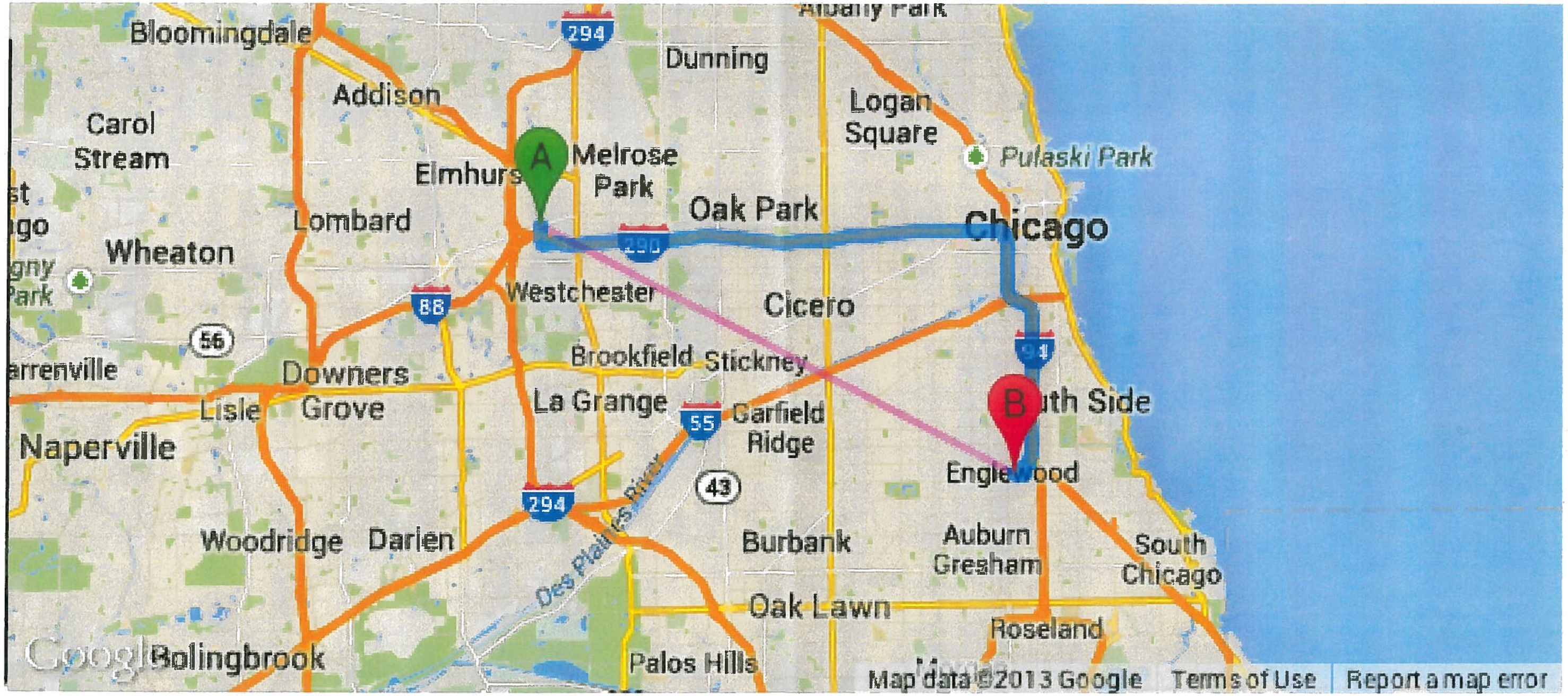
dzlsabe@yahoo.com

Distance from Hillside to Englewood

15.22 mi
Straight Distance

22 mi
Driving Distance

31 mins
Estimated Driving Time

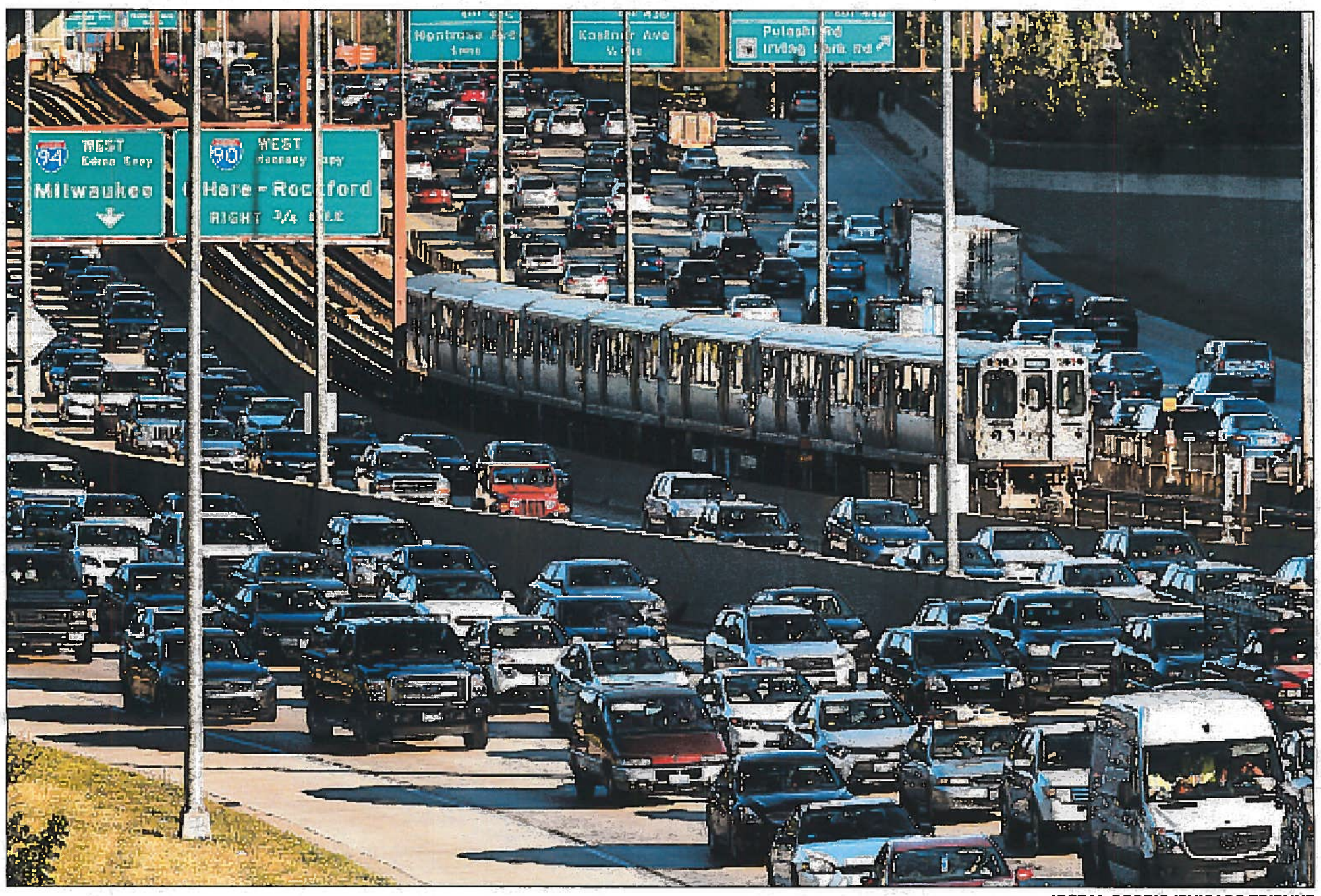


N-101

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JOSE M. OSORIO/CHICAGO TRIBUNE

Traffic clogs the Kennedy Expressway during the morning commute Tuesday. Such congestion puts Chicago high in a new transportation study.

Chicago traffic among worst

5 of 20 most-congested stretches of road in region

BY JON HILKEVITCH
Chicago Tribune

Five of the 20 most congested stretches of road in the U.S. are in the Chicago area, according to a new study that concludes that traffic has rebounded completely from the Great Recession — and that motorists are paying the price.

Drivers in the northeastern Illinois-northwest Indiana region suffered the misery of 61 extra hours behind the wheel on average in 2014 — equivalent to a week and a half of work — because of delays caused by gridlock, construction zones and collisions that tied up traffic, according to the Urban Mobility Scorecard released late Tuesday by the Texas A&M Transportation Institute.

The time wasted last year because traffic flow lagged well below speed limits during much of the day was six hours more per driver than the 55 hours lost in 2009, a year after the recession began. From 2013 to 2014 alone, the annual delay grew two hours, the report noted.

Increased traffic congestion is directly related to the post-recession rebound, said Bill Eisele, a

Turn to ***Traffic, Page 6***



CHICAGO TRIBUNE

Area gas prices should start coming down

BP on Tuesday said a crude distillation unit at its Whiting refinery is back online. It had shut down unexpectedly more than two weeks ago, causing area gasoline prices to skyrocket. Analysts say prices should fall shortly, but it might take some time for them to reach the low levels seen before the shutdown. **Business**



PHIL VELASQUEZ/CHICAGO TRIBUNE

Interstate 90/94 westbound at Jackson Boulevard is part of the fourth-worst stretch of congested roadway in the U.S. Experts say traffic grew worse as the economy improved.

Study computes time lost in traffic

Traffic, *from Page 1*

senior research engineer at the transportation institute and the report's co-author. The recovery is a double-edged sword.

"You can cheer for economic activity or for lower congestion, but it is difficult to have both unless improvements are made to the transportation system," Eisele said.

The Los Angeles area took the top three spots on the congestion scorecard for last year. Locally, different stretches of the Kennedy and Dan Ryan expressways (Interstate 90/94) gave motorists the biggest headaches, accounting for three spots in the top 20. Two areas on the Eisenhower Expressway (I-290) also were among the 20 most congested.

Coming in at No. 4 nationally was I-90/94 westbound from 35th Street to the Edens junction. The report noted that 4 p.m. on Fridays tended to be the worst time to be driving on the 13-mile section of road where average speeds were as slow as 16 mph. The eastbound stretch from Montrose Avenue to Ruble Street, just south of Roosevelt Road, ranked seventh nationally.

Coming in at No. 14 nationally was the Jane Addams Memorial Tollway (I-90) eastbound starting at the Tri-State Tollway (I-294) and extending to the Kennedy at the Edens (I-94) merge, the report said. Drivers who regularly travel the route can expect to spend 57 extra hours a year compared with driving in smoothly flowing traffic, the report said.

And although the price of gasoline last year in the Chicago region, $3.37 a gallon on average, was cheaper overall than it was during the previous three years, the commuter who drove predominantly during peak hours in 2014 paid what amounts to a congestion tax of an extra $1,445, or almost $30 a week, the scorecard said. The report pegged the additional costs, which totaled $7.2 billion region-wide, to such factors as lower miles per gallon caused by stop-and-go conditions, lost productivity at work, commuting stress and diminished quality of life.

Congestion resulted in 29 extra gallons of fuel burned per commuter last year, which for some vehicles represents about two tanks of gas.

As bad as it may have seemed to drivers constantly tapping their brake pedals on Chicago-area interstates, the region ranked a perhaps surprising No. 8 in the U.S. in terms of delay hours for each commuter due to traffic congestion.

While bus and train riders like to complain about slow and unreliable service, roadway congestion here would have been staggeringly worse without the 1.6 million CTA rides and the 300,000 Metra rides each weekday, plus service provided by Pace in the suburbs and the city and the South Shore Line commuter rail running between South Bend, Ind., and downtown Chicago.

The Washington, D.C., area, at a numbing 82 hours of delay per commuter, ranked No. 1 on the Texas A&M list of the most gridlocked metropolitan areas last year. Rounding out the top 10 were Los Angeles; San Francisco; New York; San Jose, Calif.; Boston; Seattle; Chicago; Houston; and Dallas.

Nationally, delays due to traffic congestion last year kept drivers and their passengers cooped up in cars for almost 7 billion extra hours and more than 3 billion gallons of fuel were wasted, according to the Texas A&M report, which was jointly produced with INRIX, a data technology company.

Officials at INRIX and Texas A&M said they pulled travel data from almost every mile of major streets and highways in urban America for almost every 15-minute period of the average day. A total of 900 million "speed data points" helped determine that the total nationwide price tag of congestion in the U.S. was $160 billion in 2014, officials said.

"The national congestion recession is over," the report concluded. "The total congestion problem is larger than the pre-recession levels."

The greater urban area that includes the city of Chicago ranked No. 3 in two categories:

- Total travel delay, at 302.6 million hours when adding up the waits of the 3.4 million commuters in the region in 2014.
- The cost of truck congestion, at $1.5 billion in 2014. It accounted for about 5 percent of the $28 billion nationally last year in the value of operating time and wasted fuel for commercial trucks stuck in traffic and adding to congestion, the report said.

Another way to look at the stranglehold is that a driver in the Chicago region who needs to arrive on time at a destination that is 20 minutes away in light traffic should instead budget a full hour to get there during peak travel times, Eisele said.

But a better solution is needed, as the Texas A&M report and other congestion studies indicate that urban congestion will only get worse if not aggressively addressed.

Experts say possible enhancements include expanding roadway capacity, providing incentives for people to alter their travel times away from the 6 to 10 a.m. and 3 to 7 p.m. peak hours, and expanding public transit and attracting new riders with new services that include new rail lines and bus rapid transit, airport express trains and options directed at luring reverse commuters from their cars to trains and buses.

"The first thing we need is leadership in Congress to step forward and properly fund a federal transportation bill. It is way past time to take a look at increasing the federal gas tax, and the fact that it is not indexed to inflation is just a crime," said Joseph Szabo, executive director of the Chicago Metropolitan Agency for Planning, which is the official planning organization for the region.

"You can cheer for economic activity or for lower congestion, but it is difficult to have both."

— Bill Eisele, senior research engineer, Texas A&M Transportation Institute

Temporary extensions for federal transportation funding have been passed because Democrats and Republicans in Congress are at an impasse on long-term legislation.

"There is no question, not just in Chicago but as you look across the country at our infrastructure deficit, that what's going on with transportation, (insufficient investment) is choking our economic growth and impacting quality of life," said Szabo, who was administrator of the Federal Railroad Administration for the Obama administration.

jhilkevitch@tribpub.com
Twitter @jhilkevitch

Ranking Chicago-area traffic

A study that tracks time and cost of traffic congestion shows Chicago, like most other major urban areas, saw a big jump in traffic since the end of the recession. Chicago's ranking relative to other major cities didn't change much, putting it among the worst cities for commuting.

CHICAGO'S CONGESTED INTERSTATES

According to the study, five stretches of local interstate fall within the 20 worst roads in the U.S. out of 356 for traffic congestion, during Friday evening rush hour.



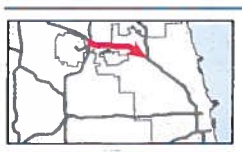
Interstate 90-94 Westbound 35th St. to the Kennedy/Edens exchange *(13 miles)* — Rank: **4th-worst** *out of 356*

Peak travel time	Worst avg. speed	Delay at peak (minutes)
Evening rush	16 mph (4 p.m.)	34



Interstate 90-94 Eastbound Montrose Ave. to Ruble St. *(9 miles)* — Rank: **7th-worst**

Peak travel time	Worst avg. speed	Delay at peak (minutes)
Evening rush	14 mph (4 p.m.)	25



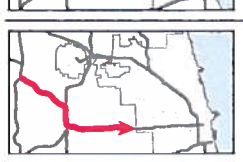
Interstate 90 Eastbound from Interstate 294 to Interstate 94 *(8 miles)* — Rank: **14th-worst**

Peak travel time	Worst avg. speed	Delay at peak (minutes)
Evening rush	13 mph (5 p.m.)	22



Interstate 290 Westbound from Damen Ave. to 9th Ave. in Maywood *(9 miles)* — Rank: **15th-worst**

Peak travel time	Worst avg. speed	Delay at peak (minutes)
Evening rush	13 mph (4 p.m.)	27



Interstate 290 Eastbound Illinois 53 to Austin Blvd. *(22 miles)* — Rank: **20th-worst**

Peak travel time	Worst avg. speed	Delay at peak (minutes)
Evening rush	22 mph (5 p.m.)	39

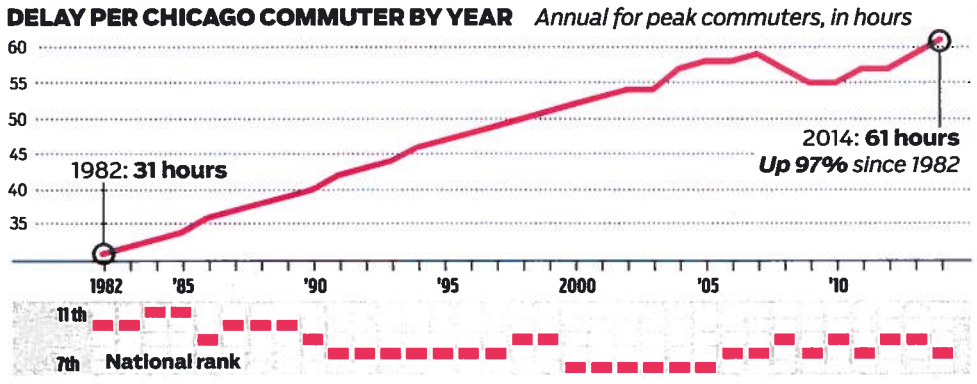
YEARLY CONGESTION COSTS PER COMMUTER

For peak commuter, 2014

Rank	Urban area	Travel delay (hours)	Cost	Fuel (Gallons)
1.	Washington, D.C.	82	$1,834	35
2.	Los Angeles	80	$1,711	25
3.	San Francisco	78	$1,675	33
4.	New York	74	$1,739	35
5.	San Jose	67	$1,422	28
6.	Boston	64	$1,388	30
7.	Seattle	63	$1,491	28
8.	**Chicago**	**61**	**$1,445**	**29**
9.	Houston	61	$1,490	29
10.	Dallas	53	$1,185	22

DELAY PER CHICAGO COMMUTER BY YEAR

Annual for peak commuters, in hours



SOURCE: The Texas A&M Transportation Institute, INRIX

TRIBUNE

2/1/2017

Fred Cappeller
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dzlsabe@yahoo.com
3128060341

PS2# 1629
CS# 3491

Spending $2-3B and years widening the Ike will not solve the priority, which should be getting a lot of truck and other traffic off the Ike and headed toward rail/truck terminals around Cicero or IN and points east. 1

1/19/2017

Chris Carmichael

3726 N Hermitage

Chicago, IL 60613

CS#3450

PS2#1546

The IKE's inconsistent exit and entrance ramps cause delays from merging traffic. Some are on the left side others are on the right. Traffic slows when the ramps are on the left, which is supposed to be the lane for faster moving traffic. All ramps should be moved to right-hand side of the road. IDOT should also consider tunneling so the CTA trains could be moved underground and then using that area for additional lanes. Those lanes could be tolled to cover the costs. 1 2

Eisenhower expressway

Comment Form

Public Hearing

Illinois Department of Transportation

Please select date: [X] *January 25, 2017* [ ] *January 26, 2017* [ ] *I was unable to attend*

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- For the alternatives for the geometry @ the Harlem & Austin I-290 exits, it's difficult for pedestrians to get to the CTA train stations w/ continuous turning ~~moving~~ movements from the on/off ramps. In addition, drivers are making weaving movement right as they're getting off of I-290 (on Austin & Harlem) if they need to turn immediately onto the frontage roads (Harrison or Garfield). 1
- Can the noise walls be taller to accomodate balconies & apartments w/ multiple floors? 2
- Not really in favor of any tolling 3

(Optional, Please Print)

Name /Affiliation Jennifer Chan

Address

City/State OAK PARK *Zip Code* 60304

Phone No. *E-Mail Address*

[ ] *Please **DO NOT** add me to the mailing list*

PS2#1604

MR. CLISSOLD: Kelly Clissold, 1032 Wisconsin, Oak Park.

Comment I had is when renderings of the noise walls are presented ongoing, they should also include a view looking directly across the Eisenhower both with and without the noise wall, and not just looking at an angle so that viewers can visualize what exactly coming up against one of those noise walls would look like aesthetically. 1

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

PS2#1595

MR. DAVIDOFF: Noam Davidoff.

There needs to be an increase in the frequency of buses that run north-south to provide greater access to east-westbound trains, Green, Blue, and Metra lines. Reconfiguring Austin and Harlem exits from the left to the right would be a prolonged and costly construction project that it appears does not appear to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of Harlem and Austin account for approximately 94,000 vehicles in total per day. Over a two-year construction project, that would impact approximately 7 million planned trips. 1

I do, however, agree that a fourth lane to the right westward of Austin be constructed. Separately, parking along Augusta from LaSalle to Austin should be prohibited to make way for a four-lane road. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to significantly increase in order to pick up additional riders. 2

There will be also a dangerous aspect for commuters looking for shared riders in forums like Craigslist that cannot guarantee safety. 3

The majority of significant delays on the Ike are caused by accidents. Much of this is due to distracted driving and aggressive driving, which is not clearly addressed by the plan. 4

No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. 5

Thank you.

PS2#1607

MR. DAVIDOFF: My name is Noam Davidoff and I live in Oak Park.

I am, sadly, a rush hour Ike driver. I know the pain of having to use the Ike to get downtown and back to Oak Park. Public transit is not feasible for me because bus schedules in Oak Park are too infrequent, and the hassle and cost of park-and-ride options outweigh the frustration of dealing with the Ike. Better public transit access in the western suburbs is needed to encourage drivers to leverage existing rail transit infrastructures. There needs to be an increase in frequency of buses that run north-south to provide better access to east-west trains such as the Blue Line, the Green Line, and the Metra. While increasing parking near rail lines benefits some, for most the hassle outweighs the benefits. 1

Reconfiguring the Austin-Harlem exits from the left to the right would be a prolonged and costly construction project that does not, in appearance, seem to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of both Harlem and Austin account for 94,000 vehicles in total per day. Over a, let's say, two-year construction project, that would inconvenience roughly 70 million planned trips. The magnitude of the impact to through traffic would be even more exponentially worse. 2

I do, however, agree that a fourth lane between Austin and Harlem and beyond be constructed to the right, as that project would be less costly and less disruptive than moving the ramps to the right while also minimizing bottlenecks. 3

In that, the westbound entrance from Harlem should be extended similarly to the eastbound entrance on Austin to provide drivers with additional merging time. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to increase significantly in order to pick up additional riders. There would also be a dangerous aspect of commuters looking for shared rides in forums that cannot guarantee their safety such as identifying people on Craigslist. 4

The majority of significant delays on the Ike are usually caused by accidents. Drivers are distracted and are driving aggressively. We need our police force to have better laws and better enforcement of those laws in order to make the Ike a safer place to drive and reduce the speeds so that merging and changing lanes can be done safely. 5

No one should be comfortable with the proposed plan. It's outrageously expensive, prolonged, and will not solve the long-term problem of ever-increasing traffic on the Ike as people continue to move to the western suburbs. It's my concern that there needs to be additional emphasis on rail transit access and that that should be the long-term solution. 6

Thank you.

PS2#1622

1) The Blue Line MUST be extended. The single biggest problem with the IDOT plan and their attitude is their refusal to seriously consider any attempt to extend the CTA Blue Line. I read one document they produced a year or two ago claiming to have explored this possibility. It concluded that extending the Blue Line would not produce one additional rider! This is so obviously absurd it I could not believe I was reading it! 1

With the proposed new construction it is clearly a perfect time to extend the Blue Line. The effect on Eisenhower traffic would be phenomenal.

2) Widening the section of the Eisenhower that is now three lanes, without widening the section east of this would INCREASE traffic from Oak Park into Chicago. This is absolutely certain. Every additional car from the wider section will increase inbound traffic. Already every morning the Ike is stopped during rush hour (frequently 30-50 minutes from Oak Park to the Loop, which should be 8 minutes). This winter, inbound traffic every morning is routinely at least 1 standard deviation above the mean travel time for the past 3 years. Selective widening of the 3 lanes to 4 would make this infinitely worse. 2

3) **Noise walls** help for those right next to the expressway, but create ugliness and claustrophobia for everyone else. Covering the expressway with a park would be a great solution. 3

Thomas E. DeCoursey, Ph.D.
Professor, Department of Molecular Biophysics and Physiology
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Phone (312) 942-3267
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url: http://www2.phys.rush.edu/TomD/physiotd.html

"You are entitled to your own opinion, but you are not entitled to your own facts." – Daniel Patrick Moynihan

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1/31/2017

Daniel Diener

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Franklin Park, IL 60131

dan_diener@yahoo.com

6308247370

CS#3489

PS2#1576

Dear Expressway Committee, after reading the latest news bulletin about the HOT 3+ lanes, I would like to submit an idea that I've had for several years about the Eisenhower Expressway. My idea would be to make the expressway a Variable Speed Expressway System (VSES). Average speed would be monitored and posted on electronic signs. During heavy use average speed would be less, making merging onto expressway easier with fewer back ups and accidents. If during heavy use every motorist went 40-45 MPH I believe there would be fewer back ups and fewer areas of major congestion. Best Regards, Dan Diener 1

PS2#1610

MS. ESTER: My first name is Readith, last name Ester. Address 1931 South 25th Avenue, Maywood, 60153.

I had two concerns. One, the walls. I know that's going to be discussed later but it just doesn't seem to be an understanding as to whose responsibility it's going to be to maintain them.

There are walls in Hillside along the expressway that are not that old, they look ugly, there's cracks and greenery is growing through them. In the city the retention wall are cracking, they look horrible along the Eisenhower expressway.

1

My concern is that eventually it's going to just be an extension of that ugly, poorly maintained. They are talking about now enhancing the landscaping and some additional walls. Who's going to maintain it? Because if you put greenery out there, we need to know. Some communities can't afford it so that's going to go ignored. Why even spend the money on that when the money could be used for something else.

My other concern is the Pulaski, Keeler, Cicero, Lavergne ramps seems that they are too long. The safety of the riders is being jeopardized for those areas with that long space and there's not 24-hour security in place. The money seems it could be better utilized if you just have the smaller ramps and allow people to have access to those stations via some level of transportation, a different mode of transportation from one point to another. Say for instance from one end to another on bus routes, along bus routes. The entrances to the El stations if they were along areas where there are bus routes it would be better for the residents.

2

1/29/2017

Edward Fishburne

1119 Clarence Avenue

Oak Park, IL 60304

Edwardfishburne@yahoo.com

7734547223

CS#3481

PS2#1568

Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. 1

Eisenhower expressway

Comment Form

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Illinois Department of Transportation

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This project is desperately needed! Adding a HOT tolling lane is a creative idea and should be pursued, especially since transportation funding has become very challenged. With public infrastructure falling apart, governments and agencies need more options to repair our ~~[illegible]~~ infrastructure. The concepts shown are very creative and well thought out. Let's keep this project moving ~~[illegible]~~ forward! 1

(Optional, Please Print)

Name /Affiliation Kevin Fuhr / Lochmueller Group

Address 40 N. Wells St, Suite 350

City/State Chicago, IL *Zip Code* 60606

Phone No. _____ *E-Mail Address* kfuhr@lochgroup.com

[ ] *Please **DO NOT** add me to the mailing list*

1/31/2017

Ray Gaynor

1004 Highland Avenue

Oak Park, IL 60304

raygaynor@gmail.com

CS#3488

PS2#1575

I live two houses south of the expressway in Oak Park. I soundly reject the proposal for sound walls. Not only are they unsightly, I expect that they will negatively impact my property value, their effectiveness minimal and will create even more of a divide between north and south Oak Park. I also suggest that the designers consider capping the Eisenhower. Doing so can create additional green space for the village and is visually more pleasant than looking at the expressway and possibly sound walls. 1 2

1/29/2017

Sarah Geinosky

332 S Austin Blvd.

Oak Park, IL 60304

geinosk1@uic.edu

7733547599

CS#3478

PS2#1566

I think this project would benefit the region as a whole. However, if the exits on Harlem and Austin Ave are moved to right lane exits, then the overpasses should also be fixed. They are unsafe for pedestrians and drivers alike, and make it harder for people in the community to access the Blue Line. 1

2/2/2017

Joe Gentile
133 E. Gladys Ave.
Elmhurst, IL 60126
Jgentile61@yahoo.com

PS2# 1630
CS# 3492

Now would be the time add more than one lane since capacity issues have not been addressed since the highway was first put into service. The addition of two more lanes in each direction will be a positive to the region for several generations. Thank you.

Eisenhower expressway

SEE BOTH SIDES

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THE SOUND WALL "VOTE" EXERCISE ~~WO~~ SUFFERED FROM POOR PUBLIC EDUCATION PRIOR TO ITS TAKING.

EXAMPLE: THE EDUCATION EFFORT OUGHT TO HAVE BEEN DONE IN 2-3 CYCLES & PRIOR TO CONDUCTING THE VOTE.

EXAMPLE: NO ONE KNEW DURING OR PRIOR TO THE VOTE WHO WAS #WASN'T ENTITLED TO VOTE. THIS PREVENTED ANY NEIGHBOR TO NEIGHBOR DISCUSSION / SELF-EDUCATION.

CALIBRATING A MODEL W/ NOISE SAMPLING DATA MAY HAVE MISSED THE MOIST ANNOYING HIGHWAY NOISE EVENTS: NOISE DURING RUSH HOURS + FREE FLOW TIME PERIODS ARE NOT THE WORST → WORST IS AT NIGHT WHEN H'WAY IS OPEN + TRUCKS + HOT RODS USE THE LONELY OPEN ROAD TO SPEED OR USE AIR BRAKES, ETC. — SILENCE INTERRUPTED BY NOISE EVENTS

1

2

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

[ ] *Please **DO NOT** add me to the mailing list*

Jim Gill, PE
708 969 0345
850 S. Kenilworth
Oak Park

Comment Form

ARE MORE DISTURBING THAN ANY WHITE NOISE DURING A TYPICAL DAY. 2

place stamp here

- SELECTING PARCELS IN CLOSE PROXIMITY TO THE HIGHWAY FOR EXCLUSION FROM VOTING BECAUSE OF SPECIOUS REASONING THAT THE HOME IS CLOSE TO THE JUNCTION OF TWO SECTIONS OF PROPOSED WALL, BUT INCLUDING PARCELS/HOMES NO LESS THAN 12 DOORS AND 200+/- FEET FROM THE QUIETER SIDE/SOUTH SIDE OF THE DITCH IN THE "VOTING" IS MY BEST EXAMPLE OF VERY POOR REASONING PERFORMED ON THE SOUND WALL EXERCISE. 3

Illinois Department of Transportation
Attn: Mark Peterson, Project Manager
201 West Center Court
Schaumburg, IL 60196

YOU GUYS SHOULD DO BETTER, MUCH BETTER NEXT TIME. 4

Affix tape here

PS2#1598

Michael Grandy

82 S. Carence, Oak Park, IL

MR. GRANDY: Michael Grandy, 825 South Clarence, Oak Park.

I think I got involved in this thing about 8 or 10 years ago when it first started. As near as I can figure, it should have been just probably ready to start already. I think we are still waiting. Jim, I think you are safe.

A couple things that perplexed me is when we initially got this going we had talked about or it seemed to be coming at us that the Blue Line extension was going to happen sometime. And now I'm hearing that it's being pointed at the CTA instead of the RTA. And as I said, that perplexes me. 1

Second point would just be an overall comment on the flyovers. Don't like them, don't like them at all. I think they are going to be, going to be big. They are going to be ugly. They are going to be noisy. And I think that they are going to reduce what passes for the quality of life in a very congested urban environment. 2

MR. HARMET: With respect to the Blue Line extension, that has been and continues to be something with a very high stakeholder interest. And we partnered with the CTA, you can see the initial evaluation. And what we found was the Blue Line extension, average ridership would be coming from existing other existing transit services. So that was telling us we really didn't have the density of land use there to support it as a standalone project.

But what we have done is provide a corridor and space for a future extension. And as the initial service, looking at having express bus service in that managed lane corridor. So preserving it for the future, we did test it, did rigorous analysis about what to do overall.

MS. FARZIN: Yes. For CTA we had limited scope with it, with the Vision Study. We followed the modeling results that IDOT did looking at extension possibilities. But for us the focus was on the existing infrastructure and shoring that up to at least from current design speeds providing accessibility for the branch.

Some basic things that for us it's not practicable to look at an extension before we take care of the existing infrastructure that we already have. So that's our first focus. And when that's taken care of, then we start to explore the possibility of an extension.

MR. HARMET: With respect to Harlem and Austin, we did do some detailed analysis in terms of noise and air. And there certainly is some advantages in terms of noise with the design kind of walling off the Eisenhower. So there was some advantages certainly there, and we didn't find an air quality impact where a more microscaled analysis would be a visual change. But we wanted to continue to work with the village and all the communities on aesthetics and other things to really blend as much as we can with the surrounding communities.

So then we will go back to some of the other issues. We did take a real extensive look at transit as part of the study; and there is a lot of existing north-south bus service that's configured to do those things, connect those CTA rail lines. We are proposing some slight refinement to that as part of our preferred alternative.

But the Eisenhower is beyond, the bridges, in particular, beyond their useful design life. So we won't have a transit solution to addressing those types of problems on the Eisenhower, it needs to be reconstructed regardless. The benefits, we even looked at improving the drainage system. Heavy rains we have had in the last 5 plus years, the Eisenhower completely closed. Where does all that traffic go, in to your communities. So we needed to make some major investments in the size to keep traffic where it needs to be and have it serve its function. It's a vital corridor.

In terms of Harlem and Austin, concentration of, we see the crash rates being higher at those intersections, interchanges. National studies have shown that those left-side ramps are anywhere from 60 to 180 percent less safe than right-side ramps.

So we have come up with a unique design that, even though it is an interstate interchange, it's a much more pedestrian- friendly type component so far as transit access and crossing through there. Today the sidewalk just disappears. And so we want to have defined areas, pedestrian plazas connect up to these, plus a proposed bike path. Construction on a major project is always a challenge. But again, that's something that the Department of Transportation is going to be working closely with the communities during final design to come up with a plan for construction. Here today we are in the planning phase.

We are talking about concepts. Ride sharing. You know, it's something, car pooling is happening today on the Eisenhower. It's one of the things that makes a HOT lane work as well as the modeling shows. So I really can't say how that would be administered. But certainly that's something that encourages sustainable practices and gets more efficiency out of an existing corridor. Certainly crashes do cause congestion but vehicles are just causing congestion as well. The west end of the Eisenhower is about 40 percent overcapacity today, the number of cars that should fit in that number of lanes.

So what we are proposing is improving the efficiency of that existing corridor without dramatically expanding its footprint. So that HOT lane is going to increase that efficiency, the tolling is structured to provide a 45-mile-an-hour trip, which you can't count on day in and day out today on the Eisenhower.

We will also see travel improvements in those general purpose lanes.

So a lot of reasons to undertake it. And I can say that we don't start off with planning, planning is to develop a plan and consensus. And we are going to work on a financial plan as well, but we have got to get step I solved first.

2/6/2017

AJ Grigg
620 N Milwaukee, B
Libertyville, IL 60048

PS2# 1638
CS# 3501

Please go forth with this project and make sure that those who travel in groups are able to use the HOV lane for free. 1 Also, please consider removing the entrances and exits within Oak Park. They are least of all an eyesore and most of all a highly inefficient and unsafe design. 2 As close to the city as Oak Park is, their residents should use side streets and frontage roads in their commute, and no one from the outer suburbs is traveling to there anyway. Thank you. 3

2/11/2017

Charles Grotzke
18136 Rita Rd, 2A
Tinley Park, IL 60477
garagekey1947@yahoo.com
7084290552

PS2# 1641
CS# 3507

The "environmental impact" of road building is always the same: additional pollution caused by automobile emissions, additional deaths and injuries caused by automobile traffic and the squandering of public funds on subsidies to automobile drivers. 1

Federal and state funds dedicated to this project would be better spent on improving bus and rail service. 2

PS2#1617

Michele Gurgas

1047 Highland Ave. Oak Park, IL

MS. GURGAS: Michele Gurgas, 1047 Highland Avenue in Oak Park, Illinois.

I have got a little bit of a laundry list. First, I was late because the CTA line stop on the flyer was incorrect. So it's a quarter mile away, so it took me a little while to get here so I don't have all the information because I just pulled on in. So some of this might be redundant. You list out the public paths for expansions. Have those been identified and who would fund those? 1

For the HOV lane, how do you plan on doing enforcement? Because they are fine. But if they are not properly enforced, they are not very effective. Also, with safety, given those HOV lanes, if you end up having the lane size reduced a little bit below standard roadways for Oak Park specifically, what are the current design heights for the off ramps? 2

And I can't remember what the status of digging down the Ike was. When are you planning on resurveying the noise wall, survey? And those are the end of my questions. 3 4

MR. HARMET: What was the second to last one?

MS. GURGAS: The off ramps, was it the off ramps.

MR. HARMET: Digging down.

MS. GURGAS: I wasn't sure what the status of when you were digging down to be able to do the ramps.

Oh, and then my last one was some of the bridges between the off ramps, what is the current design pitch on those? Because when I was trying to read the EIS, I was having a hard time finding that. 5

Thank you.

MR. HARMET: In terms of the paths and sidewalks, the department has a standard policy. And it's 80 percent state and 20 percent local. So we have actually identified that in the Village of Oak Park. All those costs are in the letter of intent. And certainly it's 100 percent IDOT cost for anything that's replaced that's disturbed by construction.

The wider sidewalks on the bridges -- Did you have another question?

MS. GURGAS: I was going to say it is 80 percent IDOT payment? 1

MR. HARMET: And then the sidewalks on the bridges are IDOT cost.

MS. GURGAS: Yes.

MR. HARMET: In terms of enforcement for the HOT lane, what we will start with is looking at the best ideas across the country, what are the best practices because there is HOT lanes in operation all over the country so we will look at that.

And I think by the time this gets to construction, because that would be the last thing that's built is bolting on all that infrastructure to whatever the Eisenhower reconstructed looks like. And so as the technology evolves, you will be looking at that as well. I think for an urban corridor like this, you would be looking at electronic means primarily.

In terms of safety with the lane widths, we did analyses of lane widths versus shoulder widths. And we found that shoulder widths had a much bigger safety benefit than lane widths. And with regard to the shoulder widths, there wouldn't be, like there is today, full shoulders everywhere. But one of the things we are going to do as well is something called dynamic lane management where you see those red X's or green X's over a lane, similar to what's out there on I-90 being built today, the Jane Adams Tollway.

The ramps at Harlem and Austin are consistent with those 3D models that we had prepared over the summer I think it was, might have been the summer of '15.

And then we explored lowering the Expressway. We actually are lowering the Expressway in several locations, particularly at Harlem Avenue. But we can't go any lower than we have identified because then we get into drainage problems as well as if we are sinking down the Eisenhower and the railroads, eventually the railroads have to climb back up out of there, and they can only go so steep. So the CSX climbs back over the Eisenhower to the west.

The crossroad bridges would be either at the same height or lower. We were able to work with the CSX railroad to identify and improve clearance without raising those crossroad bridges.

MS. MORSE: The noise wall, revisiting the noise wall was one of the other ones. | 4

MR. HARMET: Thank you because I could not read my own notes.

And noise walls would be another, in a project like this. The design plans would not be pursued all at the same time. It probably would be in layers and stages; and the noise walls might be one of those end items, again, is what gets constructed. And so, therefore, later in the design phase. But when the design phase comes up for the noise walls, the department will go back to the communities and ask the question has public sentiment changed. And if so, then reopen the issue for discussion.

If there is no -- public sentiment hasn't changed, has not changed, we just focus on aesthetics, what would the wall look like.

1/29/2017

Michele Gurgas

1047 Highland Avenue

Oak Park, IL 60304

gurgas@sbcglobal.net

CS#3480

PS2#1567

To Whom It May Concern, These are my comments regarding the EIS currently under public comment for the I290 expansion. I attended the January 26, 2017 IDOT Public Meeting. Below is some specific information which was conveyed to me by IDOT staff which I would like to confirmed during this public comment period. Austin Bridge: Current Garfield/Harrison streets are at around 615-620 ft. Austin bridge overpass will be 625 ft. The fly over off ramps will be 2-4 feet higher than Garfield Road at the highest point. There will be an approximate 4 foot high concrete wall along Garfield to help block the view of the fly over ramp (not the sound wall). The highway by Austin will be dug down 5 feet. If this information is accurate, I have no comments regarding the Austin bridge and associated fly over off ramps. 1

Harlem Bridge: By Wenonah, the fly over off ramp will be 6 feet below surface street. By Maple, the fly over off ramp will be 3 feet higher than surface street. There will be an approximately 4-5 foot high concrete wall in that area to block view (not the sound wall). The highway by Harlem will be dug down 7 feet. If this information is accurate, I have no comments regarding the Harlem bridge and associated fly over off ramps. 2

Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. 3

Lanes: HOT Lanes - will only be divided by paint lines and there are no current plans for enforcement. A more concrete plan should be developed for enforcement of these lanes. Lanes will be decreased from 12 feet wide to 11 feet wide, all areas will have a minimum of 4 foot shoulder (even under bridges). Please confirm. These reductions in lane and shoulder widths are a safety concern to me. 4

Ancillary Items: Noise wall - will be revisited and citizens re-surveyed again during construction. Oak Park was divided by the highway and we do not need sound walls to add to the separation in our community. 5

Public Paths - 80% funded by IDOT, 20% by local municipalities. IDOT will be paying for 80% of the walk ways and bike paths as shown in the design drawings including plantings and art work. IDOT will be upgrading a number of artillery roads (North, 6

Cermak, I55, Madison, and Roosevelt). Please consult with the City of Oak Park as they are planning to decrease lanes along Madison. Traffic will be very bad in our community during construction. Added safety measures need to be implemented to keep pedestrians and cyclists safe. Pedestrian Safety 6

The pedestrian crossings still appear to be unsafe at Harlem and Austin. Speed tables or rumble strips should be inserted prior to pedestrian walk ways to decrease driver speed. CTA: CTA selling 10 feet of their right of way to IDOT for highway expansion; there will be no future ability to add express trains to the Blue Line. No reduction in access to any CTA locations. Additionally note, the IDOT flyer gave the wrong directions to this Public Comment / Informational event with the directions leaving CTA riders about 1/4 mile from the hotel. I took public transit and was late to the event due to this inaccurate information. I think this mix up makes IDOT look bad and reinforces the public perceptions that IDOT is only about building and expanding roads and is not an advocate for holistic transportation solutions. Michele Gurgas 1047 Highland Avenue Oak Park IL 7 8

1/30/2017

Mary Haley

1026 Highland Ave.

Oak Park, IL 60304

mhaley1026@mac.com

CS#3486

PS2#1573

Please do a thorough evaluation of the site lines and design of the bridge at Lombard Ave. in Oak Park. There is a great deal of foot traffic on the south side of the bridge, and the height of the sidewalk and the narrowness of Garfield Ave. make turns difficult and dangerous. 1

2/11/2017

Teresa Henning
Moneymasternow
Po Box a3276
Chicago, IL 60690
socialprincessnow@gmail.com
7736695047

PS2# 1642
CS# 3508

No more lanes | 1

2/12/2017

Anonymous
IL 60304
hillschicago3@gmail.com

PS2# 1645
CS# 3512

Please make the decision for a Noise Wall anywhere along 290 a WHOLE VILLAGE VOTE. Put this decision on an official ballot for the entire Oak Park Village (All Taxpayers) to cast a yes/no vote. It is only FAIR. Thank You Jennie Hills 1

1/18/2017

Jose Isaac

3637 W. Oakdale Ave.

Chicago, IL 60618

ISAACJOSE@SBCGLOBAL.NET

CS#3443

PS2#1540

YOU SHOULD BUILD NOT ONE EXTRA LANE BUT 3 IN EACH DIRRECTION DO NOT THINK ABOUT TOMORROW TRAFFIC BUT AT FUTURE TRAFFIC YOU BUILD ONE LANE TODAY AND WHEN YOU ARE FINISH YOU WILL HAVE TOO START THINKING ABOUT BUILDING ANOTHER LANE, AND THIS SHOULD BE DONE IN EVERY EXPRESS WAY IN THE STATE SPECIAL IN CHICAGO ???? THE WORST PLACE TO DRIVE FROM POINT A TO POINT B 1

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2nd Request

Agenda for Eisenhower Expressway

I-290 Draft Environmental

Sir

I found the Agenda on the Internet, I saw it on the Sun-Times page - I am interested (in Jan. 26 - 2pm. tag event) send the Agenda to

Chicago, Ill. 60690
B. Jackson
Box 2918

P.S. Advise who will be the contractors ??

1

2

1/27/2017

Krista Johnsen

1139 S. Lombard Ave.

Oak Park, IL

60304

CS#3473

PS2#1561

I live just down the block at 1139 S. Lombard and can attest to how dangerous an intersection this is esp. with the litte ones playing in the tot lot and the height of the curb that curves around so quickly. It is very hard to see whether pedestrians or bikers or skateboarders are coming up to the intersection. Please make this intersection more safe as many people with children walk to and from the park as well as walk from the south of OP to the El or businesses on Harrison like the Buzz Cafe. 1

PS2#1611

MS. JOHNSON: My name is Carolyn Johnson. My address is 2029 South 9th Avenue, Maywood.

And I have some comments on the Blue Line Vision, Forest Park Branch Vision Study.

First thing I was looking at was the ramps at Cicero and at Pulaski and one of the things that I noticed is that they were going to make that dual entry and the ramps appear to be long and my questions and comment had to do with the disabled. Everything is supposed to be accessible for the disabled but when you look at say the entrance at Keeler and Lavergne, you have about 500 feet to go down to the platform. And I'm thinking about a person who is disabled walking with a cane or with a wheelchair, that's a long ramp. And I understand that these were ramps that were closed years ago and my question is: Why were these ramps closed years ago? And why all of a sudden are these ramps, the idea to reopen them, what has changed in the area now that it's being considered to reopen these ramps? What kind of improvements are going to be made?

I understand that the areas are going to be covered so that people won't be walking on the outside but then what kind of safety considerations are being considered? That's a long distance. Then there's no bus route on the Keeler and Lavergne Avenue exit. There's no bus running parallel to the El that can get you down to Pulaski and I just wondered if this is the most viable means of accessing those particular exits. 1

I understand that there have been some outreach to the people in the community. I don't live in the community. So if this is something that people who live near there are interested in but just observing it, being an outside observer, these are some of the things that I saw and wanted to bring them to your attention. Again, safety, mobility and all of those things.

Thank you.

PS2#1620

Anthony Johnson

3351 W. 21st St.

MR. JOHNSON: My name is Anthony Johnson. I live at 3351 21st Street.

I live by the Blue Line, the Blue Line train, I live about two blocks down. How long they going to do the project, about a year or a couple years? Guess? That's it, no other questions. 1

MR. HARMET: At this point we don't have a schedule for construction. We just only have funding right now for this planning phase.

PS2#1596

1043 S. Harvey, Oak Park, IL 60304

MR. KELLY: Hi. My name is Jim Kelly. I live at 1043 South Harvey in Oak Park.

1043 South Harvey is a block south of the Eisenhower. I'm going to be 70 in June. So I'm wondering how much of this project I have to be concerned about in my lifetime. 1

But I am interested in knowing if you have an idea in like the best-case scenario when this project will be ready to receive funding, how much time between now and then? 2

How much time between then and funding, and how much time for all of the construction to be completed? 3

MR. HARMET: We have looked at construction at a conceptual level, and our estimate here in the planning phase is that construction would take four years in advance work, looking at overhead bridges, assessing those parallel arterial routes, North Avenue and Cermak.

And then once that is in place, we would begin the main lane construction, which would be another four years, about an eight-year process we have identified here.

The next phase of project development, final design. They will look at that in much more detail, perhaps they are able to tighten up that schedule. But the most important thing is that they will be working with the communities, the department will be, to develop a set of construction measures to manage and mitigate construction effects during that time.

But right now we don't have a schedule for starting. We do have a financial plan that we are going to put together to start to talk about the funding issue. So that occurs more in the summer timeframe and that will be part I.

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

PS2#1602

Rick Kuner

728 S. Euclid Ave. Oak Park, IL

MR. KUNER: My name is Rick Kuner. I live at 728 South Euclid Avenue in Oak Park.

I have a comment and then a question.

The mode the chair is representing at this point is operating express lanes, operating overcapacity. And even with improvements that you are talking about, it will still be overcapacity, not as much as it is now but still be overcapacity.

The mode that Janine represents is operating, the Forest Park branch, is operating under capacity. And what's causing that -- as you already know, so I'm preaching to the choir here, but for the benefit of the audience -- the O'Hare branch carries a lot more traffic than Forest Park branch. So that dictates how frequently you run trains and what the headwinds are. 1

So if you have a mode operating under capacity alongside a mode operating overcapacity, it seems to me anything both, the two of your agencies can do, to get especially choice riders out of their cars and onto transit would be helpful. You are already, you are already serving the captive riders because they don't have a choice.

And there are a variety of things you can do. And you are both qualified and you have got some good staff people and consultants so that seems to me to be doable.

The question I would ask is how amenable you are to extending the February 13 deadline? And having read or skimmed all of the EIS, which is in excess of 2200 pages, within that there are 192 figures and 78 tables, I would suggest to you what you already know is that's a lot to absorb. At this point I think we can make the February 13 deadline. But that, that may not be possible. 2

So what does it do to your schedule if we ask for extra time for providing public comments?

MR. HARMET: Well, I would say send us a letter and ask us what your specific needs are; and we will go from there.

MR. KUNER: Thank you.

1/27/2017

Lisa Labuz-Stowers

825 Lyman

Oak Park, IL

60304

baileyquarters915@gmail.com

7738357346

CS#3472

PS2#1560

When it comes to rebuilding the Lombard St. overpass, I urge you to increase the pedestrian and vehicle sight-lines at Garfield St. My daughter and I regularly walk from Barrie Park toward Harrison St. We have narrowly avoided being hit by cars as we crossed Garfield, heading north. Cars on Garfield routinely go much too fast for that street. This intersection sees regular and heavy pedestrian traffic with Barrie Park and the EL nearby. Please make this intersection safer for all pedestrians and vehicles! 1

2/2/2017

Jeff Levrant
617 Circle Ave
Forest Park, IL 60130
jlevrant@gm.slc.edu

PS2# 1631
CS# 3493

Hi, A couple of quick questions. In the recently delivered handout, there's a mention of the project affecting the parks on Circle Ave and no mention of the circle ave blue-line entrance. What are the proposed changes to circle avenue, if any (in both instances). 1

Also, how will the HOT lanes be monitored for occupancy? 2

Thanks,
Jeff
617 Circle Ave

Eisenhower expressway

Comment Form

Draft Environmental Impact Statement

Illinois Department of Transportation

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The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented. **The public hearings will be held on January 25, 2017 and January 26, 2017.** Please visit the project website at **www.EisenhowerExpressway.com** for hearing locations.

Public comments will be accepted through Monday, February 13, 2017. To submit a comment form, fold it in thirds, tape closed, place a stamp and mail, or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

Date: JANUARY 11, 2017

IN HISTORICAL PERSPECTIVE, THE ORIGINAL INTENT AND PURPOSE OF THE INTER-STATE HIGHWAY SYSTEM WAS TO CONNECT AMERICAN CITIES. THIS WAS THE VISION OF GENERAL, LATER PRESIDENT, EISENHOWER; TO STOP AT THE OUTSKIRTS OF CITIES; (1959.) WHAT WAS DONE INSTEAD WAS THE CARVING UP OF CITIES AND RESIDENTIAL NEIGHBORHOODS, WE CANNOT PUT THE TOOTH-PASTE BACK INTO THE TUBE. 1

BUT WHAT WE CAN DO IS TO RESTORE, AS MUCH AS POSSIBLE, OF THE ORIGINAL INTENT. FRONTAGE ROADS MUST USE CANTILEVER WOODEN BICYCLE PATHS, ELEVATED 10 FEET ABOVE THE SURFACE. CANTILEVER CONSTRUCTION WILL (1) SAVE PRECIOUS SPACE; (2) ENABLE TWO-WAY BICYCLE JOURNEYS. AT ONE/HALF MILE INTERVALS, A DESCENT TO THE SURFACE BY GRADUAL ANGLES OF DECLINE. 2

THIS WILL ENABLE BOTH LOCAL TRAVEL AND LONG DISTANCE JOURNEYS FOR THE FIT AND HARDY. THE BICYCLES COULD BE TANDEM AS WELL AS SOLO. THINK OUT-SIDE THE BOX

(Optional, Please Print)

Name /Affiliation NICK LOCOCO-CITIZEN

Address 7628 MONROE STREET

City/State FOREST PARK, ILLINOIS *Zip Code* 60130

Phone No. (708) 771-5315 *E-Mail Address* —

☐ *Please **DO NOT** add me to the mailing list*

* CANTILEVER WOOD PATH-WAYS ENDURE

2/3/2017

Elliot Luke
4434 N Damen Ave, Apt 2E
Chicago, IL 60625
elliotjluke@gmail.com
7202572569

PS2# 1633
CS# 3495

I am writing regarding the proposal to add lanes to the Eisenhower Expressway.

This proposal is a waste of taxpayer money. I would suggest that those responsible for making the final decision re-familiarize themselves with their college 101 planning textbooks, and with the the law of induced demand:

An excerpt from Subrban Nation: The Rise of Sprawl and the Decline of the American Dream (Duany, Plater-Zyberk, Speck, 2000), " The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. [...] The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." 1

This will not relieve traffic congestion. However, it will make the area more dangerous, less prosperous, and less healthy. It will only enrich those who build it. It is a bad idea and I'm strongly opposed to it. 2

2/10/2017

David Manuele
731 S EUCLID AVE
Oak Park, IL 60304
708-902-0571
708-386-3726
davemanuele@aol.com

PS2# 1656
IDOT Control #104457

From: davemanuele@aol.com
Sent: Friday, February 10, 2017 2:34 PM
Subject: Web Mail from David Manuele

Web Page: IDOT Home Page
Name: David Manuele
Address: 731 S EUCLID AVE
Oak Park, IL 60304
Work #: 708-902-0571
Home #: 708-386-3726

Question:
I reside one and one half blocks north of the Eisenhower Expressway. I was a career commercial property insurance adjuster, and I can personally attest to the severe impact that such a proposed major expansion project will have on the surrounding residences and general community.

The sustained concussions from the proposed construction will fracture the underground infrastructure, especially the sewage system. Most of the residences were constructed with plaster, and there will be severe fissuring from such sustained concussion. As I stated above, as a property insurance adjuster I have had direct experience in evaluating such damages. IDOT should be placed on notice that they will be required to consider claims for such resultant property damage. 1

Also, the noise and dust will severely impact the surrounding community. More consideration needs to be given to these consequences of the proposed construction. 2

1/23/2017

Jessica Matthews

1720 W. 99th St

Chicago, IL 60643

loveliestwoman@gmail.com

CS#3465

PS2#1558

The Ike is congested most of the day because of a few bottlenecks, so adding an additional lane in both directions is nice. However, increasing lanes in the 3 to 4 bottlenecks (I-88 split, near Austin/Oak Park, before Kostner, and curvy lanes west of Route 171) could decrease traffic jams allowing the traffic to flow more smoothly throughout the day. The CTA rail system has unused space adjacent to tracks. You could possibly create flyover lanes to increase capacity where areas are too narrow to expand. 1

1/19/2017

Dale McCormack

The Institute 4 Traffic Safety

8322 Mildred

Machesney Park, IL 61115

d.mccormack@ti4ts.com

6304305701

CS#3454

PS2#1550

1. Thanks for calling them “crashes” and NOT “accidents” 1

2. The Hillside backup, where the two expressways meet, is caused by high traffic volume and distractions. The more done to reduce both, the better. Obviously more lanes over a prolonged period is preferable (and most expensive). 2

2/23/2017

Patricia McMillen
206 Le Moyne Pkwy
Oak Park, IL 60302
pattymac3@aol.com

PS2# 1659

From: PATRICIA R MCMILLEN [mailto:pattymac3@aol.com]
Sent: Thursday, February 23, 2017 2:05 PM
To: Peterson, Mark W; Harmet, Pete E
Cc: Jfarzin@transitchicago.com
Subject: [External] Copy of comments posted to IDOT website today, re: Eisenhower Expressway "Preferred Alternative Plan"

Dear IDOT,

I am a retired lawyer with a primary residence in Oak Park (closer to North Ave. than to the Eisenhower Expy.) and a second (condo) property in the city (South Loop). I am writing to ask you to reconsider the Preferred Alternative Plan in light of the criticisms made by Citizens for Appropriate Transportation, to which I add the following comments:

—The best way to facilitate commuter traffic from exurbia is to improve public transit, especially by extending the Blue Line west from Forest Park (and/or adding high-speed rail facilities to the mix now available for exurban dwellers). I say this as a former daily commuter who always chose public transit over automobile, and still usually choose it for my less frequent travel between Oak Park and Chicago (either using CTA bus #86 from my home to the Ridgeland Ave. green line station or parking my car in an Oak Park public lot; formerly, when I owned a home in SE Oak Park, i took the Blue Line from my home to the city, and to classes and events at UIC). My reasons for this habit have included: cost and inconvenience of maintaining a personal automobile; a long habit of reading and/or working on the train; cost of parking in the city (before I purchased a parking space near my condo); and my interest in not adding to air/soil/water pollution in our state.

—The many studies reported by CAT (and others) have shown that expanding/building more highways (and deprivileging other land uses—whether agricultural/open space/recreational, residential, commercial, etc.) does NOT solve the problems of highway congestion or even safety. Rather, it seems to lengthen commutes for workers, who move farther and farther away from the city in order to "breathe clean air," exacerbating their own (and my/everyone else's) problems.

--As I have aged, I also have grown to feel safer in a train or bus (when I'm not driving), and to enjoy the interaction with younger people who ride trains in and around the city. Perhaps I should add that I am a middle-class white woman; also, that the more IDOT and CTA can do to encourage people like me to ride the trains/busses, the safer I'll feel—it's nice to have a critical mass when traveling, especially at night.

Before I moved to Oak Park, I lived most of my life either on the North Side of Chicago or northern suburbs, with 3 years in Hyde Park (law school); thus, my feelings about public transportation vs. automobile travel were molded long before I had regular encounter with the Eisenhower Expy, whose design as it passes through Oak Park is, of course, different from that of the Edens or southbound urban expressways. However, so are our (west suburban) communities; as infill continues to increase our populations, we must be thinking of long-term solutions, not just patches to the existing highway system.

In short, I prefer to have my tax monies used to improve transportation options that will serve all of northern IL, not just wealthy exurban car owners.

Thank you,

Patricia McMillen
206 Le Moyne Pkwy
Oak Park, IL 60302

2/21/2017

Kimberley Miller
946 Gunderson Avenue
Oak Park, IL 60304
kakmiller@comcast.net

PS2# 1657

From: Kimberley Miller [mailto:kakmiller@comcast.net]
Sent: Tuesday, February 21, 2017 3:22 PM
To: Harmet, Pete E
Subject: [External] Eisenhower expansiomn

Dear Mr. Hartmet:

My name is Kimberley Miller. I live five houses from the Eisenhower. I am appealing to you to abandon the plans indicated in your latest report.

Your group has spent too much money and too many hours deciding on things that will negatively affect the people and properties that adjoin the Eisenhower. Remember the phrase "build it and they will come"? That is what will happen with toll lanes. People already pay extraordinary prices to park their cars downtown; the tolls will not make a difference . The toll lanes will be filled and the other lanes will be filled and the Eisenhower will be the same. It will be the same air polluting, congested mess it always has been. One more lane each direction will not make a difference. 1

Your information is misleading. I believe you will be encouraging even more drivers to take their cars downtown rather than riding public transportation. I also do not believe the number of crashes you report to occur yearly. I also do not believe the number of accidents you claim to occur at the Austin and Harlem exit/entrances. 2

I hope you do not get the funding. I hope you do not cause construction horrors for years for ALL drivers. I hope you do not jeopardize the Oak Park Conservatory, our homes and businesses. I hope you do not make the air any worse than it already it is. I hope you don't risk the stability of Garfield and Harrison Streets. I hope you and your plan do not succeed. 3

Sincerely,

Kimberley Miller

946 Gunderson Avenue

Oak Park, IL 60304

PS2#1608

MS. MONTVILLE: Fina Montville. I live in Oak Park, 900 South Winona.

One of my first questions we have a son who's disabled, he's 42 years old now. So there have been many occasions when there was time when I had to take him in the wheelchair on the CTA and it came about -- I don't know exactly when it was closed off but anyway, at the medical center there is a ramp that goes up towards I think it's Pulaski, but there's a turnstile there, not exactly accessible. When you get off the train, however, there's a stairway that will take you up. If I wanted to use another stop that has a ramp on it, I would have had to have gotten off at -- I got off at Damen, but if I had need of the ramp, the stop before it, is that Ogden if you are going east of Damen? The largest issue is the medical center Blue Line stop ADA accessibility. 1

And the other thing was that I wanted to be able to get a little bit more information about the wall. We live at 900 South Winona. So we live three blocks east of Harlem. So we have Volvo and the post office and we live just catty-corner from the mail drop-off, postal mail drop.

My question is: Where is the wall going to go? Because I think 52 percent said yes, so I figure -- is it going to go right along the highway, the expressway, or is it going to be built higher because there's like a big hill. There's a hill. Here's the post office, and then it drops, okay? (Indicating.) Whoever is reading this will know what I'm talking about, okay? I do want to find out about that.

And if the trees are going to be cut, the existing trees that are up on that line, are they going to be cut? Okay. Those are the big ones. What kind of material are they using for the walls? 2

There's always accidents on the Eisenhower. When there are accidents, there's always -- we have lived there for 40 years, so I know a lot about this. There's usually somebody from the fire department who stays above like on Harrison side or the Garfield side to observe what's going on down there, what's going on down there with the fire trucks and with the accident. Is this wall going to impede the ability for that person because I'm assuming that this man is a crucial part of the whole crew if there's an accident -- when there's an accident. I would like a reply to these questions.

Eisenhower expressway

Comment Form

Public Hearing

Illinois Department of Transportation

Please select date: [X] *January 25, 2017* [ ] *January 26, 2017* [ ] *I was unable to attend*

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail; **or** fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- **Project's purpose and need for the improvement**
- **Alternatives under consideration**
- **Preferred Alternative**
- **Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue**
- **Social, economic, and environmental effects and proposed mitigation strategies**
- **Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park**

I have lived on Garfield, East of Harlem for over 40 yrs. I really hope that I-290 is NOT converted into another Toll way, Single HOT or otherwise. 1

(Optional, Please Print)

Name /Affiliation Jake Monville

Address 900 S. Wenonah

City/State Oak Park *Zip Code* 60304

Phone No. _____ *E-Mail Address* _____

[X] *Please **DO NOT** add me to the mailing list*

PS2#1619

MR. NORRINGTON: Paul Norrington.

With the retention, the noise wall, and I'm assuming there may be retention walls along the corridor, and landscaping, will there be opportunities for local artists to be involved in that and landscape engineers? 1

MR. HARMET: There may be opportunities. I know for developing that plan we will be working very specifically with the communities on what their desires are and vision. So that could be a possibility, but that's all yet to be discussed.

I think your earlier question, I think I didn't answer was so far as you are saying, well, what would happen and how would all that fit so far as the Eisenhower. We would add a lane in each direction without expanding the right-of-way footprint, and we would accomplish that by using 11-foot lanes on the inside through that stretch as well as using 10 feet of right-of-way from the CTA Blue Line.

As part of the Vision Study and the overall analysis, we identified that an express track would not be needed because the Blue Line today with the station spacing kind of acts as an express.

Eisenhower expressway

Comment Form
Public Hearing

Illinois Department of Transportation

Please select date: [X] ***January 25, 2017*** [ ] ***January 26, 2017*** [ ] ***I was unable to attend***

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- **Preferred Alternative**
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- **Social, economic, and environmental effects and proposed mitigation strategies**
- **Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park**

- While this project would help alleviate current congestion, I feel there are more pressing transportation issues today. One of these issues, especially in the near western suburbs of Chicago, are the amount of grade crossings. Grade separations typically cost between $10 - $30 million; this project is currently budgeted at ≈ $2.3 billion. For that cost, 76 - 230 grade crossings could be eliminated, ~~or~~ and/or roads and bridges could be repaired. Grade crossing elimination along Harlem Ave, 1st Ave, Cermak Rd, and Grand Ave would be beneficial to all road users. Freight traffic would have freedom of movement, and private vehicles and PACE/CTA buses would be much more reliable. The CREATE program is a great start, and adding more grade separations would improve the network for all users. 1

Suggested separations: - Grand/76th, Elmwood Park - Grand/Fullerton/Harlem, Elmwood Park - Harlem/26th, N Riverside - Harlem/34th, Riverside - Harlem/63rd, Summit - Cermak/1st, N Riverside - Lake/1st, Maywood - Grand/Thatcher, River Grove - Cermak/Cicero, Cicero - Cermak/Laranie, Cicero - Lake/5th, Maywood 2

(Optional, Please Print)

Name /Affiliation Jason Nudelman; 1130 Ontario St, Apt C7

Address

City/State Oak Park, IL *Zip Code* 60302

Phone No. *E-Mail Address* Jason Math@sbcglobal.net

[ ] *Please **DO NOT** add me to the mailing list*

N-154

PS2#1599

Jason Nudelman

1130 Ontario St. Apt. C7 Oak Park, IL 60302

MR. NUDELMAN: My name is Jason Nudelman.

So I heard the cost of the project is roughly $2.3 billion. I am currently a commuter on the 307 bus route on Harlem Avenue and that bus route has four train crossings that are at grade.

Now, I realize this project is very valuable for expanding capacity. But in terms of importance, I think a more immediate importance right now is separating some of these heavy, congested train crossings. And I understand the CREATE Program is doing that but I think more funding should be applied to that. 1

MR. HARMET: Thank you. I would say that the Eisenhower is one of many projects that needs to be accomplished in the region. And I would say also that the Eisenhower is still a very important project because of the role it plays with connecting communities to the region and vice versa.

So I know that certainly the 25th Avenue project that's almost finished with the grade separation and CREATE has done a lot of work in the region so far as that and that will continue. But at this point we really are just identifying what the scope of work would be for the Eisenhower, and we will have also have a conversation about funding. I think funding above everything, that continues.

1/18/2017

Daniel Oliverio

184 East Drummond Ave.

Glendale Heights, IL 60139

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CS#3444

PS2#1541

HYPERLOOP IN THE CENTER OF THE EISENHOWER GOING EAST AND WEST! BUY THE MANNHEIM STRANGLER LAND NEXT TO CARMAX AND EXPAND THE PARKING LOT INTO A HUMANS, CARS & CARGO HYPERLOOP ABOVE THE STREETLIGHTS. IN BETWEEN THE STREETLIGHTS ALONG THE EISENHOWER BUILD BEAMS IN BETWEEN TO HOLD THE STUCTURE. YOU WILL ENTER AT MANNHEIM AND THE TOP OF THE OLD MAIN POST OFFICE WILL BE REDESIGNED TO LET PASSENGERS EXIT TO CONGRESS! THE HYPERSONIC TRAIN SYSTEM WILL BE A 30 SECOND RIDE COMPARED TO A 30 MIN-2 HOUR BUMPER TO BUMPER IDLE WASTING GASOLINE SO THE OIL COMPANIES CAN JACK UP A GALLON TO $5! HYPERLOOP! HYPERLOOP! HYPERLOOP! PRIMITIVE APES RUNNING CHICAGO! ARREST RAHM, RAUNER, MADIGAN & DURBIN & AND THE REST OF THE LOW LIVES MAKING ILLINOIS WORST STATE 3 YEARS IN A ROW AND #1 IN VIOLENCE MORE THAN LA & NY COMBINED!

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2

1/19/2017

Daniel Oliverio

Lol Fruits Inc

184 East Drummond Ave.

Glendale Heights, IL 60139

CS#3452

PS2#1547

UBER FLYING CAR TAXI'S AND GOOGLE MAPS WONKAVATOR'S WILL ALSO HELP CUT DOWN ON TRAFFIC BESIDES THE HYPERLOOP HYPERSONIC TRAIN GOING EAST AND WEST. UBER SHOULD BUY UP EVERY SINGLE FLYING CAR THATS 4 STARS FOR TAXI SERVICE. GOOGLE SHOULD CREATE PODS. ALMOST LIKE BUS STOP STATIONS. YOU ENTER THE WONKAVATOR AND TYPE IN YOUR GOOGLE MAPS DESTINATION AND IT WILL QUADROCOPTER YOU TO THE CLOSEST GOOGLE WONKAVATOR POD STATION TO THE DESTINATION YOU ENTERED. I THINK USA IS PRIMITIVE IN THEIR TRANSPORTATION. LAZY FAT FUCK POLITICIANS THAT TRULY DON'T CARE ABOUT OUR NATION. THE ATLANTIC AND PACIFIC IS FREE WATER TO TRANSPORT HUMANS! TAKE THE SALT WATER AND CREATE WATER COASTERS AND FLOAT HUMANS IN TUBES THROUGH CITIES?! WHY DOES CALIFORNIA NOT HAVE SPLASH MOUNTAIN WATER COASTERS NOT ONLY FOR TRANSPORTATION BUT TOURISM?! FLORIDA SHOULD BE #1 WITH THE ENGINEERS FROM DISNEY AND UNIVERSAL THEIR ENTIRE INFRASTRUCTURE SHOULD BE SHOOTING HUMANS IN WATER COASTERS AROUND THE CITY FUNNELING AS MUCH SALT WATER THROUGH THE TUBES. CHICAGO WATER COASTER WOULD NOT BE VIABLE BECAUSE OF THE MONTHS OF FROZEN TEMPERATURES BUT THE TEMPERATE CLIMATES IN CERTAIN EAST AND WEST COAST STATES SHOULD 100% USE THIS. COULD YOU IMAGINE HOPPING IN A JETSONIAN GLASS OR HARD PLASTIC ENCLOSED WATER POD AND FLOAT AROUND THE CITY. ERIC GARCETTI SHOULD BE MORE PROGRESSIVE ALONG WITH GOV RICK SCOTT. ANOTHER OPTION AS WELL ARE ANTHOLE UNDERGROUND HYPERLOOP IF CHICAGO DIDNT WANT TO BUILD ABOUT THE EISENHOWER. ELON MUSK WANTS TO DIG HIGHWAYS UNDERGROUND BUT EVEN THAT SEEMS PRIMITIVE. WHY NOT BUILD UNDERGROUND HYPERLOOP TUBES ALL OVER USA, MEXICO AND CANADA. AN ENTIRE HYPERSONIC TRAIN SYSTEM DEVELOPED ALL UNDER THE EARTH. ANYTHING BUT THE CTA AND 3 LANES AT MANNHEIM CONVERGING TO AN ETERNITY OF MISERABLE STRANGLING TRAFFIC UNTIL AUSTIN 4 LANES. HOW HUMILIATING RAHM HAS NOT BEEN MORE PROACTIVE REGARDING OUR TRANSPORTATION. CHINA IS CRUSHING US IN SPEED SO IS JAPAN AND EVEN RUSSIA. WE ARE LOSING USA! THIS IS A FACT! WE ARE BEHIND IN THE #1 CATEGORY FOR MORE FREE TIME AND AUTONOMY FOR HUMANITY! WHEN YOUR COMMUTE TIME IS CUT IN HALF TO WORK THAT LEAVES HALF THAT TIME DESIGNATED TO THE HUMAN'S DESIRES AND PASSIONS INSTEAD OF THE SLAVE, SERVANT, PEASANT & SERF LIFESTYLE THEY ARE FORCED INTO BECAUSE OF CAPITALISM! THANK YOU!

1

1/19/2017

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PS2#1552

I THINK AN EXTRA LANE IS COMMON SENSE. 4 LANES THROUGHOUT MANNHEIM TO AUSTIN CONNECTING. MAYOR EMANUEL SHOULD HAVE FINISHED THAT IN HIS 1ST TERM! I THINK WE NEED TO CLEAN UP ALL THE EXITS WHEN YOU FIRST GET OFF THE HIGHWAYS ON THE EXIT RAMPS! THEY ARE SO BORING AND NOT KEPT UP WITH AT ALL! RAHM IS AN ART MAJOR! STEEL PIECES ON THE CORNERS TO REPRESENT THE TERRITORY! FLOWERS? PLANTS? LANDSCAPING OF ANY KIND? I THINK RAHM SHOULD LET KEIM BRICK STAINING MAKE THE MOST BEAUTIFUL MURALS ALONG THE EAST AND WEST EISENHOWER! PHILIPS COLOR KINETICS LED LIGHT STRIPS ALONG THE HIGHWAYS AND MORE CREATIVE UNIQUE DIGITAL BILLBOARDS! HOVER CARS ARE ANOTHER FORM OF TRASPORTATION TO AVOID EVER HAVING TO FILL MISERABLE SINK HOLE POT HOLES AFTER A HARSH WINTER SNOW AND SALT PLOWS TO THE STREETS. MAGNETIC STRIPS ON THE STREETS THAT HOVER AND GOOGLE MAPS CONTROLS THE TRACK SELF DRIVING HOVER PODS. LIKE WHAT GEORGE JETSON FLIES IN BUT DON'T ALLOW THEM TO HOVER MORE THAN A FEW FEET. LARRY AND SERGEY CAN ENGINEER AND FIGURE THAT ONE OUT ALONE WITH THE QUADROCOPTER WONKAVATORS! THE WONKAVATORS WOULD BE SO AMAZING TO WALK OUTSIDE YOUR HOME AND SEE HUMANS FLOATING IN A CLEAR POD TO THEIR DESTINATION OF CHOICE. MAYBE A MCDONALDS OASIS ABOVE LIKE HINSDALE OASIS? A NEW OASIS OF FOOD $ YELP FOODIE QSR'S INSTEAD OF STOPPING IN THE HOOD AT A CHURCH'S CHICKEN! TAKE ONE OF THE ABANDONED OVERPASSES AT AN EXIT WHERE A PARKING LOT AND GAS STATION CAN BE MADE ACCESSIBLE. MANNHEIM OASIS IS PERFECT WITH THE PARKING LOT NEXT TO CARMAX AVAILABLE. USE THAT LAND AND CREATE JOBS IN HILLSIDE WHICH IS SO LOW POVERTY AROUND THERE AND LAND JUST WAITING TO BE PENETRATED! THE MANNHEIM OASIS WILL BE BUILT RIGHT THERE I CAN SEE IT NOW! FOR ALL THE SEMI TRUCKS BEFORE THEY GET ON 294! CREATE JOBS FOR CHRIST'S SAKES!

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1/19/2017

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CS#3457

PS2#1553

LETS ADD A TOLL AT THE MANNHEIM OASIS! MORE TOLL $! ADD ONE TO 83 NORTH AND SOUTH AND 53 NORTH AND SOUTH THE PASS ROADS TOLL FREE! MAKE AS MUCH $$$ AS YOU CAN OFF THESE PEASANT, SERVANT, SERF AND SLAVES OF ILLINOIS. THE TOLLS WILL PAY TO BUILD OUT THE MANNHEIM OASIS ALONG WITH STARBUCKS, DUNKIN DONUTS/BASKIN ROBBINS. MCDONALDS, SUBWAY, CHICK FIL A, PANERA, CHIPOTLE, BLAZE FIRE PIZZA, PORTILLO'S, GLAZED, INFUSED! THE TRUCK DRIVERS SHOULD FILL UP GAS BEFORE THEIR HAUL TO INDIANA AND ENJOY THE BEST RATED QSR FOR ANTIBIOTICS IN THEIR MEAT A,B, C RATED. I THINK THAT WOULD BE REALLY NICE FOR CHICAGO AND TOURISTS. 1

I THINK THE OLD MAIN POST OFFICE UPDATE IS FANTASTIC FOR CHICAGO. WHAT AN EYESORE TO DRIVE INTO AN $8 BILLION DOLLAR TIF FUNDED CITY OF 3 MILLION AND SEE THAT BLINDING SIGHT! UGHHHH A WAVE OF INTUITIVE REPULSION! 2

CHICAGO BEARS have the opportunity to become number 1 franchise in all of American sports surpassing Jerry Jones and the Dallas Cowboys franchise. The Green Bay Packers are the only community owned athletics franchise in American professional sports. Currently as it stands the Chicago Bears are No. 8 with a current value of $2.45 billion dollars. In 2014 their revenue was $352 million dollars with an operating income of $86 million. Green Bay Packers are No. 10 NFL franchise with a current value at $1.95 billion dollars. Their revenue was at $347 million in 2014. Also in 2014 their operating income was $63 million dollars. There are only 104,779 citizens currently living in Green Bay, Wisconsin versus Chicago, the third largest city in the nation at 2.719 million citizens to support our cities team franchise. Rather than being the property of an individual, partnership or corporate entity, they are held in 2014 by 360,584 stockholders. No one is allowed to hold more than 200,000 shares; approximately 4% of the 5,011,557 shares currently outstanding. It is the broad-based community support and non profit structure which has kept the team in Green Bay for nearly a century in spite of being the smallest market in all of North America. With Los Angeles stealing the St. Louis fans market the Ram's fans are looking for a new team to attach their loyalty and more importantly their cash and credit cards too! The Lucas Museum cost the city of Chicago $743 million dollars and billions in tourist revenue for our city. I would like to turn this tragedy into opportunity and speak to FOTP about utilizing the landscape to build an additional viewing only stadium for Bears games in place of a "PARKING LOT." If Friends of the Park want a % to build their parks they will receive the demands George Lucas would not meet for the Star Wars museum. If the Chicago Bears organization decides to go public I suggest they offer initially $1.6 billion dollars in shares with NO LIMIT to how many shares you can hold. First come first serve. The revenue we will receive 3

along with the McCaskey's staying majority owners purchasing $2.45 billion in shares can create thousands of real jobs for the Southside of Chicago and Near South region. With UIC Roosevelt and Near South having almost $1.5 billion in TIF funding this stadium will only add to the booming Chicago areas and the multiple high rises still being built. With an ever growing city of Chicago we must feed our citizens. Imagine a stadium with every edible desire and craving you can ever have is all in one spot. Imagine visiting every NFL stadiums top concession on one concourse level. Imagine the Taste of Chicago gluttony and madness every home game. The city of Chicago will greatly benefit from this new venue with a sense of pride and tradition. This venue will be a 30,000 capacity $20-$30 viewing stadium and 24 hour fresh foods market similar to a Reading Terminal Market in Philadelphia, Pa. I suggest we take Bob Iger, the CEO of Disney, and his beautiful neo futuristic LA Stadium that was denied by Roger Goodell. Structurally we will build a skywalk with a walking escalator that will connect to the Southwest corner of the stadium. Your ticket will scan you into Soldier field, Barracks Stadium or both. All soldier field ticket holders will have access to both stadiums. We will take the upper deck level of the proposed LA stadium off and two levels will have a different array for a 24 hour food market. One level will showcase the 32 NFL team's top 3 best of the best concessions fan voted. The other level will have all 4 & 5 star Yelp restaurants and pop ups from all 195 countries. Once the $1.6 billion shares sell out which they will the McCaskey's will receive an extra $500 million to their personal net wealth and the $1.1 billion will go towards Soldier Field updates. The Chicago Bears are one of only 6 teams that do not sponsor its stadium. To raise extra funds Barracks Stadium can also have a Corporate Sponsorship attached perhaps a non profit organization like United Way or Salvation Army. CHICAGO BEARS will not only collect revenue off of Bears Games and concessions but will also have constant streaming venue in their 24 hour fresh foods market. Barracks Stadium will host sporting events, live nation concerts, musicians, plays and more. The 24 hour fresh food markets will have the Soldier field suppliers fund this food source along with Sysco, Marano foods, Greco foods and more purveyors. These food suppliers will give us products from all 195 countries for all citizens of the Republic to enjoy their cultural traditions from the lands they once occupied and called home. America is now home for all of us but traditions and customs specifically when it comes to food and drink can unite a city in brotherly love. The entertainment of football along with the desire for alcohol and food is what brings in the crowds year after year to support the Bears. With the Bears being the smallest stadium in the NFL at 65,000 capacity it will not turn into the number 1 at 95,000 beating AT&T stadium in Dallas by over 10,000 fans. When a touchdown is scored and points are on the board you will hear the roar from the Barracks outside where our Chicago soldiers will be stationed enjoying the victory. We will build a new parking structure to make up for the lost parking lot for fans and tailgating. We will set up a user friendly in and out common sense no traffic flow out of the Near South area. This will allow an amazing tailgate experience for our loyal fans that enjoy setting up a tent, grill and cooler and partying hours before the show. CHICAGO BEARS is looking to raise $1.6 billion dollars through public shareholders. Listed below are line items that the investor's investment will be dedicated towards. • $500 million for the McCaskey's• $500 million into Barracks Stadium• $500 million to pay out shareholders• $100 million Soldier Field Updates and add ons We plan on reinvesting 60-70% of all profits back into the company in order to ensure growth of the company on a yearly basis. The remaining 30-40% will be dedicated towards investor payouts.

3

1/19/2017

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CS#3458

PS2#1554

THE #1 CHANGE I WOULD LIKE TO SEE FOR THE EISENHOWER IS 0 SHOOTINGS EVER AGAIN IN THIS SICKENING REALITY! I HAVE DRIVEN MY BIG TARGET BODY ON THE HIGHWAY THOUSANDS OF TIMES ESPECIALLY WITH UBER. MY FAMILY AND FRIENDS AND ALL OF US HERE DRIVE THAT HIGHWAY TO ENTER CHICAGO FROM WESTERN SUBURBS DUPAGE COUNTY! THERE SHOULD NOT BE MENTALLY ILL BRAIN DAMAGED HUMANS SNIPING RANDOM CARS AND MURDERING PEOPLE RAHM EMANUEL?! THIS IS NOT GRAND THEFT AUTO! THIS IS NOT A VIDEO GAME FOOLS PLAY LIFE IS A GAME THIS IS SUPPOSED TO BE A BEAUTIFUL COLORFUL ILLUMINATED FANTASY DREAM NOT YOUR NIGHTMARE! ANYONE CAUGHT SHOOTING SOMEONE OFF THE HIGHWAY WE KILL IMMEDIATELY EYE FOR AN EYE! DRIVING YOUR CAR TO YOUR DESTINATION IS A HUMAN RIGHT ALL HUMANS DESERVE TO SAFELY ENTER AND EXIT THEIR VEHICLES ON OUR MOST HEAVILY POPULATED HIGHWAY IN THE CENTER OF AMERICA! 1

January 31, 2017

Daniel Oliverio
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184 East Drummond Ave
Glendale Heights, IL 60139
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PS2# 1628
CS# 3490

I THINK IT IS COMMON SENSE THAT IF LA IS GOING TO IMPROVE THEIR HIGHWAYS WITH ELON MUSK THAN CHICAGO 290 SHOULD DIG BATMAN TUNNELS AS WELL MANNHEIM TO CONGRESS INTO LOWER WACKER DRIVE! ELON MUSK WE WILL PUT A TOLL TO SUPPORT THE PROJECT AT MANNHEIM AND WE WILL TAKE THE OHARE OASIS IDENTICAL MODEL FOR TRUCKERS BEFORE 294 AND ANYONE NOT FROM CHICAGO TO HAVE AN ILLUMINATED LIT UP OASIS SAFE ZONE WEATHER EMERGENCIES AS WELL. WE WILL BEGIN DIGGING UNDERGROUND BEFORE LA BECAUSE CHICAGO IS MORE ORIGINAL GANGSTER THAN LA. WHEN I BECOME MAYOR IN 2019 I WILL MAKE IT A PRIORITY FOR ALL 3 MILLION + CHICAGOANS TO HAVE A TESLA AND SPACE X ENGINEERED UNDERGROUND PASS ROAD TO OUR MAGNIFICENT ARCHIECTURAL GRANDMASTER PIECE! ELON MUSK IS IN NEGOTIATION WITH RAHM EMANUEL AS OF TODAY RIGHT NOW! WE CAN EVEN CARPENTER ANT DIG A PASS ROAD TO LAKE STREET UNDERGROUND! POWER CONSTRUCTION AND WALSH LEADING THE WAY ALONG WITH EVERY OTHER TOP CONSTRUCTION TEAM IN ILLINOIS AND WE CAN REVOLUTIONIZE TRANSPORTATION OF HUMANS FOR CENTURIES TO COME. LESS GASOLINE WASTED. LESS ENGINES SITTING IN IDLE. LESS OIL AND EMISSIONS! NO SPEED LIMIT! GO AS FAST AS YOU WANT NO TRAFFIC!

1

2/13/2017

Robert O'Neill
1246 W. Lexington
Chicago, IL 60607
chicagotrees@gmail.com
3129276795

PS2# 1648
CS# 3515

I think this project is a great opportunity to continue a collaboration with the renovation of the CTA Blue Line so that the two projects are well-integrated. Transportation is now more than just driving but it is also: biking, walking and taking public transit and as much as these can all be enhanced, the better. 1

There is also an opportunity to make the Eisenhower Expressway project as green as possible. We worked with IDOT to have green offsets for all of the concrete and asphalt and pollution from driving that will be involved with the Jane Byrne Interchange project. That IDOT public process and green offsets have gone very well. As many trees as can be planted on IDOT property as well as nearby City of Chicago and other State property, will go a long way to not only making the Eisenhower Expressway project more calming and aesthetically-pleasing but help capture a lot of the carbon and pollutants put into the air. Thank you. 2

PS2#1612

MR. ORZEL: My name is Ron Orzel. I'm at 834 South Clinton in Oak Park.

First of all, I think that changing the four free lanes to three free lanes and a HOV lane east of Austin is going to have a very negative public relations impact on the whole project. I think people are going to see it as another way that the government is trying to take money from them and create a toll situation on a free expressway and it will actually reduce the number of free lanes you can drive in. 1

Second of all, as someone who lives at 834 South Clinton, I am very concerned about whether or not I'm going to be able to sleep for two or three years while construction is going on, and I'm worried about damage to my property from the vibrations of the construction and I don't think that that has been addressed properly. 2

Finally, I sincerely hope that we don't have walls, at least in Oak Park. But the situation now where there are walls some places and walls not looks ridiculous. So I hope there's a decision one way or the other, although I would prefer not to have walls at least in Oak Park because you are splitting Oak Park into two sections. 3

Thank you.

Comments on Environmental Justice and Equity Relating to the Draft Environmental Impact Statement, of the I-290 Planning Process

William Peterman[1]
Professor of Geography Emeritus

I have reviewed the Draft Environmental Impact Statement released for public comment on December 30, 2016. My comments will focus on two sections of the Statement, S.5 – Environmental Resources, Impacts, and Mitigation and Appendix D – Environmental Justice Methodology Technical Memorandum. Based on my analysis, I conclude that **while the Draft EIS has complied with Executive Order 12898 it fails to consider the broader issue of environmental equity by not offering an option for more extensive public transportation in the I-290 corridor.** 1

The two sections of the Draft EIS, S.5 and Appendix D relate to Executive Order 12898 of February 11, 1984 and address the issue of environmental justice in minority populations and low-income populations. The data, the analysis, and the discussion are thorough and complete with respect to the Executive Order. I find no problems with the analysis and agree with the conclusion of no disproportionately high and adverse human health or environmental effects of the proposed reconstruction of I-290 on minority and low-income populations. That is, both minority and low-income populations will not suffer from the impacts of construction and from the reconfigured expressway any more than the general population. However, this finding is quite narrow, addressing only the issues covered in Executive Order 12898. 2

Since this order was issued in 1984 much work has been done exploring how minority and low-income populations are disproportionately impacted by transportation policies and actions resulting from them. Specifically, what is meant by environmental justice has been expanded to include the notion of environmental equity. According to researchers at the Civil Rights Project at Harvard University[2], an equitable transportation system should, among other things:

- Distribute the benefits and burdens from transportation projects equally across all income levels and communities;
- Provide high quality services – emphasizing access to economic opportunity and basic mobility – to all communities, but with an emphasis on transit dependent populations; and
- Equally prioritize efforts both to revitalize poor and minority communities and to expand transportation infrastructure.[3]

3

Neither the Draft EIS nor any of the proposed alternatives for I-290 address these points. There has been a failure on the part of the planners to address all aspects of environmental justice, especially to relating to equity. In the end should I-290 be reconstructed the existing transportation inequities will continue to exist.

[1] Mailing address: 747 South Cuyler Avenue, Oak Park, IL 60304.
[2] Sanchez, Thomas W., Rich Stolz and Jacinta S. Ma (2003). Moving to Equity: Addressing Inequitable Effects of Transportation Policies on Minorities. Cambridge, MA: The Civil Rights Project at Harvard University.
[3] Sanchez, Thomas W. and Marc Brenman (2008). The Right to Transportation. Planning (January). Chicago, IL: American Planning Association.

My conclusion that the proposed I-290 project does nothing to address the issue of an inequitable transportation system is based on my determination of how many households in the minority and low-income populations located just to the north and south of I-290 would not receive any benefits from the proposed alternatives. I do this by using the most recently available data from the American Community Survey (U.S. Census) both in its raw form and as summarized by several different organizations in the Chicago area. Specifically I identified the percentage of households lacking direct access to an automobile.

The data show the percentage of households lacking access to an auto in the eighteen Chicago census tracts extending eastward from Austin Boulevard and adjacent to I-290 ranges from 21% (tract 2605) to 55% (tract 8430). The average percentage of households without an auto for the 18 census tracts is 36.7%[4]. By contrast, the percentage of households lacking access to an auto in the communities along I-290 and west of the city of Chicago is 13% in Oak Park, 10% in Cicero, and 11% in Berwyn. 4

Households in areas of the west side of Chicago adjacent to I-290 disproportionately lack access to autos for traveling to work, shopping, or pleasure. The proposed changes to I-290 will do little to address this inequity, since public transportation is only tangentially addressed. It does little good for a household without a car for automobile transportation times and levels of congestion to be slightly reduced. As jobs, retail opportunities and sources for recreation are increasingly found in the suburbs, a more equitable transportation policy would be one that while maintaining auto accessibility would also improve public transportation. Suggested improvements of the CTA Blue Line associated with this project are quite modest and do little to address the inequities.

I am aware of the limits of the Draft EIS and of the present priorities of the CTA that do not favor the extension of the Blue Line, but would like to suggest that the immense expenditures to be spent and the significant disruptions associated with the I-290 project that will result in only modest improvements in travel time and congestion, is a poor policy choice. A much more appropriate transportation strategy and one that would address existing environmental inequities for minorities and low-income populations of Chicago's west side would be to shift from road building to improving and extending rail rapid transit (CTA)[5]. 5

[4] The percentage of households lacking auto access in these west side census tracts is significantly higher than the percentage of households in all of Chicago, which is 27%.

[5] Other benefits of such a policy shift would be a reduction of greenhouse gases and movement towards a more sustainable environment.

PS2#1614

Randolph Rankin

816 Lyman Ave. Oak Park, IL

MR. RANKIN: My name is Randolph Rankin.

I'm a homeowner in Oak Park near Austin Boulevard. I don't have a driver's license. To get around, I use my senior citizen $50 pass and use the Blue Line all the time.

I just have several comments that I would like to just put on the record, and I will fill out the forms as well. But I did have a couple ideas that I liked a lot of what I saw.

I'm delighted with the redesign of the Austin station, which I use personally every day more than once.

My first kind of question/comment is the one thing that disappoints me the most is there is no rail extension of the Blue Line past the Forest station stop. And my kind of comment is that I see the CTA is doing some wonderful things downtown with the new bus stops. In fact, they are designing bus stops that almost look like stations. So rather than just reserve a corridor or some grass for a future, future Blue Line extension, why not build a real bus route where people would get off the Blue Line at the Forest, Forest station stop, and transfer to an express bus that would simulate what a train could be in the future. And this shouldn't just stop where the current right-of-way is indicated, but there is no reason why it couldn't curve up to O'Hare or curve down to the south side as well so it could create kind of a beltway or a loop around Chicago. 1

The thing that fascinated me most, I heard the comment that the original Eisenhower was multimodal and was the first of a kind, a real innovation. So we should try to innovate, too. So this idea of a rail, of a bus, an express bus extension, simulating, would be a real innovation. And I will put the rest of my comments on paper.

MR. HARMET: One of the things we are proposing is that there would be an express bus coming from the Forest Park station going west and the bus would ride in that managed lane. So the managed lane is structured so that there would be a 45-mile-an-hour operating speed minimum. So it would act like an express, and go certainly beyond the study area. So we have been working with that concept for the preferred alternative.

MS. FARZIN: I will comment as well, the question of a CTA rail line extension has come up several times during this project. For us we had limited funds in the Vision Study. And the most important aspect of the CTA is to maintain the existing infrastructure. It's both irresponsible, and we couldn't seek federal funds for an extension without maintaining the existing -- You know, if you have a house and your roof is leaking, it's not a good time to put on an extension. So really the focus of this study first was to look at the existing infrastructure. And once we get that under control, we will continue to look at opportunities systemwide where there may be opportunities for extension.

2/12/2017

Randolph Rankin
816 Lyman Ave
Oak Park, IL 60304
randy1651@gmail.com
6462465761

PS2# 1646
CS# 3513

COMMENTS by Ranolph (Randy) Rankin (homeowner and long time OP resident) 816 S Lyman Ave Oak Park
(I am posting this on line via eisenhowerexpressway.com on 2/12/17. I will also mail a hardopy on 2/13/17)

1) New INFILL station in Oak Park - The CTA should research the value of creating an an additional Blue Line station for Ridgeland Ave (6400 west) More and more young residents of Oak Park are traveling to UIC, med center, downtown Chi etc for work and study. This new station could "hug" Ridgeland - otherwise it could also run from Ridgeland to East - and the existing Oak Park station might run WEST from OP ave instead of east? 1

2) UNNECESSARY DELAYS- Blue Line trains are often delayed because they must wait for signal clearance or an available track inForest Park station. The Green line has the same problem as an end point on that line - trains sit and can't discharge passengers at Harlem. The delays can be VERY lenghty - just they are at OHare sometimes. Because of these delays blue line rider miss bus connections at Forest Park 2

3) "RAPID BUS" / INNOVATIVE MULTIMODAL DESIGN / METRO CHICAGO PUBLIC TRANSIT BELTWAY + CORRIDOR - Cities like Atlanta are realizing the high value of new bus "corridors" CTA should build a series of "stations" for its express bus service running west from Forest Park complex and this service should fan out in myultiple directions (like Green line in Boston), including all the way to Ohare. The new "stations" could resemble downtown LINK raised platform design. IMPORTANT - people disembarking the Blue line train at FP must be able to effortlesly and quickly walk across the platform and board an express bus. (they should not even have to go upstairs) Express bus schedules would dovetail with blue line train schedules. An incoming "bus" is greeted by a waiting train " The bus stops should resemble train platforms. This encourages future businesses to begin to grow up around and "hug" the new bus corridtor emerge hugging the improved express bus service fo a strange of important suburbs west of Forest Park - This tranist corridor will simulate what a rail line might someday look like 3

4) MAKE EISENHOWER AN ECONOMIC CORRIDOR The biggest single problem with this design IMHO is its failure to enourage commercial/business development near many of the station entrances. The dead areas around the Austin Blvd entrance are a good example - an exellent solution would be to build a mid sized multistory hotel and parking structure to replace the Village parking lot now just north of expy across from Columbus park Proposals should be solicited from developers. Space should be reserved on ground floor of the new hotel for various types of businesses such as small grocery stores/supermarket. Make room for a neighborhood Walmart for example Another idea - build a small movie theater complex at Harlem near the expressway - again that whole area is DEAD and unwelcoming and urgently needs to be transformed in a catalyst for economic growth and jobs 4

5) REVOLUTIONary IMPACT OF MOBILE PHONES ON PUBLIC TRANSIT Uber cars and Uber competitors are already picking up and discharging passengers at Austin Blvd station entrance. Design should be friendly to such services There should be areas near many of the stations for ad hoc staging of car pools by drivers - and for Uber and other services - and some of these new services will doubtless in several years include driverless for hire vehilds by individuals or small groups 5

6) BUSES OF THE FUTURE CTA city and Pace bus will likely be driverless by the time new expway is finished - and likely downsized for more frequent flexible service. We need lots of places all along the length of the redesigned expressway for this new fleet of buses to pick up and discharge riders 6

7) TRAINS OF THE FUTURE Have shorter Blue line trains (fewer cars) but more FrEQUENT Trains. METRA is a good example of problem - trains running with many empty seats - short the trains but add MANY addl trains to the schedule 7

8) Instead of having just 4 lanes on expressway (one lane with toll) - would there be room for 5 lanes in both directions?? 8

9) LEVERAGE VALUE OF TODAY"S BLUE LINE Effective immediately the Austin 91 bus should be extended to Cermak - it makes no sense to terminate service at Roosevelt - a slightly longer route will act as a feeder from the south for increased ridership to Blue Line . We need to maximize the existing blue line infrastructure. 9

10) SPIFF UP WHAT WE HAVE NOW - Effectively immediately a simple low cost ongoing program should be insttituted to better maintain greenway on sides of expressway - garbage has been accumulating for many years - grass is all weeds - never cut. 10

11) DONT MAKE STATIONS ON WESTERN END OF BLUE LINE INFERIOR TO STATIONS CLOSER TO DOWNTOWN The design of the Austin station should resemble the new Halsted station - riders should leave the station entrance and be able to walk across austin to catch a northbound station. Consider having canopy over this area to protect riders 11

12) EFFECTIVELY IMMEDIATELY Seamlessly integrate PACE and CTA bus networks - avoid dead ends and overalp of services. Having two networks is EXTREMELY wassteful - and bus service can be revolutionized for very little capital expenditure 12

2/12/2017

Susan Raphael
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Oak Park, IL 60304
s.raphael@comcast.net
7087638431

PS2# 1644
CS# 3511

I am concerned about the impact of construction on my home that is close to the Eisenhower. I am requesting that homeowner concerns are taken into consideration on the potential impact to my foundation. 1 I am also concerned about the noise from the project, the noise from hellicopters and I am wondering if there are ways to limit the news hellicopters. 2 I am also concerned about the increased air polution due to the increased number of cars. 3 I also would like IDOT to increase the size of the East ave bridge. 4 I am wondering where the staging of materials will be and hope it is on the expressway itself instead of in the neighborhoods.

Eisenhower expressway

Comment Form
Public Hearing

Illinois Department of Transportation

Please select date: ☑ ***January 25, 2017*** ☐ ***January 26, 2017*** ☐ ***I was unable to attend***

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail; **or** fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- **Project's purpose and need for the improvement**
- **Alternatives under consideration**
- **Preferred Alternative**
- **Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue**
- **Social, economic, and environmental effects and proposed mitigation strategies**
- **Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park**

The +3 lanes will NEVER work what is needed is a dedicated express lane(s) with limited access and definate barriers seperating local and express lanes- Who will enforce? 1

The Harlem overpass will not solve the problem of Semi trucks entering and exiting the Eisenhower. They consistantly snarl traffic on Harlem 2

Access lanes from Harlem to Eisenhower to short, causing congestion on Harlem, both N bound and S. bound. 3

(Optional, Please Print)

Name /Affiliation Byron Reed

Address 224 S. Maple Ave

City/State Oak Park, IL *Zip Code* 60302

Phone No. _____ *E-Mail Address* _____

☐ *Please **DO NOT** add me to the mailing list*

N-171

Eisenhower expressway

Illinois Department of Transportation

Comment Form

Draft Environmental Impact Statement

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented. **The public hearings will be held on January 25, 2017 and January 26, 2017.** Please visit the project website at **www.EisenhowerExpressway.com** for hearing locations.

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Date: 1-20-2017

This project is wasting money. The Hillside Strangler project helped very little for what it cost. Maywood needs funding for after school programs. We just lost Aldi's, we're losing businesses in Maywood. Half the houses are in or about to be in foreclosure. So many other things need to be funded. I don't know how this project got this far. I have voting no to this project and so have many people I have talked to.

This is simply a porkbelly bill, wasting tax dollars!!

BUREAU OF PROGRAMMING
RECEIVED
JAN 24 2017
DISTRICT #1

Corvin K. Rhoder

(Optional, Please Print)

Name /Affiliation Corvin Rhoder

Address 615 S. 3rd

City/State Maywood, IL Zip Code 60153

Phone No. 708-328-1082 E-Mail Address corvinrhoder@aol.com

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1

1/30/2017

Theadora Rooks

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Oak Park, IL 60304

thearooks@gmail.com

708-386-1285

CS#3485

PS2#1572

Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. 1

1/23/2017

David Sokol

222 N. Marion Street 3A

Oak Park, IL 60302

dmsokol@uic.edu

7088481731

CS#3467

PS2#1559

I am a long-time resident of Oak Park, a former Village Trustee, and a member of the Historic Preservation Commission. I am profoundly concerned about the plan for the Eisenhower Expressway, for the way construction would impact and have an effect on at least two local landmark buildings and perhaps many other structures. Both the Oak Park Conservatory and the Maze Library, the two landmarks, can suffer damage from the vibrations of the construction, in a way similar to the damage to the building at UIC that is next to the north side of the Expressway near the Byrne interchange. I am asking that you consider alternatives of mass transit instead of this massive, disruptive, costly, and potentially damaging construction project.Sincerely,David M. SokolProfessor Emeritus, Art HistoryUniversity of Illinois at Chicago222 N. Marion St.Oak Park, Illinois 60302

1

2

Eisenhower expressway

Comment Form

Public Hearing

Illinois Department of Transportation

Please select date: ☒ *January 25, 2017* ☐ *January 26, 2017* ☐ *I was unable to attend*

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I would like to propose allowing motorcycles into the HOT lane and consider them Carpooling 3+ vehicles. Motorcycles get much higher mpg than vehicles and help minimize congestion. If more cars switched to motorcycles the congestion would decrease 1

(Optional, Please Print)

Name /Affiliation Sullivan Stewart

Address 1187 S. Grove Ave

City/State Oak Park IL *Zip Code* 60304

Phone No. 708-261-2906 *E-Mail Address* SSSCubsFan@gmail.com

☐ *Please **DO NOT** add me to the mailing list*

PS2#1615

Joan Suchomel

736 S. Taylor, Oak Park, IL 60304

MS. SUCHOMEL: Joan Suchomel. I live at 736 South Taylor in Oak Park.

I have two questions. And the first question is with adding a lane in both directions, what have you done around the concept of induced demand and how long do you think this is going to be before the latest starts to slip down again in the future? 1

And why is the HOT toll lane better than a free lane in your estimation? 2

MR. HARMET: We did look at the idea of induced demand by coming in with a build, developing a build and no-build forecast.

Really the key issue on an urban project like this is there isn't any urban sprawl. It's already urban. So what you would see is redevelopment of existing land uses. And there is then not a lot of generators of new trips and so forth. We think that, well, based on the analysis, about 10 percent increase in traffic between, on average, build and no build. So we have accounted for that. Because that's what also drives the environmental analysis is that build forecast.

The HOT lane, what that does overall is provides the best balance of arterial relief and improve mobility on the Eisenhower.

We also went through safety analyses and so forth. But the difference between the HOT lane and the general purpose, just plain-old unrestricted lane, is that there is enough travel on the Eisenhower already that with just a plain, old regular lane, we would not be able to provide that predictable, reliable trip.

With a managed lane and structuring the toll rates, we would have a 45-mile-an-hour trip on that inside lane. So that's the major difference, we are providing something predictable that we wouldn't necessarily be able to do with a general purpose lane.

Eisenhower expressway

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Public Hearing

Illinois Department of Transportation

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1 Infrastructure improvements are greatly needed on this corridor. The interchanges are greatly outdated and unsafe. Additionally, the whole area is an eye sore. and needs more greenspace, landscaping, etc.

2 Obviously the State of IL needs to examine alternative funding measures for transportation. Tolling and gas taxes are the perfect mechanism as they are essentially applying a "user fee". IDOT & the State Legislature need to examine and pass legislation that would allow use of Public/Private Partnerships, use of Design/Build construction and allow for tolling of the interstate system. These mechanisms are already working well in other states and with Illinois' fiscal issues, that state needs to be proactive and not reactive to these alternative funding solutions.

(Optional, Please Print)

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City/State Oak Park, IL *Zip Code* 60302

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[ ] *Please **DO NOT** add me to the mailing list*

PS2#1601

Monica Thomas

1644 S. 16th Ave. Maywood, IL

MS. THOMAS: Monica Thomas. I live here in Maywood.

I may have missed this, I apologize for coming in late. Last time you were here, you stated there was a question regarding the wall that would go along Harrison Street. Do you have a results on that? Are you still working on that?

And then also, too, I understand in your brochure you state that phase 2 and beyond is not funded.

And we do have a new administration in Washington. What are the chances of it getting funded? 1

MR. HARMET: Well, I can't speculate on exactly what would happen. But we are going to develop a financial plan and look at various funding mechanisms. And if there is a new transportation program in Washington, we are certainly going to look and see how the Eisenhower project would fit.

MS. THOMAS: So that would be after the summer, after this phase, this is what, 2017, then you would go to Washington to make the, try to get the appropriations? 2

MR. HARMET: Well, we would start off with a final analysis here. And we would also be observing what transpires in Washington because there is an outline of a plan and a lot of conversation about transportation funding. But until it's put together in a specific program, we won't know exactly how the Eisenhower fits with that potential future funding.

2/13/2017

Barbara A Vanek
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7088484983

PS2# 1650
CS#3517

Encouraging the expansion of automobile traffic in the 21st century without expanding, enhancing and promoting public transportation is to be on the completely wrong side of history. Younger people are eschewing automobile ownership more and more as well they should be. In many years of observation while riding the Blue Line from Oak Park to downtown, there are very few cars with two commuters let alone three. Not only that but no one at the last meeting had ANY idea how enforcing the three-person rule was going to be done. Barbara Vanek Oak Park

1

2

2/12/2017

Betsy Voyles
IL 60304
Bvoyles@sprynet.com

PS2# 1647
CS#3514

Please, please, please, please, please do NOT put up sound walls through Oak Park! We already have sound barriers because the expressway is several feet below the surface! Transient apartment dwellers who do not own residential property, but are closest to the expressway, should NOT have been the people given the vote. Thank you!! 1

PS2#1597

Sonja Williams

1018 31st Ave. Bellwood, IL

MS. WILLIAMS: Sonja Williams, 1447th Avenue in Bellwood.

My question is how will some of the local communities be impacted financially with some of these changes that improve everything else. Some of this money I suppose is from federal dollars, but what about some of the other money that you will need? 1

MR. HARMET: Typically, traditionally an interstate project like this would be 80, 90 percent federal funding. There are local costs depending on the scope of work in each community, for example, traffic signal. 80 percent of that cost is state or federal. And then the other 20 percent is split up depending on whether a village or the state has jurisdiction over one of them, so you could be involved in 5 or 10 percent of the traffic signal costs.

Those are things we are going to be working on with the communities. We are going to put together what's called a Letter of Intent that spells out the scope of work items, as well as the local cost for participation on there, and that is something each community will need to discuss further.

But one of the things we do need to do is work on a financial plan and kind of outline the big picture. So we wouldn't, by the end of this planning period, we will know some things about specific local cost participation. But so far as financing the overall project, we have more work to do on that.

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

1/18/2017

Diane Witt

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CS#3447

PS2#1544

No more tolls! Not working with the Elgin/O'Hare! Too expensive and traffic isn't cooperative. The state so corrupt, tolls just take more $ and no wonder there are so many fleeing the state! Stop the tolls! 1